

# *The Heat Exchanger*

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



# *The Heat Exchanger*



A wet start for the Fox and Hounds Rally.....details, Page 4  
Volume 7, Issue 8      Oct. 2003      Shenandoah Region PCA

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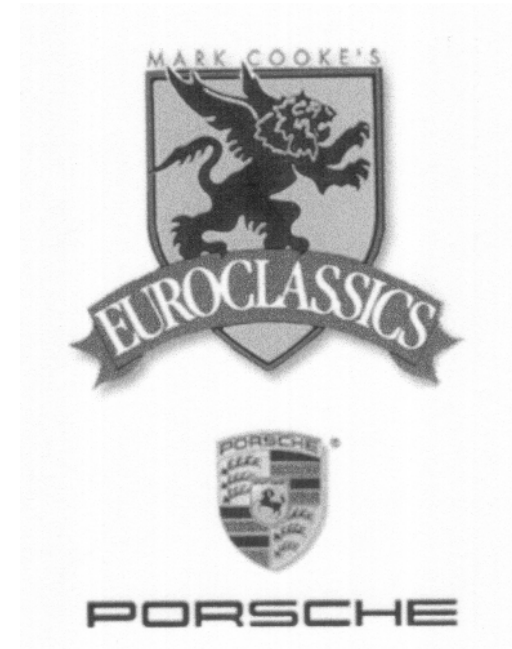
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←—————→  
**We believe.....**

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.

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**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.....

- ◆ **Oct. 13**– Euroclassics/Shenandoah Region Driver's Ed, VIR. Call 804-794-6868 to SIGN UP NOW! **See article, page 11**
- ◆ **Oct. 16**– Social/Meeting, CDOC, 900 Preston Ave., Charlottesville, 7-8 PM. See details and directions, page 9.
- ◆ **Oct. 26**- Autocross with First Settlers, Crewe, VA. 10 AM at Crewe Airport. See directions, page 20
- Nov. 9th**- Sightseeing & Wine Drinking Tour to Jefferson's Poplar Forest. See page 13 for details and directions
- 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.....

*Let it rain....* no wait a minute, what am I saying? Let it stop!

I hope all of you have been OK and as dry as possible these past few weeks. We seem to be able to pick the dates for rough weather by scheduling our meetings to fall on days we get pounded. We had the winter blizzard when the Zone 2 meeting occurred early this year, followed by a big snow-storm during one of our regional meet-



President, Rick Ebinger

ings at Crown. Now we manage a hurricane for our September meeting at CDOC.

We had to cancel that meeting, but it will be rescheduled for this month. We are all looking forward to seeing their establishment and thank them for the open house. Please try to attend; it should be a lot of fun.

We have some exciting events coming up this month. We have the **Driver's Ed event at VIR** with Euroclassics **October 13<sup>th</sup>**. Last year it was a ball and everyone had a blast. If you are interested in checking out the track or just wanting to get more track time at a first rate racing facility, please mark your calendars.

We also will be getting with First Settler's for the Crewe autocross, Oct. 26.. This is a great event and it is always fun to spend time with our neighboring region. This will be our third year doing this with them, and each time it has been great. This will also be the last autocross of the year...and the results of some classes are still hanging in the balance. Good luck to all, except Erik Boody. I'd like to beat him once more before the season ends. Hah!.

Lastly, I'd like to thank Don Herzog for stepping up and helping us with the Web Page. We appreciate all the work Rebecca Morgan has done in the past, but I have not kept this as up-to-date as I would have liked. I am hoping we will be able to update everything and have all information current and accurate by the Euroclassics event. Again thanks Don.

Everyone have a good month and I plan on seeing you at our events. This should be a busy and fun month. Stay dry!!!

Rick



PORSCHE

(Continued from page 15)



5. Remove the air box cover and turn the key to the on position and lift up on the plate with the arm attached. This is the air flow meter and changes the fuel pressure. Watch each injector one by one looking for a

nice even spray pattern. In my case I purchased 2 spare injectors in case one or two were not just right. Gambling that most were working.

6. The number 1 injector did not spray a nice and even mist at wide open throttle position. Now you will need to relieve the fuel pressure and bleed the system until the replaced injector sprays. You may bleed pressure from the main fuel supply line to the distributor or at the particular line the injector was replaced. Make sure you have a rag wrapped around the injector before separating to avoid fuel spray in the engine compartment.

7. With the new injector installed, press the air flow plate up until the new injector sprays into the bottle. This is bleeding air out of the line that would cause a miss at startup if the injector did not spray.

8. Now the new seals should be soaking in fuel. Slip them onto the injector body and remove the test bottles. Use only fuel to lubricate the seals. Oil may allow the injector to push out under pressure.

9. Pressing the injectors into the sleeves, make sure you feel the o-ring seat fully. Visually inspect them to make sure the seals are lower than the sleeves. Now start and run the car while checking for leaks. Following your leak check, test drive and you may be surprised! Especially if you fixed some intake leaks in the process!

Good luck and use common sense when working with fuel.

Harold Singh





**The Cayenne. The Next Porsche.**

**A winding stretch of pavement.  
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## From the Editor's Desk.....



### *Isabel Slams Shenandoah Region.....*

Whew, that was a doozy of a hurricane, but from what I've heard, (please correct me if I'm wrong) no club member's cars were damaged or destroyed...most likely because we had them locked up tight in garages.

Editor, Phil Audibert

It's not that we didn't take the full brunt of the hurricane's fury. Looking at the track, Isabel ran right up through the middle of the Shenandoah Region. The eye passed between my house and Charlottesville at 2:00 AM Friday, the 19th.

At that point we were already out of power, but had stockpiled water and gasoline wisely so we were able to keep our refrigerators alive with a small generator and we could cook on our gas range. Our power came back four days later.

Others in our region were not as fortunate, especially Richmond area residents, some of whom didn't have power restored for a week or longer. Heck, some may be out of power still. And Waynesboro experienced its usual flooding of the South River.

But on the whole we dodged a bullet that time. Just imagine what it would have been like had Isabel been an ice storm in January, followed by an arctic cold front!

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Sign, Sign, .....  
Everywhere a Sign

(aka Fox & Hounds)  
Rally Report

By Mike Shutty



How do ya put together a Fox & Hounds Rally?

First, the two foxes conspire with maps in hand; then rip through the countryside, Steve McQueen style, in a 911; then toast the gorgeous weather at the Edelweiss.

The next evening, the pick-up truck is readied: lawn-chair firmly wedged in back, lime, scoop, country music, cooler of libations ... is this the Porsche Club or is this turning into NASCAR? Then came the rain! And the next day, more rain came! But this was not NASCAR, so the Porsches came and so did the British Cars (and my Honda S2K). Thirteen brave souls huddled in the breezy foyer of the Afton Inn – no one questioned whether the rally was on or off. It was on!

Off we went, with gale force winds atop of Afton, traversing the Blue Ridge parkway in a dense fog, and into the valley where the rain was but a

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(Continued from page 11)

beautiful tracks in the country, recently refurbished to the tune of millions. The track is user friendly with lots of room to experience many different driving opportunities.

- ◆ Amanda will have details about where to stay. (I recommend coming down the night before.) We need to be wide eyed and ready by 9:00 AM.
- ◆ **Anyone** with a Porsche can attend. **Any skill level is accepted.** This is a **great opportunity** for beginners or 1<sup>st</sup> time owners of Porsches to get some extra experience. **Don't be shy.** This day is for you... and no one will poke fun if you mess up or go slow; this is a learning day for **all** of us.
- ◆ There is a **mandatory driver's meeting** you must attend at **9:00 AM.**
- ◆ Wear comfortable clothing – long sleeves, long pants and lace up rubber soled shoes. An approved helmet (no motorcycle helmets) is required in the 2<sup>nd</sup> and 3<sup>rd</sup> run groups. We will have some loaner helmets.
- ◆ You need to prepare your car. Euroclassics will perform the tech inspection free (except for brake flush). Clean out the car of unnecessary items (umbrellas, golf clubs, cell phones, etc.). You can download the tech inspection from Amanda's site.
- ◆ Convertible 996's can run, Boxsters need a hardtop or a bolt on loaner roll bar easily attached by Euroclassics the day of... other open top Porsches will have to have a top or a fixed roll bar.

◆ There will be three run groups – 2 runs for each group in the morning and 2 runs each in the afternoon. Lots of driving, instructing and fun! There will be a touring group (yellow) with a pace car, the second group (red) is for individuals with an instructor or on their own with some prior experience, and the third group (white) is for most driving experienced Porsche owners.

This is loads of fun and afterwards you will be a renewed and re-glued Porsche driver, feeling so much more confident about your relationship with your car.

Best of all it's a great day with nice people, in Porsches at a beautiful place.

Alex Smith

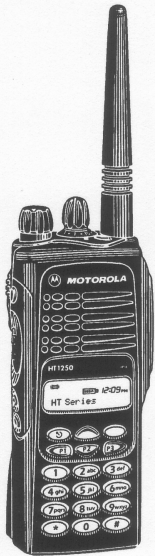
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mist. Our mission (in lieu of the usual Fox & Hounds format) was to categorize all the caution road signs along the way using whatever system you chose to develop.

It was a great drive and quite spirited at times: an S2K, Boxster, 911, Boxster S, and two spanking new Minis (which by the way, have German roots). At the fox's lair, Bratwurts were grilling, beans baking, and brews a'cooling.

So, how many signs were there? There were at least 55 of them: 17 road turns left, 14 road turns right, and so on. But you could break it down further, 5 road turns left 90 degrees, 2 road turns left 45 degrees ... get the idea?

Phil & Susie Audibert did! They won the rally, demonstrating the best road sign reading ability (always a sign of safe drivers). Having won the first Rally in April, they are the Rally Championship winners for 2003.

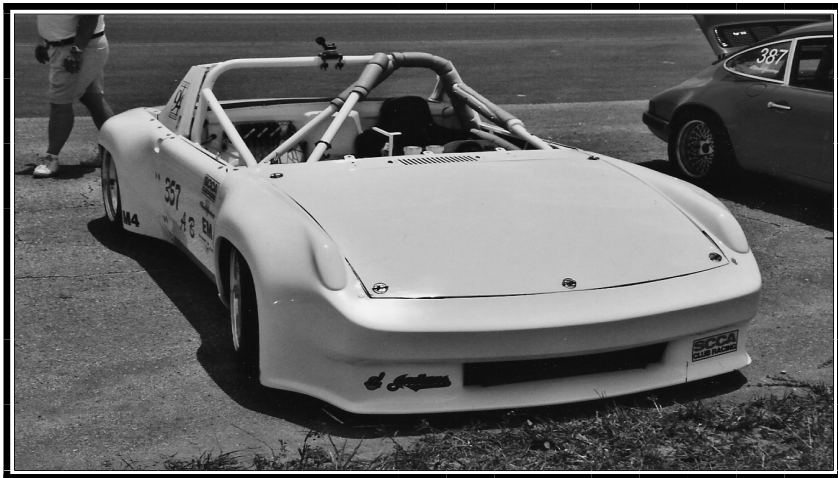
Second place went to Bob & Joan Duntley, and third place went to Robert Whissen & Dale Weatherholtz (the latter team also took second place in the 2003 Rally Championship). Mike & Rhonda Brittingham and Grant Howlett & Bill Merrill (all from the Shenandoah Valley British Car Club) drove the Minis; Ken & Diana Brasfield hosted the end of Rally celebration in their Barn turned into "autohaus" filled with antique gas pumps, petrol-signs, and of course, MGs.

A splendid time was had by all.



Outside the "autohaus" from L to R: Pete Scholfield, Robert Whissen, Dale Weatherholtz, Diana Brasfield, Mike Brittingham, Ken Brasfield, Phil Audibert, Rhonda Brittingham, Bob & Joan Duntley, Mike Shutty, Grant Howlett, Bill Merrill, Susie Audibert. (my father, Mike Shutty [senior] took the picture).

## Parade Experience.....by Rick Ebinger



A 914 Racer at the Porsche Parade tops Club President, Rick Ebinger's Christmas wish list!

As mentioned in the last *Heat Exchanger*, Erik Boody and I went down to Tampa, Florida to the Porsche Parade. We decided to drive because I had the new Dodge truck, and we hadn't done a road trip together in a long time.

It was definitely the way to go. We zipped down Tuesday to end up at Daytona Beach for the evening. For all I heard about the place, it seemed strangely small. I guess that comes from building something up in my mind.

We took off Wednesday morning with a quick stop at the Ponce de Leon lighthouse and a drive on the beach. Then, we went down to Sebring to see the day's Drivers Ed event.

If you haven't driven in Florida you need to know one word... FLAT. It is so different from what I am used to in the mountains. In fact, on the way home, I was glad to get into South Carolina because of the hills and changes in landscape.

Anyway, we had only a few minutes at Sebring because my distance estimate of Daytona to Sebring, back up to Tampa was a little short and time was tighter than I had anticipated. However, we did make it for the evening banquet which was really nice.

We also made the trip down to the Collier Museum Thursday morning. It was a long bus ride to Naples, but well worth it. The museum is one of the largest special collections of racing cars I have seen. Lots of Porsches and Abarths, but one of my favorites was a 1927 formula racer. It was undergoing restoration, but the neat part about it was it still had its original paint!. The sad part is it had better paint than my 914, but you don't have to be too good to

## 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.

### "CIS Injector Check"



The fuel injectors on 1973 to 1983 Porsches have primarily been CIS (continuous injection system) manufactured by Bosch. This is a simple project that can make a lot of improvement.

The system is always flowing fuel and the injectors have tiny filters inside the body. The newest cars with this system are now 20 years old and will probably require some work by now. Time to inspect them and determine if any should be replaced. The injectors can be found at many vendors at a fair price. These were sourced from EBSRACING.COM. If you buy injectors do not forget seals and at least 2 sleeves. The sleeves are a precaution but, I wouldn't recommend gambling that you won't need them.

1. Start by removing any of your ancillaries that may create an access problem... your A/C on the right and the heating tubing on the left.
2. The injectors will need to be pulled out from the body NOT the line. I used a wrench sized for the smaller 13mm fitting that would stop against the 15mm fitting on the line to force it out. The factory makes a tool, but that requires you to relieve the pressure right away to use the Porsche tool as it threads to the injector.
3. Watch out for sleeves that pull out with the injectors. The factory only staked them with a special punch. If you find one that is loose you can re-stake it carefully with a punch. If one pulls out all the way you may need to remove your intake!
4. Pull all the injectors at once and go ahead and remove the old seals that are certainly dry rotted by now and creating a possible intake leak. Place each side in a container or separate clear glass bottles for observation.

*(Continued on page 19)*



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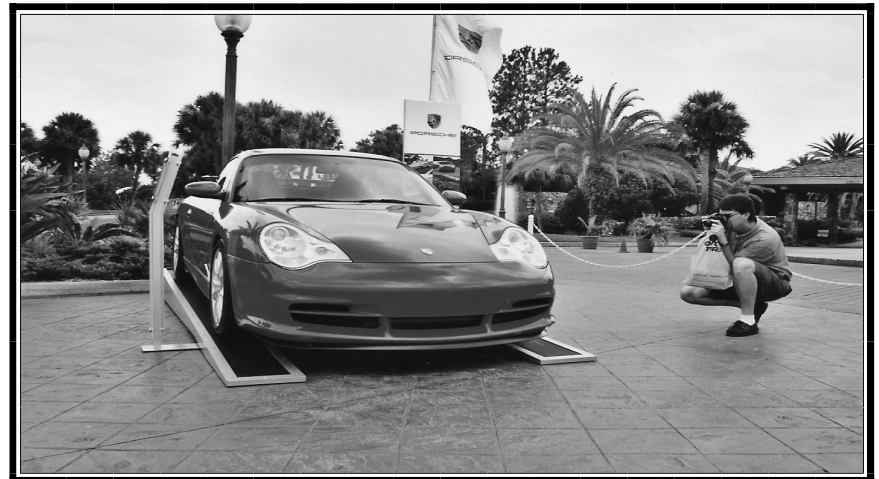
beat that.

The resort we were at was top notch. They had a great pool in the center that boasted 500,000 gallons of water, and I believe it. I spent what extra time we had in it. There were also many forms of wildlife around the place. We saw Geckos and Alligators in the lagoons. I was glad we didn't have to stop at one of the tourist traps littering every exit in Florida to see one of these neat creatures. It was a little weird to look out your hotel room to see one just floating along. Saddlebrook was an incredible place to have the Parade. If this is the standard that the PCA expects for the Parade, Hershey in 2005 will be a must attend event.

Friday got us to the airport for the autocross. We arrived near the end, but we did see many of the racers and some friendly and familiar faces. You had better bring your top game if you want to run against the nation's best. I have a lot of work to do on the 914 before 2005.

The evening ended with a great Banquet and a special sneak preview from RUF with a new driving video. It was a big highlight to hear the entire banquet hall react to the driving seen on the screen. It was very, very impressive. Keep an eye out for it.

Finally, the Parade really focused on the family and partici-



Erik Boody eyes this little number at Porsche Parade, thinking that its speeding ticket red color would look nice under the tree.

pation. I could not believe all of the things they had for the kids and the events. Phyllis Scrogam was right about hospitality and the goodies store. There was always something for someone to do and the setting was perfect. If you love the cars and want to meet others who share your interests, start thinking about it. I learned a lot during my first Parade and I will be looking at future Parades to go to. I had a great week and will bring more pictures for our next meeting. See you then.

Rick Ebinger

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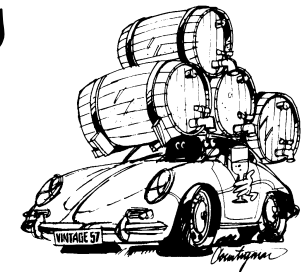
# Poplar Forest and Virginia Vineyards Tour

Come with us on a journey through Central Virginia to tour  
*Thomas Jefferson's summer place.*

On the way we will visit  
*one of Virginia's great wineries*

There will be a stop for lunch in Lynchburg. The route chosen for this trip will make for

*Great Porsche Driving*



Meeting Place.....Rockfish Gap Country Store  
Time.....10:00 a.m.  
Date.....Sunday, November 9<sup>th</sup>

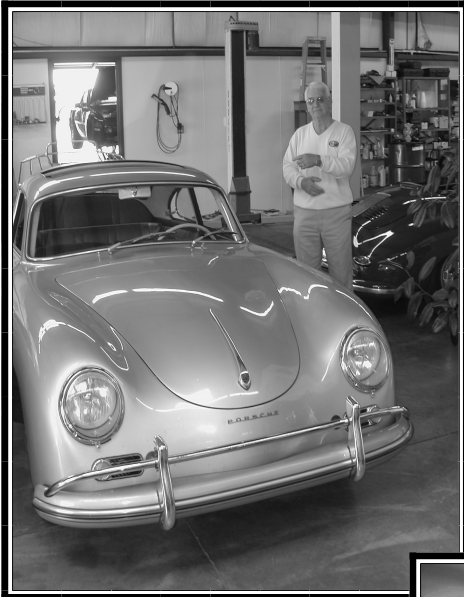
Rockfish Gap Country Store is located between Waynesboro and Charlottesville on Route 250. Going West on I-64 get off at Crozet. Go 4 to 5 miles and store is on right side of road. Going East on I-64, get off at Afton Mountain exit and go to bottom of mountain and store is on the left.

*(If planning to attend please R.S.V.P.)*

Contact: Chad Hurst 540.886.3568 churst@cfw.com

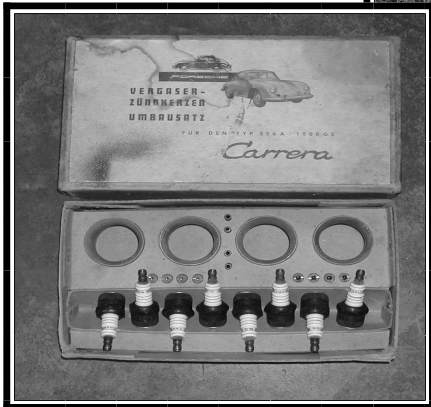


The latest “cool car” at the G & W “Museum”



Weldon Scrogam stands next to a 1957 GS Carrera sunroof coupe with original paint and interior and “all of its documentation from day one.” Even the car’s original four-cam tool kit is included.

No, the picture does not lie. It really does read 26,193 miles. The car even has its original tires!



And what’s this? An original “Sport” kit, complete with venturis, spark plugs and air and main jets.

Come to the next

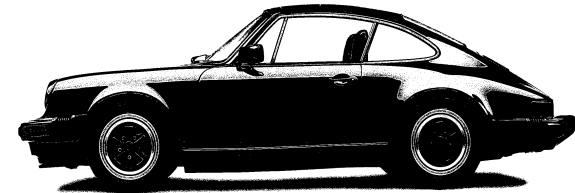
***Social/Meeting,***

7-8 PM Thursday, Oct. 16th at a

***NEW LOCATION!!!***

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*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 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). 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 and 10th Streets.


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 OBEY LOCAL TRAFFIC SAFETY LAWS AND ALWAYS WEAR A HELMET, APPROPRIATE EYEWEAR AND PROPER APPAREL

# DRIVER'S ED EVENT

at VIR OCT. 13.....by Alex



Last year, club members learned a lot about their cars while having fun at the Euroclassics sponsored Columbus Day Driver's Ed event at VIR.

It is time for many of us to take the next step in learning more about the wonderful potential of our Porsches. A rare opportunity lies ahead on Columbus Day, October 13, 2003. Do not miss the Driver's Education Day at Virginia International Raceway co-hosted by Shenandoah Region P.C.A. and Euroclassic Porsche Richmond.

The full course has been secured for our use complete with corner workers. There will be a host of instructors and professional drivers there to teach and guide us in gaining more expertise with these wonderful Porsche automobiles.

*Where, When, What to Bring and How..... Please contact*

**Amanda Harbeson at Euroclassics Porsche**  
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◆ VIR (Virginia International Raceway) is one of the finest and most  
*(Continued on page 17)*