

The Heat Exchanger

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



Two 904's wait patiently in G & W's trailer....details Pg. 11
Volume 8, Issue 8 Oct. 2004 Shenandoah Region PCA

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Cover photo by Phil Audibert

As if the weekends didn't fly by too fast already.

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Treasurer's Report.....by Gay Jewett

Date	Category	Income	Expense	Balance
8/31	Balance			\$6,744.37
9/6	Print Heat Exchanger		\$351.69	
9/16	Erik- Insurance for VIR		\$375.00	
9/16	Rick- Meeting exp.		\$30.06	
9/16	New client-stickers		\$430.74	
9/16	Dom. Mktg.-mail HE		\$81.76	
9/23	2 grill badges, 1 shirt	\$50.00		
9/23	PCA National	\$392.00		
	Totals	\$442.00	\$1269.25	
9/27	Balance			\$5917.12

We believe.....

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

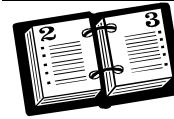
The region's newsletter, "The Heat Exchanger," is published nine times per year (no Dec., Feb., or Aug. issues) with a production **deadline of the 26th of the month prior to publication.** The information in this newsletter is solicited from the membership of this region and other newsletters and may 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 26th 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: \$50/month-full page, \$30/month-half page, \$20/month- quarter page and \$15/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 26th 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. 11-** Euroclassics Columbus Day Driver's Ed Event, VIR, Danville. Details Pg. 7, 9.
 - **Oct. 17-** Chad's Tour to the National Radio Astronomy Observatory in Green Bank, WV. Meet at the Taste Freeze in Churchville, 10 AM. Details, Page 5
 - **Oct. 17-** Autocross, Augusta Gov't Center, Verona, 10 AM. Details, page 5, 13.
- Nov. 18- Social/Meeting, Crown Porsche, Charlottesville, 7 PM.
 Nov. 19-21- G & W's Fall Fling, VIR, Danville. See Ad Page 14
 Dec. 5- Annual Christmas party, Bryce & Gay Jewett's house, 5 PM

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President's Letter

Fall Madness.....

Well, it is schedule time and with a lot of events coming up, it has become more difficult to plan and put things down on the calendar. We had a great social meeting this month at Euro-classics in Richmond. The new showroom is great and the building is top notch, plus the stock on hand is always fun to look at. We were able to finalize up some details for the Columbus Day event at VIR. If you have not tossed your hat in the ring, do so immediately because the spaces are drying up.



President, Rick Ebinger

We have a down note; we have lost the Crewe event with First Settlers. There was a problem with securing the runway with the FAA so we were unable to get the lot. I have rescheduled our last event to be at the Government Center for October 17th, one week earlier than we had planned. Please watch the website for any last minute changes since we are trying to put this together rather quickly. We may still try to pull something off in November if there is an interest, but it won't be part of the season's points. I am sorry for all of the changes, and we all love Crewe so this is a great loss for us.

The November social meeting will be in Charlottesville and we have locked in the Christmas party at Bryce and Gay's home in Richmond December 5th. One quick note, the weekend before Thanksgiving is G&W's fall fling. I have heard that it is filling up quickly so please get signed up for that if you plan to attend. Sounds like these track events in the next two months will be a hot ticket. Enjoy everyone.

I have seen many new Porsches driving around in the area these past few months. Some members have written to let me know they have changed cars. Most of the time they've upgraded their Porsches and can't wait to bring them out. As much as I enjoy and love racing, I really appreciate seeing these beautiful German cars where they seem to be the happiest...driving.

On the way to the social meeting a few weeks ago I came up on a White 356 cruising along on I-64 east toward Richmond. I realized it was Dave Lasch, our Secretary, going to the meeting and I thought how cool it was to see

(Continued on page 11)

(Continued from page 16)

Wire number 8 connects to relay terminal 8

Circuit board holes #2 and #3 and relay terminals #1 and #2 are not used.

Cut six pieces of heat shrink into 1/2 inch pieces and slide them over each wire. You will be soldering the other end of each wire to the relay, then sliding the heat shrink over the soldered connections on the relay.

Using the wiring diagram on page 16, cut a 3/16th inch of insulation from the relay end of each wire. Solder each wire to it's corresponding relay connection, then slide the heat shrink over the connection. Using a heat gun, butane lighter or other heat source, apply heat to the heat shrink to form a tight seal of each connection.

To reassemble the A/C head unit halves, route the 6 wires to the side of the housing that has an opening about 2 inches long. Place both halves of the unit together and replace the five screws. Cut two 2" pieces of double-sided tape and place them together on the side of the unit. Then press the new relay onto the tape for a secure mounting.

“You should hear the A/C compressor clutch engage and you should feel nice cold air coming from the vent.”

Now take the head unit back to the car and reconnect the circuit board plug and the fan control plug and start the car. Press the A/C button and turn the fan to switch position 2. You should hear the A/C compressor clutch engage and you should feel nice cold air coming from the vent.

Now all that is left to do is to re-insert the A/C head unit, the A/C button back into the dash, replace the six screws, the H shaped trim, the radio and the radio trim ring and you are all done.

The total time this project took me was 3 hours, plus the time to go to Radio Shack for the relay and other tools as well as a few hours searching the Rennlist 928 Forum for “how to” tips. Many thanks to Dr. Bob from Glendale, CA for his excellent write-up and help.

I now have working air conditioning in my 928, just as summer is over! Using a temperature probe with my multi-tester, I get temperature readings down to 34 degrees Fahrenheit, but usually in the low 40 F area.

The project was well worth the effort.



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From the Editor's Desk



Pony Express?

How does the Postal Service motto go ? "Neither rain nor sleet nor dead of night..." Whatever.

All I know is that it took 20 days to deliver the September issue of the *Heat Exchanger* to our Richmond area club members. At last count that's 72 addresses, about half of our membership!

Editor, Phil Audibert

Would you like to know when I got mine? September 2nd, the day after it was mailed!

What happened?

Nothing at first. I was blissfully unaware that our club newsletters had not arrived to Richmond area addresses until members started e-mailing me queries about the location of our next Social/Meeting, scheduled for Sept. 16th at Euroclassics.

I immediately contacted Ross Hunter of Dominion Market Research in Orange who handles the sorting and bulk mailing of the *Heat Exchanger* every month. He assured me that the newsletters were mailed on Sept. 1 from the Orange, VA Post Office. He then contacted the United States Postal Service Consumer Affairs Division, and when no one returned his call, he contacted Richmond directly. There, a pleasant fellow by the name of Rick promised to get back to him about the problem.

(Continued on page 4)

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(Continued from page 3)

At press time he had still not called back. "It's time to rattle his cage," says Ross.

"It's like they didn't go to work for about a week or ten days."

Ross Hunter

This is not the first complaint regarding Richmond-bound mail. Ross reports "at least four other complaints," have been lodged...all of them centered around that first week of September. "It's like they didn't go to work for about a week or ten days," he grouses, adding that the delays run across the board; first class, third class, bulk, you name it. And this is not the first time it's happened to the *Heat Exchanger*, either. I remember a couple of years ago, some Richmond area members did not receive their newsletter for more than a week. But 20 days; that's inexcusable.

"I won't even have to ride my pony down to Richmond to hand deliver the next issue; I can do it faster on foot!"

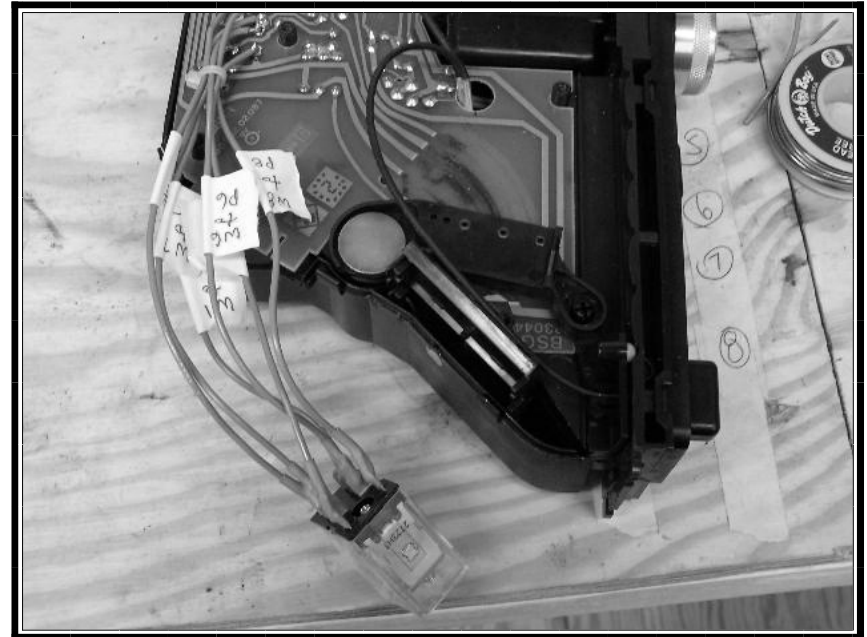
At first we speculated that the floods in Richmond were to blame. But those floods happened in late August, when the *Heat Exchanger* was still at the printer's. Besides, Ross says all Richmond bound mail is processed at the Brooks Rd. facility off of I-95 just north of town. They didn't report any flooding problems.

Anyway, if you can read this, obviously you have received the October issue. But if your address has a 230, 231, or 232 zip code prefix, I'd be interested in knowing when it actually showed up in your mail box. If it's as late as the last time, I won't even have to ride my pony down to Richmond to hand deliver the next issue; I can do it faster on foot!

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(Continued from page 15)

job were another \$25 (I already own a soldering gun). By comparison, a rebuilt A/C head unit is about \$300. The 10amp relay, being much larger physically than the one it replaces, must be mounted to the outside of the relay housing. However, using these procedures, everything fits back into the dash.

So armed with the replacement parts, instructions and the tools to do the job, off to the garage I went. Removal of the A/C head unit is very easy. Remove the plastic radio ring, then remove the radio from the central console. Don't disconnect the wires, just lay the radio to the side of the shifter. Using a wide putty knife, remove the H shaped plastic trim from the A/C and central locking units. This takes a bit of doing, but the piece comes out pretty easy. Now, using a magnetic Phillips screwdriver, remove the four screws holding the A/C head unit and the two screws holding the A/C button and central locking unit. Pull the A/C head unit from the dash and disconnect the fan switch plug and the PC board plug and take the unit to a clean workbench.

There are five screws holding the two plastic halves of the A/C head unit together. Remove them and using a 2" carpet or linoleum knife, pry the two pieces apart, taking care to not break the plastic tabs.

The relay is easy to find. It is about 1 inch long, 1/2 inch wide and 1/4 inch tall and is soldered to the printed circuit board.

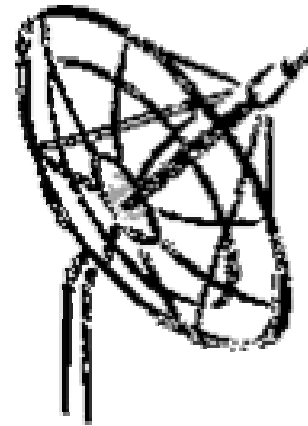
Using the soldering iron and the de-soldering tool, carefully heat the solder of one of the 6 pins and, press the button on the de-soldering tool to suck up the molten solder. Repeat for all six pins. The pins should be free of solder and the relay can be easily removed. Use the solder wick to remove any remaining solder from the pin holes in the circuit board.

You will find that the circuit board has eight pin holes, of which only 6 will be used. Two connectors on the relay will not be used. A small hand-held drill bit will need to be used to enlarge each pin hole so the 18 gauge wire will fit. The drill bit size is about 1/16th inch. Cut the 18 gauge wire into six 6" pieces and remove about 1/4 inch of insulation from one end of each wire. Solder each wire into the **back side** of the circuit board using the following diagram.

The pin diagram is as follows:

- Wire number 1 connects to relay terminal 4
- Wire number 4 connects to relay terminal 3
- Wire number 5 connects to relay terminal 7
- Wire number 6 connects to relay terminal 6
- Wire number 7 connects to relay terminal 5

(Continued on page 19)



Mark down Sunday Oct. 17

*...there's something
for everyone!*


By Phil Audibert

Not by design, more by chance, it seems the Shenandoah Region PCA will have plenty for its members to do on Sunday Oct. 17th. We have both a driving tour and an autocross scheduled for the same day. And actually, it works out Okay, because most people, either gravitate towards one kind of activity or another...your trusty Editor being the exception. He wants to go to both!

The driving tour- Chad Hurst will lead participants over some of the most **beautiful mountain roads** in our state during the **peak** of the **fall color** season to go visit the National Radio Astronomy Observatory in Green Bank, WV. This is the facility that "listens" to outer space using a variety of antennae including a huge, and I mean huge, like 400 feet in diameter, dish. Participants can go on a **fascinating tour** and have lunch at the observatory cafeteria.

Directions: For those coming from Charlottesville and points east, follow I-64 to I-81 North. Take Rt. 275 West (exit 225) to a T intersection, turn right onto Rt. 250 West towards Monterey. At the town of Churchville, meet the group at **10 AM** at the Tastee Freeze parking lot just west of town at the intersection of Rt. 250 and Rt. 42. If you're late or miss the group, continue West on Rt. 250 to Monterey, turn left onto Rt. 220 for three miles. Bear right onto Rt. 84 to Frost West Virginia. Turn right onto Rt. 92 to Green Bank. The Observatory is on your left. Trust me, you can't miss it!


The autocross- Because of problems getting clearance from the FAA at the Crewe Airport, we've had to reschedule and re-locate our **final autocross of the season**. Sunday, Oct. 17th, we'll be back at the trusty Augusta Government Center in Verona. If you've never autocrossed, you should try it. It is a **totally safe** way to stretch the legs on your car. Essentially you drive a timed serpentine course laid out with traffic cones in a parking lot. Rarely will you go beyond second gear! All makes and models and driver abilities are welcome. We even have loaner helmets and will provide instruction! For directions, go to page 13.



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Tech-Tactics.....

**928 GTS Air Conditioning
 Head Unit Relay Replacement.....** By Bill Sanders

(Editor's note: This month, club member Bill Sanders does a "guest shot" as Tech Tactics Editor, giving Colin Dogerty a brief respite. Bill's article came with numerous photos, but we could only fit one into this issue. Otherwise, the Heat Exchanger would have been 34 pages long!)

The air conditioning unit in my 1994 928 GTS was working intermittently. When it worked, it was nice and cold, for a factory R134 system. In fact I had recently had the refrigerant recharged to the proper amount.

But many times the A/C compressor clutch would not engage when the A/C dash button was pressed. I could tell that power at the switch was good, but the compressor clutch would not engage.

Now this is not a new problem for 928's. Having read through many online posts in Rennlist and other places, I discovered that the relay on the printed circuit board within the A/C head unit (easily removed from the dash) was only a 2 amp relay and really should have been at least a 5 amp relay. So over time, the electrical connections become tired and worn out. 928's are somewhat notorious for needing to have relays of various types replaced. In fact, I had replaced the fuel pump relay only a few weeks ago to get rid of a starting/stalling problem.

I received a service quote from a Northern Virginia shop that works on 928's that they would need two hours to diagnose the A/C compressor clutch problem, then who knows how many hours to fix it. I could easily see this being a \$1,000 job (at \$100 per hour to work on 928's plus parts).

Total cost for the relay was \$8. The tools to do the job were another \$25 (I already own a soldering gun). By comparison, a rebuilt A/C head unit is about \$300.

Using the resources from Rennlist and others, I went to Radio Shack and bought a 10amp relay, model 275-0218. It is about the size of a household ice-cube and is enclosed in a clear plastic housing. I then bought some 18 gauge wire, some solder, a desoldering tool, solder wick, double sided tape and 3/16th inch heat shrink tubing. Total cost for the relay was \$8. The tools to do the

(Continued on page 16)



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**It's Still
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Driver's Ed
Event at VIR
Columbus Day!**



Columbus Day VIR DE participants line up on the grid last year.

Photo by Phil Audibert

Don't miss the third annual Driver's Education Day at Virginia International Raceway co-hosted by Shenandoah Region PCA and Euroclassics Porsche. This once-a-year opportunity is coming up quickly and now is the time to reserve your spot. The full 3.27 mile course has been reserved for our use on Columbus Day, **October 11th**. We will have on hand a host of instructors and professional drivers to teach us and ride along with us on our way to understanding what makes a Porsche a Porsche.

First of all contact:

Amanda Harbeson at Euroclassics Porsche
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(Continued on page 9)

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(Continued from page 12)

has about \$6000 as a result of RPM.

Rick reminded us that the Porsche Parade in Hershey will be well attended and if anyone is planning to go they had better be ready to send their application on the first day that they will be accepted. Phyllis was asked to describe the events that will be available during the Parade. She noted that many of them will be family oriented.

In other news, Alex displayed some of the apparel available with the Region's new logo. Manny Alban will no longer be our Zone Representative. It was thought that his efforts should be recognized in some manner. Also to be considered is the notion of making another charitable contribution sometime this year. Chad Hurst has volunteered to manage the website. His driving event is still rather tentative. The Christmas party will be held on December 5th at Bryce and Gay Jewett's house. Alex suggested that some thought be given to celebrating the Region's tenth birthday in August or October of next year. Finally, the next meeting will be held on November 18th in Charlottesville.

Membership Report

Sept. 2004 by Mel Brannan

159 Members

Welcome to the following New Members:

- **Darrell and Lida Hurst** of Waynesboro, VA 1984 Porsche 911
- **Jonathan and Robert (Father) Goff** of Charlottesville, VA 1971 Porsche 911

Directions to Sunday Oct. 17 Autocross- From I-81 North at Staunton- Take exit #225, Rt. 275 West towards Monterey. At traffic light, go right onto Rt. 11 North. At second traffic light, turn right into Augusta Gov't Center, bear right, follow signs for "public meeting rooms." Be there at **10 AM.**

Social/Meeting Notes from Sept. 16.....

By Dave Lasch

SHENANDOAH REGION

The meeting, held at Euroclassics in Midlothian, began shortly after 7:00 PM and ended about 7:50 PM.

Driving Events: Rick Ebinger encouraged anyone planning to attend the SCCA sponsored autocross on September 19th at the Government Center to arrive early as there will be a large turnout. He also indicated that the autocross with the First Settlers Region, scheduled for October 24th at Crewe, is still rather tentative. Rick would like to have a fifth autocross this year and may schedule it for the Government Center if the event with the First Settlers Region vaporizes. There will be two more events this autumn; both will be held at VIR in Danville. On Columbus Day, October 11th, the Euroclassics driver's ed event will be held and on November 20th-21st the G&W Motorsports Fall Fling will take place. Alex Smith emphasized that the Euroclassics event is filling up quickly and that he was trying to get representatives from G&W Motorsports to attend.

New and Old Business: Alex introduced Michael Falcone, the General Manager of Euroclassics, to the group. He welcomed us to the new stylish addition to their showroom.

Alex pointed out that the Euroclassics event will have a mandatory driver's meeting and the participants will be divided into three groups according to ability. A question was raised as to whether the proper insurance has been obtained; it has. It was noted that VIR has changed their safety requirements for open cars (Boxsters and cabriolets). They have made them more stringent than the PCA requirements.

Phil Audibert instigated a rather spirited discussion by mentioning that the members in Richmond had not received September's *Heat Exchanger*. It was hoped that they will eventually receive it. Phil received kudos from Phyllis Scroggham and the entire group when he announced that the *Heat Exchanger* placed third nationally for regions of Shenandoah's size and seventh in the overall competition. Great job Phil!

Gay Jewett presented the Treasurer's Report and stated that the region

(Continued on page 13)

(Continued from page 7)

- Amanda will have details about where to stay. We recommend coming down the night before. We need to be at the track and ready to go by 8:00 AM
- The cost is \$295 (non-refundable) which includes lunch and a gift.
- Anyone with a Porsche can attend. This event is for any skill level and is a great opportunity for beginners and first time Porsche owners. Don't be shy. This day is for you ----- no one will poke fun if you mess up or go slowly. This is a learning day for all of us. Remember that the pace car group is for people who have never been on a track before.
- There will be three run groups. Each run group will get on the track four times during the day. Lots of driving, instruction, and fun. There will be a touring group (yellow) with a pace car, the second group (red) is for drivers with an instructor or on their own with some prior track experience, and the third group (white) is for very experienced drivers.
- **There is a mandatory driver's meeting you must attend at 9:00 AM. If you don't make the meeting you cannot go on the track until you have had a private tutoring session with a qualified instructor.**
- Wear comfortable clothing – long sleeves and long pants are a must as are lace up rubber soled shoes. An approved helmet (no motorcycle helmets) is required for all groups except the pace car group. We will have some loaner helmets on hand and new helmets to purchase.
- You need to prepare your car in the days before the event. The tech inspection is included in the price (except for brake flush if needed) and has to be done at Euroclassics prior to the 11th.
- Convertible 911s can run in the pace car group only. Boxsters need a bolt on roll bar to progress past the pace car group. These roll bars attach easily and do not leave any marks when removed. Roll bars will be available for sale the day of the event. If you know that you wish to purchase a roll bar please let us know in advance so we have enough on hand.

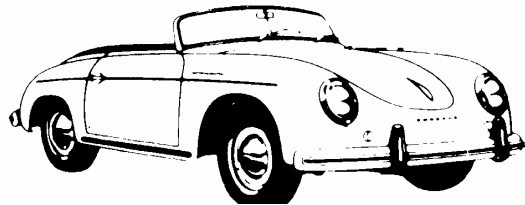
“This is loads of fun and afterwards you will be a much more capable driver and feel more confident in your Porsche....best of all it's a great day with nice people in Porsches at a beautiful track”

This is loads of fun and afterwards you will be a much more capable driver and feel more confident in your Porsche.....best of all it's a great day with nice people, in Porsches at a beautiful track.

Mark Cooke
President – Euroclassics Porsche

Rick Ebinger
President – Shenandoah Region PCA

Send me your stuff!

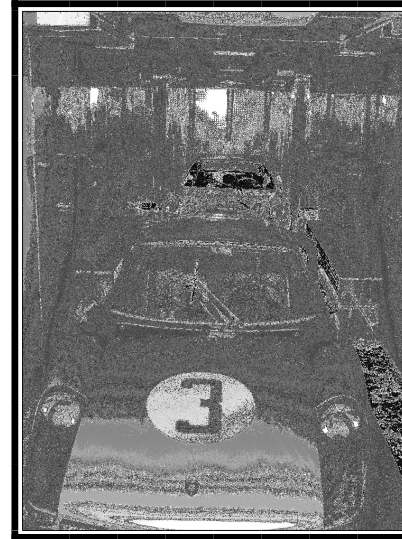


I want it all.....

- ◆ Pictures
- ◆ Articles
- ◆ News Items
- ◆ Ads
- ◆ Classifieds
- ◆ Wild Rumors, even
.....for the **Heat Exchanger!**

Deadline is the 26th of each month. Send me your stuff by e-mail: **phlodbear@aol.com**. Or, snail mail it to: Heat Exchanger Editor, 9116 Open Gate Rd., Gordonsville, VA 22942.

Cover shot.....



Not long ago, these two 904's were spotted "hibernating" in G and W's long trailer in Waynesboro. Number 904-003 in the foreground is a 1963 GTS Prototype, used mostly as a "test" and "press" car at the beginning of the 904 program. This car was obtained from an estate sale in Guatemala and is in the same condition as when purchased. The car in the background originally was the last of the four-cylinder 904's. It was owned by George Riley for some 25 years or so and was converted to six cylinders by Paul Willison. Total mileage: 16,491. Photo by Phil Audibert

Newsbits.....Tragedy strikes!

On September 12th, tragedy struck at a railroad crossing in Ventura, California. A car transporter carrying three vintage Model 356 Speedsters became stuck at a railroad crossing. A Union Pacific freight barreled through and scattered the priceless cars like tinker toys on a playroom floor.

The Associated Press quotes a police spokesman as saying, "The train center-punched the trailer carrying the cars and split the trailer in half, and the cars went flying." The driver of the transporter suffered minor injuries fleeing the impact. If you must gawk at gruesome pictures of this event, go to www.pelicanparts.com. They will sicken you!

(President's letter....continued from page 2)

such a nice car, old car, special car, being used like I was using my truck. On the way back from Richmond, I passed Dave again.

My point is that everyone can drive from point A to point B to accomplish tasks and take care of responsibilities. But if you can take the time to enjoy the trip and make an event out of it, you are truly lucky. I haven't spoken to Dave, and it looks like he made it home, but I can't help think that his trip was fun and mine was a point A to point B trip. I don't know how many other people's eye Dave caught that evening, but he caught mine, and I will thank him for the sight. The cars we have are great to drive and look at, so enjoy and be enjoyed. See you at the events.....

Rick

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