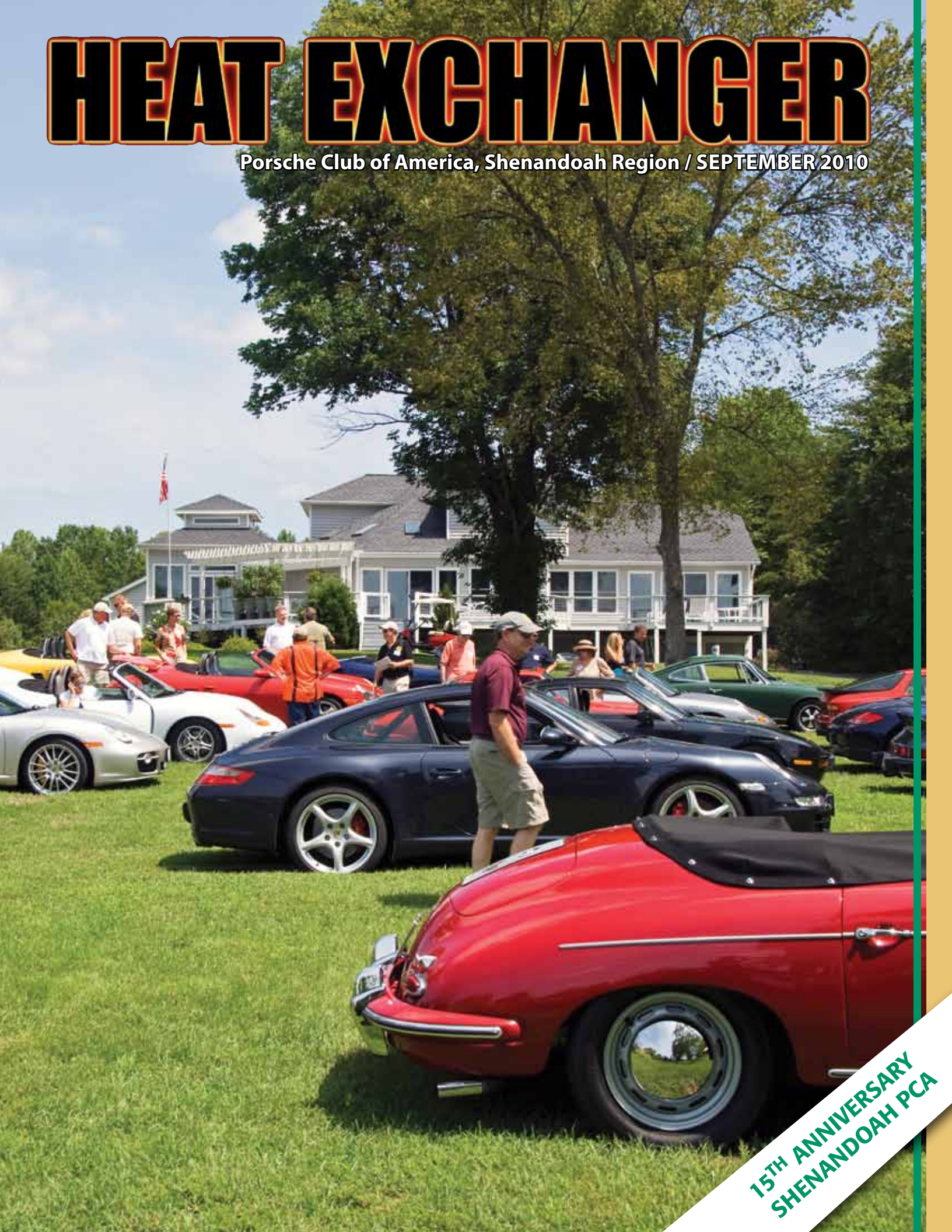


HEAT EXCHANGER

Porsche Club of America, Shenandoah Region / SEPTEMBER 2010



15TH ANNIVERSARY
SHENANDOAH PCA



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HEAT EXCHANGER

porsche club of america, shenandoah region

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September 2010

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

Reproduction of this newsletter is permitted only with written consent of the Newsletter Editor. Porsche and the Porsche crest are trademarked property of PCNA. Changes of address should be sent to the Membership Chairman and to PCA National offices in care of Diana Tringali at PO Box 5900 Springfield, VA 22150, 703-451-9000.

WRITTEN CONTRIBUTIONS AND PHOTOGRAPHS ARE WELCOMED. Please e-mail submissions to info@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 Adobe PDF, JPEG or TIFF file. Please contact the Advertising Manager for ad sizes. Send all ads and inquiries to the ADVERTISING MANAGER, Dan Ehrman, (434) 973-8399 or (540) 456-8116.

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

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Herb Distefano's front lawn,
August 14th, 2010.

Photo by Jim Condon.

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from the EDITOR

Ben Briggs

Dear Members,

15 years is quite a landmark for our club. It's been rewarding watching this club grow over the years and to witness continued enthusiasm for the Porsche.

Thanks to Scott Kaefer for submitting Part I of his restoration article. Like Dick Pitman's series of restoration articles, this should also make for some interesting – and fascinating – reading.

Your continued support of The Heat Exchanger and your club is, as always, appreciated.

Ben Briggs

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The 15th anniversary for the Shenandoah Region was celebrated on August 14 at the Lake Anna waterfront home of Herb Distefano. We had around 60 members and spouses/significant others show up in around 30 cars. We stopped at the Lake Anna nuclear power station operated by Dominion Power for a short tour of their visitor center. Herb mapped out a great driving tour from I-64 at Gum Springs to the power station and from there to his house. I can report that nobody that I know of received a speeding ticket, so the perpetual trophy will stay with our treasurer Bob Duntley until someone in the club gets a ticket going to or from a club event. Hats off to Herb and Sherry for pulling off another great event.

We have a Porsche's and Pastrami coming up on Sept 5th. Be sure to come out for a great lunch.

The final autocross is scheduled for Sept 12th at the Augusta County Government Center. Please stop by to check out the action, even if you don't plan on running your car. You might get hooked!

The PCA National board of directors held its annual meeting at Parade last month and voted on a couple of important items. The first item was to authorize the expenditure of up to \$900,000 of PCA National cash reserves to purchase an office building to house the national staff. Presently, office space is being leased, which expires at the end of year. This authorization means that the PCA could buy a suitable building or could renegotiate a lease.

The second item voted on was to increase annual dues to \$46 to \$42. This vote passed by an overwhelming margin. My recollection is that about \$12 or so of each dues payment comes back to our region in the form of a rebate.

The last item voted upon was to add an ad hoc committee to review suspension of PCA members. There was discussion as to why this was necessary and National explained that the reason to review suspensions was to ensure that they are based legitimate reasons. Either the region or the suspended member can ask for a review of a suspension.

Be sure to check the calendar for upcoming events, as dates and times can change.

The nominating committee will soon be meeting to discuss upcoming elections for club officers. The success of our club depends on volunteers. If you are interested in serving the club in the capacity of an officer or with the committees, be sure to let me know as soon as possible.

Bill Sanders



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MEMBERSHIP Report

Rhonda Dunbrack

August 2010

Primary Members 189

Affiliate Members 146

Total Members 335

Welcome to the following new members

Mark H. and Kevin Lukhard,
Midlothian, VA
2010 Carrera S

Have you updated your email address with PCA lately?

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

IMPORTANT NOTE: When you receive your membership renewal notice from the PCA national office, please give it a high priority and renew your membership promptly. If you fail to renew within 30 days, you will be dropped from the PCA roster and thus deleted from the Shenandoah Region records and mailing list. Avoid this tragedy by renewing online at <http://www.pca.org> (click on Member Services & Contacts). You may always renew by mail as well.

Insurance for Shenandoah Region PCA Events

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

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

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

CALENDAR of Events

September

- 3-5 **Potomac Region PCA DE* at Virginia International Raceway (VIR)**
Alton (Danville), VA
- 5 **Porsches & Pastrami** (*Canceled because of Labor Day Weekend*)
Charlottesville, VA
- 9-12 **PCA Escape 2010**
Sun Peaks, BC, Canada
- 12: **Autocross at Augusta Government Center**
Verona, VA
- 19 **Classics on the Green European Automobile Festival at New Kent Winery**
New Kent, VA
- 25 **Potomac Region PCA High Performance Driving Clinic (HPDC) at Summit**
Point Motorsports Park
Summit Point, WV
- 25-27 **First Settlers Region PCA DE* at (VIR)**
Alton (Danville), VA

October

- 3 **Porsches & Pastrami at Durty Nelly's Pub**
Charlottesville, VA
- 11 **Euroclassics/Shenandoah DE* at VIR**
Alton (Danville), VA
- 12 **Social/Business Dinner Meeting at Photoworks**
Charlottesville, VA
- 13-14 **David Murry/Synergy Racing VIR Track Days**
Alton (Danville), VA
- 31 **Fall Foliage Tour**
New G&W Motorwerkes, Ltd. Facility
Waynesboro, VA (Start)

* DE: Driver's Education Event

visit SHN.PCA.ORG for details & updates

Letter to the Shenandoah P.C.A

I would like to thank all the members of the regional P.C.A., who attended the 'Escape Weekend' on July 24-25. I would especially like to thank Sherry Westfall and Jim Condon for their hard work, dedication and superior organization for this weekend .

This was the first outing that my wife Sue and I attended since joining Shenandoah P.C.A. back in December 2009. We had an absolute blast!

We purchased our first Porsche back in October 2009 and had not taken any trips other than a few "jaunts" up the Interstate.

We signed up a month before the 'Escape' and were not sure what to expect.

Our journey began in Churchville VA where we met up with the group and to our surprise, there were over 25 Porsches ready to make their way over to Green Bank WVA.

We split up into 3 groups and headed west on Rt. 250.

Can you imagine the site of 25 Porsches, headlights on, engines purring, exhaust pipes roaring, winding our way through 60 miles of twisties?

People along the way were waving, taking videos and smiling almost as much as we were.

Equally enjoyable were the club members we met in our destinations; such friendly down to earth people that made us feel warm and welcomed.

Jim Condon gave us a special tour of The Green Bank Radio Telescope something Sue and I did not even know existed. Riding the Cass Railroad, our second destination, was like taking a step back in time a hundred years.

Again, we would like to thank all the people involved in planning and organizing this weekend.

We look forward to our next adventure with Shenandoah P.C.A. and; is it too early to sign up now?????

Phillip & Sue Noel

Autocross at RIR Canceled

The autocross scheduled for Saturday, August 21st at Richmond International Raceway was canceled due to insufficient entries. Mark Cooke of Euroclassics Porsche graciously put up the funds to secure this exciting venue and needed to have a minimum of 50 participants to break even. Unfortunately, there were only 20 entries a few days before the event when the decision had to be made to cancel. Mark will try again in the spring of 2011, so stay tuned! A great, big "Thank You!" goes to Mark for his unwavering support of our club.

Shenandoah's Last Autocross of 2010

Join Rick Ebinger and Erik Boody for Shenandoah's last autocross of the 2010 season. If you've driven in other Shenandoah autocrosses this year, come battle it out for points in your class. If you've never tried an autocross, it's a fun way to test and improve your driving skills.

When: Sunday, September 12, 2010
Time: 9:30 a.m.—Registration & Tech
11:00 a.m.—Drivers' Meeting
11:30 a.m.—First Car Off
Where: Augusta Government Center
Verona, VA

Online Pre-registration: www.motorsportreg.com

(PCA members save \$4 by registering online by Saturday, September 11th.)

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

To find out more about this event, autocrossing, and driving directions to the Augusta Government Center see the announcement under "Upcoming Events" on the home page of the Shenandoah web site at <http://shn.pca.org/>.

October Porsches & Pastrami

No P&P on Sunday, September 5th because of Labor Day Weekend

Date: Sunday, October 3, 2010
Time: 1:00 p.m.

Where: Durty Nelly's Pub and Wayside Deli
2200 Jefferson Park Avenue *
Charlottesville, VA 22903
(434) 295-1278

* At the stoplight at the intersection of JPA and Fontaine Avenue

Join your Porsche friends for a relaxed lunch at Durty Nelly's Pub. Afterward, we'll go on a short drive through the countryside. Destination TBA.

Contact Gary Hagar at (434) 974-7050 or ghagar52@gmail.com or see the Shenandoah web site at <http://shn.pca.org/> for more information.

If you are interested in putting together a short tour or a points of interest drive to lead after a Porsches & Pastrami lunch, let Gary know. He would love to have your help!

Intro to Drivers' Education (DE) Opportunities

A number of Shenandoah members have expressed interest in trying a DE but have been hesitant to commit to the rigors of a full three-day event. Two opportunities are coming up in September that will allow those tempted to test the waters.

1) The First Settlers Region (FSR) PCA is hosting a full DE on Saturday through Monday, September 25-27 at Virginia International Raceway (VIR) near Danville, VA. They are offering a great opportunity for those wanting to get a taste of DE without signing up for the entire event. For a \$50 fee, you can register for their "DE Intro". You will go out onto the track in your car with an instructor for a single session after lunch on Saturday. Standard DE safety requirements apply, so you'll need a Snell SA rated helmet. FSR now has a limited number of loaner helmets, so if you need a loaner, please email the registrar, George Michaels, at registrar@fsrpca.org to ensure they have your size and reserve it for you before you register.

To register online, go to MotorsportReg.com. Registration closes Wednesday, September 15th. For further details, go the FSR web site.

2) The Potomac Founders Region PCA is hosting a High Performance Driving Clinic (HPDC) on Saturday, September 25th at the Summit Point Motorsports Park in Summit Point, WV. This is an all day event that usually takes place on the Jefferson Circuit. Students are divided into groups and rotate between classroom instruction and

CONTINUED ON PG 14

SHENANDOAH CELEBRATES IT'S 15TH ANNIVERSARY

by Malcolm Hopker

Photos on Pages 11 and 12

This year's Anniversary of the founding of the PCA Shenandoah Region was celebrated on Saturday, August 14th, 2010 and ran pretty much as forecast in previous HE calendar notes. While no crystal nor watches were handed out, it was a day well worthy of a 15th Anniversary, with unbounded good spirit and camaraderie, a couple of nifty little drives, great food, fabulous weather, a picture-perfect picnic setting. Much of this – well, perhaps not the low humidity and blue skies – was of course due to the careful preparation, generosity, and hospitable good nature of, once again, Herb Distefano. He has plenty of experience and practice. The Club knows it well and has benefited hugely. We thank him without reservation.

The celebration also ran without apparent hitches. We started at the Exxon Station/Pit Stop on the north side of the Gum Spring exit of I-64. Jolly greetings and waiver sign-up completed, interested inspections of other peoples' cars, technical and other gossiping done for the time being, the gathering was briefed by Herb on the drives, tour, and festivities ahead, then off we went. As warships, their power and versatility latent, are dwarfed almost to insignificance when alongside very large cargo carriers (VLCCs), so seemed the little cars lined up waiting for a tractor-trailer rig to lumber, hiss, and squeak its way out of the Pit Stop. Then, 23 deep throats burst into life, and we were off, speeding through the lanes towards Lake Anna Nuclear Power Station via Mineral, the rear initially brought up, appropriately, by Drew Donaldson in his BMW M5. Actually, Drew does have a Porsche, a 1987 911 which some of us saw and very definitely heard a

few days later at Lufteknic. We must certainly have a great "before, during, and after" article to engage us very soon now.

We arrived at the power station and assembled in the presentation area. The staff there gave a very concise and clear lecture on the principles of pressurized water reactor power production, and a description of power distribution achieved from Lake Anna and other Dominion Power facilities. The Club is most grateful for this welcome, for an interesting presentation and the time afforded us.

Onwards then to the lakeside home of Herb, a total of 54 people, with a colorful background of 24 Porsches ranged in 3 lines, spent the afternoon under a very smart marquee tent, where delicious lunch, catered and taken in a relaxed and happy setting was provided. Trips were offered and taken by most aboard Howie and Rhonda Dunbrack's jet boat and three pontoon boats operated by some local friends and neighbors, and one person swam – intentionally!

Not just one but two excellent, decorated celebratory cakes and ice cream were served after lunch, accompanied by short but apt speeches by Herb, Bill Sanders (President), Sherry Westfall (Social), and Rick Ebinger (Autocross/Driver's Ed), giving between them pearls of reminiscence, encouragement, appreciation, and thanks. In spite of our great appreciation of the whole day, we couldn't arrange for one of Herb's three Porsches being the Peoples' Choice. Instead, the drawing, announced during the picnic by the taciturn Jeffrey Elmore, went to Scott and Tana Kaefer with their white (multiyear

CONTINUED ON PG 19

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July 24-25, 2010



Porsches on the Front Lawn at Green Bank Science Center



Porsches Meet at Pesto near Crozet



Observatory at Green Bank



Former Logging Town of Cass, WV

CONTINUED ON BACK COVER

Photos by Jim Condon

SHENANDOAH 15th ANNIVERSARY August 14th, 2010



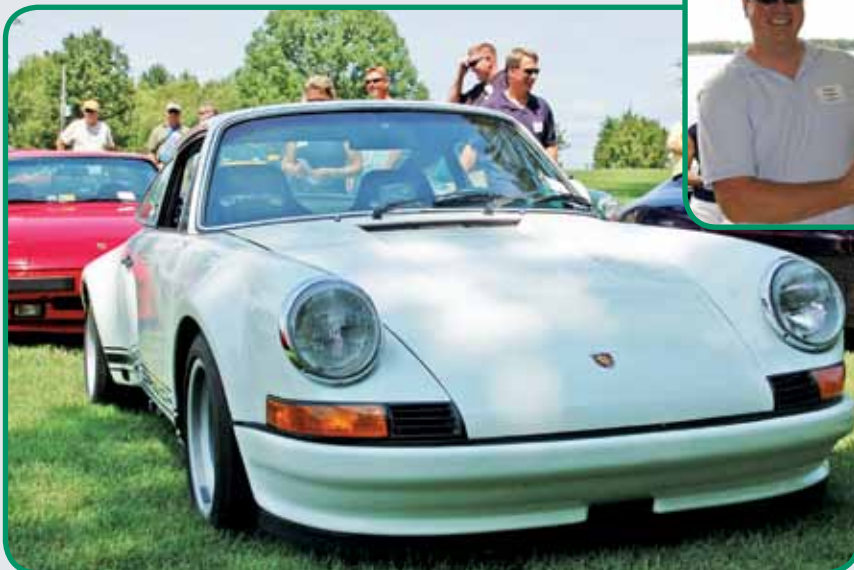
Dominion Power Visitor Parking



Dick Pitman's '61 Roadster



Lakeside Venue Compliments of Herb Distefano



People's Choice Winner Scott Kaefer



*Bill Sanders & Sherry Westfall Cut
TWO Birthday Cakes*



Tour Guide at Power Plant



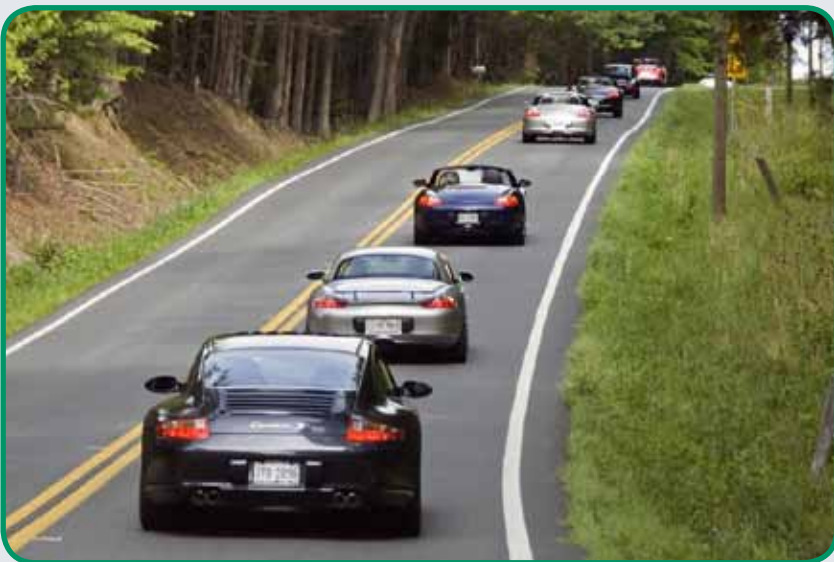
Driver's Meeting



Our Host, Herb Distefano



SS Dunbrack Takes Another Tour



On the Road



Beautiful Day on Lake Anna

Photos by Jim Condon and Bill Sanders

PORSCHE & PASTRAMI August 1, 2010

Taylor & Boody Organ Factory



Meeting at Durty Nelly's



Erik Boody is a Designer at Taylor & Boody



Apparatus for Voicing Pipes



Organist Plays for Us



New Organ



Old Porsches Never Die

Photos by Jim Condon

UPCOMING EVENTS & EVENT REVIEWS

track exercises throughout the morning. The classroom helps drivers understand what is happening to them and their cars under stressful circumstances and teaches them as drivers to know how to handle these situations. As their knowledge and experience increase throughout the day, so do their speed and confidence. Topics that may be covered include understeer, oversteer, managing your tire patches, driving the perfect line, optimizing car and driver performance, track flag signals, passing, and safety equipment. Some of the track exercises include working on a skid pad (Yes, drivers, they really do want you to spin!), driving through various slalom configurations, hard braking from a high speed, braking and swerving around an object, and braking in a turn. Instructors have students brake hard enough to feel the effects of the ABS system--a very unsettling sensation if you don't know what it is. In the afternoon, participants get to practice track driving on the full Jefferson Circuit, a relatively short but challenging road course.

To register for this HPDC, contact Charlie Clark, the DE Registrar, at charlie@pcapotomac.org. Check the Potomac website for further details.

If you have questions about either of these events and what to expect or just need help registering, please contact Sherry at vscales@cstone.net or (434) 295-3955.

Euroclassics/SRPCA DE Coming Soon

Join Mark Cooke of Euroclassics Porsche and the Shenandoah Region PCA for this popular one-day DE at VIR scheduled for Monday, October 11th. Event and registration details will be posted soon on the Shenandoah web site at <http://shn.pca.org/>

October Social/Business Dinner Meeting at Photoworks

Geoff and Mike Kilmer, fellow Shenandoah members and owners of Photoworks Creative Group, will host our Tuesday, October 12th meeting at 6:30 p.m. at their facility in Charlottesville, VA. They will treat us to dinner and a tour of their business operations. In addition, we are planning a "business mixer" where members can exchange business or personal cards and get to know each other better.

Please RSVP to Sherry at vscales@cstone.net or (434) 295-3955 so we can provide an accurate headcount for dinner.

Fall Foliage Tour 2010

We will gather at 10 AM on Sunday, October 31st (Halloween costumes optional) at the new home of G & W Motorwerkes in Waynesboro. We will have coffee and Danish there and tour the facility before loading up and climbing Afton Mountain. The tour will then go south on the Blue Ridge Parkway and follow some other great mountain roads that will lead us to the Devil's Backbone Brewing Company (DBBC) in Roseland for lunch. You will pay for your own lunch at the brewery.

Please register online at MotorsportReg.com (A link will be on the Shenandoah web site at <http://shn.pca.org/>.) or by emailing or calling Sherry at vscales@cstone.net or (434) 295-3955. There are no fees involved in registration, but we need to have accurate head counts for the reception at G & W and reservations at DBBC.

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

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PSYCHO BILLY.

The story of my 911S Hotrod - Part I – An overview

by Scott Kaefer

My name is Scott Kaefer. I am a 30-something year old car nut with a passion for vehicles of all shapes and sizes. Though when it comes to sports cars my personal favorite is the classic air-cooled Porsche 911. I'd like to share a story with the readers of the Heat Exchanger on how I came about building (and continue to build) the 911 of my dreams.

This is the story of how I turned this:



into this:



I'd like to start by describing how I entered the world of Porsche in the first place. Back when I was a young lad my father introduced me to a business partner who had a 944. I was already a huge car fanatic and this was the first time I had ever had a chance to see a Porsche up close and personal. The smell of the leather, the manual transmission, the phone dial wheels, the low roof line... I was hooked. I didn't know it at the time but this brief early encounter with a Porsche would steer me in the right direction 20 years later.

To be completely honest I didn't fall in love with the 911 until a few years later. I grew up looking at 911SC's in the

car magazines and it wasn't until the Ruf Yellowbird came out that I started liking the 911 profile. The accordion impact bumpers and turbo tails just didn't do it for me. The Ruf Yellowbird on the other hand, with its smooth fiberglass bumpers and Carrera tail just looked 'right'. Not to mention the performance. At this point I really started taking notice of 911's. Especially 911 hotrods.



Now lets fast forward to my early 20's. First I met my lovely wife-to-be, Tana. Then I took a few years off of my car hobby, sold off my 1989 5.0 Mustang, and started an I.T. consulting company RichmondComputerHelp.com . After a couple years of developing the company I decided I should reward myself and buy another sports car (not the best business decision but good for my soul!).

My first thought was a Porsche 951. This idea was linked backed to my early experience with the 944 and also my recent experiences seeing (and hearing) a 944 turbo S cruising up and down Monument Ave. Hmm....951's are somewhat affordable and have plenty of potential!



I remember sitting in my apartment in the Richmond Fan District discussing the idea of a Porsche 951 with Tana (realizing in all of my 20-something wisdom that it'd be a

CONTINUED ON PG 17 & 21

PSYCHO BILLY.

good idea for my significant other to be supportive of the purchase) and she didn't seem sold on the idea. So then I asked her what kind of sports car she liked. She responded with "I like Porsche 911's". No argument from me. Case closed. I realized it's time to buy a Porsche 911. So that's what I did! Yes that's right... no house, no garage, a young business... seems like the perfect time to buy an old 911! Where can I find a cheap old 911?

Cheap?! Porsche 911? HA!

It didn't take me long to find my first Porsche. I was bitten by the shiny Porsche syndrome! My first 911 was also my first experience with 'longhood' pre-1974 911's. Up until this point I never paid attention to the early 911's. Boy I didn't know what I was missing! I immediately fell in love with the original 911 shape without the impact bumpers of the later cars. Not to mention the sound of the carb'd flat six engine screaming behind me!

Here's a picture of my first 911 – a 1971 911T coupe. You'll have to pardon the quality of some of these pictures. Some

of them are only available to me on the Internet in low resolution. Back up your digital pictures folks!
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CONTINUED ON PG 21

**MY FIRST PORSCHE
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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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composite) long-nose Carrera. Ah well, can't win it all!

GT2 retained RWD).

In reflection about 1995, many of the cars present at Lake Anna had not been designed, much less built; the same would apply to two people of those attending! Looking back on our web-site through our ever-improving, already terrific Heat Exchangers, it is amusing to see the changes in cars, and people. On Porsche production itself, this was the year the 993 turbo version was launched, the first standard production Porsche with twin turbochargers and the first 911 Turbo to be equipped with permanent all-wheel drive (the homologated

There were certainly plenty of tales told during the day of the forming of the PCA Shenandoah Region, and of events since. Not all of us were party to every one of the very many lively conversations, of course. Up there as a good one must surely be Herb's story, against himself, of a 92-year old lady, on learning his age – much less than hers - roundly declaring him too old to date! Why should he worry!!

HEAT EXCHANGER MART

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TREASURER'S Report

by Bob Duntley

Cash Flow: 1/1/2010 thru 7/30/2010

OPENING BALANCES

Checking Account	\$6,473.76	
Sweep Account	\$1,489.05	
Total Opening Balances		\$7,962.81

INFLOWS (for both accounts)

AutoX Entrance Fees	\$1,195.00	
AutoX Entrance Fees - MotorSport	\$1,049.00	
Goody Store	\$94.19	
Green Bank Registration-Motorsport	\$566.00	
HE Advertising	\$4,824.00	
Refund PCA National	\$2,388.00	
Refund PCA Zone 2	\$3,000.00	
RIR AutoX Registration-Motorsport	\$480.00	
RPM Registration	\$3,361.50	
RPM Registration-MotorSport	\$2,277.00	
RPM Sponsor	\$3,650.00	
TOTAL INFLOWS		\$22,884.69

OUTFLOWS (for both accounts)

Activity Deposit	\$250.00	
AutoX Eqpt	\$1,072.25	
AutoX Expenses	\$714.20	
Bank Charge	\$15.50	
Biz Taxes		
Federal	\$227.00	
State	\$92.00	
TOTAL Biz Taxes	\$319.00	
Donation	\$300.00	
Equipment Rental	\$100.00	
HE Printing & Mailing	\$5,303.54	
MotorSport Service Charges	\$199.68	
Postage and Delivery	\$57.04	
Refund Autocross	\$24.83	
RPM Expenses	\$7,567.10	
TOTAL OUTFLOWS		\$15,923.14
OVERALL DIFFERENCE		\$6,961.55
Total Cash Balance 7/30/10		\$14,924.36

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Unfortunately, I didn't listen to the voice of reason with this purchase and skipped a PPI. The more I became familiar with my 1971 911 the more issues I realized it had. Especially rust. The more nooks and crannies I looked in the more rust I found. Not good.

Realizing this car would need a full restoration I decided to buy a garage with a house attached so that I could restore my 911. Not really but sort of. Then I realized I was truly bitten by the 911 bug and didn't want to think about not having one to drive while I rebuilt my '71 so I bought a 1980 911SC to drive while I was building my '71.

My 1980 911SC



My SC was an eye opener for me. While that car had it's own issues it was a much more solid car than my '71. Notice the Ruf bumpers!

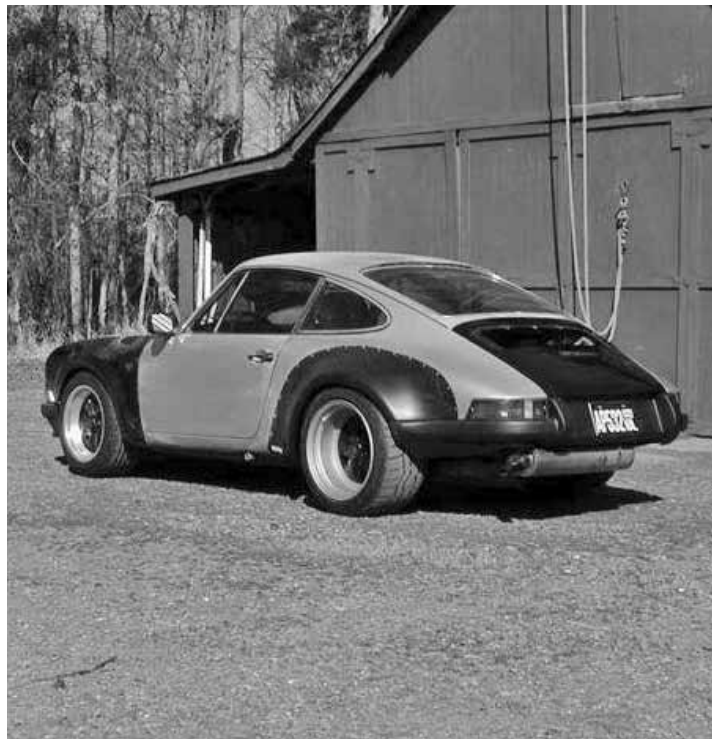
The more I dug into the '71, and the more I drove the '80, the more I realized that perhaps I shouldn't restore the '71 and perhaps I should find a solid rust free, accident free 911 chassis to build my own longhood 911 hotrod. Specifically a fully galvanized factory non-sunroof '77-'89 chassis to build from the ground up.

I made this realization right before Christmas 2008. It just so happens I was browsing eBay for Tana's Christmas present when I decided to take a quick look at the 911 listings. I never look at 911's on eBay. Guess what?! There just so happened to be a rust free, accident free, factory non-sunroof 1977 911 about 20 minutes away in Goochland county. A few days later after finalizing the purchase agreement it was in my workshop being disassembled to become the basis of my 911 longhood hotrod!

1977 911S as purchased:



Here's the same car a few weeks later morphing into my widebody backdated 911 hotrod:



Stay tuned for part II of this story where you'll learn who named the car Psycho Billy and see lots of pics of the project in progress!

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On the Way Up the Mountain

GREEN BANK
Photos by Jim Condon