

The Heat Exchanger

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



The Heat Exchanger



Parade 356 Coral.....PCA 50th Anniversary Update, Page 4
Volume 9, Issue 10 October 2005 Shenandoah Region PCA



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Cover shot:: Porsche Parade: Colorful 356's line up on a fairway at the Hotel Hershey this past June. Photo by Phil Audibert

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Calendar of Events



- **Oct. 14- Euroclassics Driver's Ed Event, VIR** This date has changed from a Monday to a Friday. Update your calendar, and sign up for it now by contacting Amanda Harbeson at Euroclassics 804-794-6868.
- **Oct. 22-23- Synergy Racing's annual Fall Fling, VIR.** See schedule page 11. Go to www.synergyracing.com to register.
Nov. 17- Social/Meeting, 7 PM TBA.
Dec. 4th-Annual Christmas Party at Mel and Jeanette Brannan's house in Midlothian. Directions to follow.

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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 12 times per year 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.

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

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: \$75/month full page inside front and back covers, \$50/month-full page interior (7-1/4" high by 4-1/2" wide), \$30/month-half page (3-3/4" high by 4-1/2" wide), \$20/month- quarter page/business card (3-1/2" by 2"; specify landscape or portrait orientation). We prefer ads to run for a minimum of six issues, preferably 12 (one year), and are due and payable in advance. All ads are in black and white and must be sent in a reproducible format such as Adobe PDF, JPEG or Microsoft Publisher files. Send all ads and inquiries to the **ADVERTISING MANAGER, Johnny Johnson** at **Jjvirginian@aol.com**, or call **434-981-0524**. Do not contact the Editor about ads.

Das Market ads for new and used Porsches and Porsche parts must be sent to the newsletter editor by the 26th 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. All others who want to run a classified ad in Das Market will be charged \$1.00/line.

(Continued from page 25)

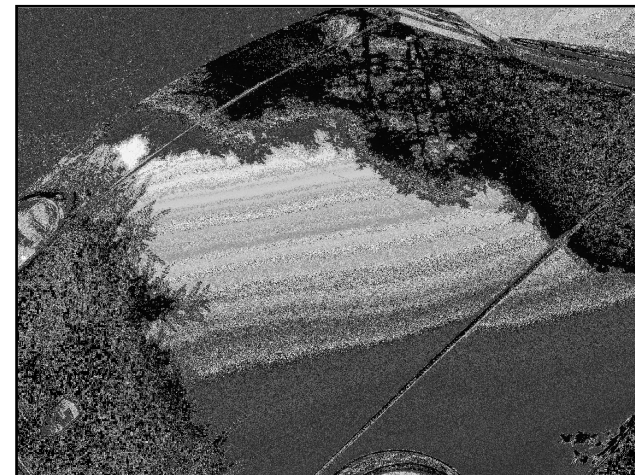
Porsche, wait until they find Zymol wax in the refrigerator!

To apply the wax, I used the manual approach instead of using the orbital buffer. After watching Larry apply the Zymol using his hands and fingers at RPM, this is the method I used. The Zymol wax, when applied to your hand, sort of melts from the body heat and you just work it into the paint, a small area at a time. I again used the 18" x 18" approach.



It's crucial to not let the Zymol wax dry on the car, so using it on a small area is important. After working the wax into the paint, I used a micro fiber cloth to remove it. According to the experts, using a micro fiber cloth is preferential to using a terry cloth towel because the micro fiber towel doesn't absorb the wax; it lets you work the wax into the paint even more, leaving a great, smooth finish.

So, what did I get from this process? Well, I got really smooth hands from the Zymol wax! And a great looking polished and waxed finish to my black paint and clear coat. The cost? About \$129 for the Porter Cable polisher on the internet from one of the online tools suppliers, and about \$70 in polish, pads and wax. The time it took was only a couple of hours for the front of the



car, the hood, bumper cover and front fenders. The results are great and I felt I really learned something and accomplished a lot. I'm not afraid to use a random-orbital polisher on my baby. And a black car looks so cool when it's really cleaned up.

All photos by



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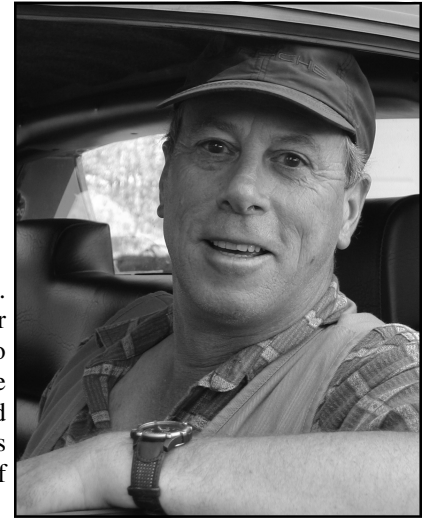
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From the Editor's Desk

Tech Tactics

First of all, let me say this. Bless you Bill Sanders for coming to my rescue two months in a row. You have ably, gamely, and promptly provided me with not one but two Tech Tactics articles. See pages 21, 23, 25 and 27 of this issue of the *Heat Exchanger*.



Editor, Phil Audibert

And so it is with deep regret that I accept that the good folks at CDOC can no longer provide me with a monthly column about something technical regarding Porsche automobiles. As you well know, I may be a jack of all trades, but a mechanic, I am not. All that stuff goes right over my head.

Which is interesting, because back in the early days of Porsche in this country, you'd better darn well know how they worked, because nobody else did.

A couple of months before Parade, we were at a PCA Social/Meeting at CDOC, and we saw a short video about PCA. And one of the primary reasons the club was formed was to (tah dah!), share technical information about these quirky little cars that servicemen were sending back home from Germany. And the newsletters' primary purpose in those days was to disseminate this information, because there were precious few mechanics in this country who

(Continued on page 4)

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ANNIVERSARY UPDATE

See the historical posters and photos from the PCA Museum at the 2005 Porsche Parade on Porsche's website – www.porsche.com/usa/. Click on the "Porsche Club of America: 50 Years of Fellowship" icon then on the "Porsche Parade 2005."

This exhibition also includes a gallery of Parade photos and various features from the PCA 50th Anniversary celebration.

The 50th Anniversary merchandise program ends on December 31, 2005 – please visit the PCA website at www.pca.org for merchandise details.

We are very appreciative of the support provided throughout the year by the membership, the regions, Porsche AG, Porsche Cars North America, the International Motor Sports Association (IMSA) and the American Le Mans Series (ALMS).

Ruben Ledesma - 50th Anniversary Program Coordinator

(Continued from page 3)

knew anything about the Model 356 Porsche.

Here it is 50 years later. PCA has stayed true to but also has grown beyond its original raison d'être. Volumes of technical information have been published. Now on the web site and on Rennlist, you can get answers to anything you want from people who know. It's just a mouse click away.

But, what if you want to work on that brand new 911 you just bought? You're going to need a diagnostic computer first, to the tune of several thousand dollars. Times have changed, and I don't have enough room to get into a discussion here about the death of the shade tree mechanic.

But I will ask this. Just what is the validity in these changed times for a technical article every month in this and other PCA newsletters? Good question. I'm not sure I have an answer

Meanwhile, my erstwhile Advertising Manager, Johnny Johnson has been busy converting this vacancy on the *Heat Exchanger* staff into an opportunity. He is offering the "Tech Tactics" slot to each one of our advertisers on a rotating month by month basis. They write an article about something technical, and we'll put their name up in lights for that month.

So step right up, folks. The line starts here.

(Continued from page 25)

The idea is to do a small, area at a time and not let the polish set too long. I started with an 18" x 18" area and applied a liberal amount of polish to the foam pad. To remove the polish, I used clean terry cloth gym towels, which revealed a great finish. The results were tremendous. From six inches with my reading glasses, you can still see scratches in the clear coat. But from two feet, its looks stunning. The random orbital buffer works as it should and I used a moderately high speed, around 5,000 rpm. The polisher has variable speeds from 1,000 to 6,000 rpm.

After polishing, I began the application of the Zymol Carbon carnauba wax.. The Carbon wax is for dark colored paint, whereas the Crème wax is for lighter colored paint...something about the amount of UV ray inhibitors in the two products. Now, after opening the Zymol, it's supposed to be kept in the refrigerator, right next to the butter! Apparently, if left in a hot garage, the wax deteriorates. Mackenzie Horn from CDOC told me they ruined about a case of the stuff when it was left in their truck for several days. So, if your significant other thinks you're really nuts when it comes to the care of your prized

"if your significant other thinks you're really nuts when it comes to the care of your prized Porsche, wait until they find Zymol wax in the refrigerator!"

(Continued on page 27)

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President's Letter

The Prez Sez.....

The purpose of our little club is to have a chance to socialize with other folks like us who enjoy Porsches. The key to this is having an active board, a regular newsletter and activities that appeal to a wide variety of members.

I would like to thank our board members and event chairs for their support and hard work. The bottom line is that these folks work hard putting on "*quality*" events spread throughout the year. And as many of you expressed at our last meeting, the quality and attendance of each event far outweighs the "number" of events held each year by the region.

As we continue to get new members into the region, I encourage those of you who have joined in recent months to get involved. We welcome your participation. There are many areas where we can use your help, so if you have an interest in becoming more active with PCA, please contact me or any of our board members.

Sorry to hear that Porsche's new LMP2 racer will not be track ready until the ALMS event at Laguna Seca next month. Apparently transmission reliability is suspect, and Porsche AG wants additional time for development. In any event, it is great to see the Factory involved at the highest levels of sports car racing again. We have missed them.

October's calendar is always full.....something for everyone! The VIR 400 weekend will not only include a chance for fans to cheer on the Synergy Racing Team's Daytona Prototype and GT cars, but to see some fellow PCA members take to the track during the Club races October 7 - 9th. For those of you who want to test your driving skills on this wonderful track, Mark Cooke and the fine folks at Euroclassics will host their 4th Annual Driver Education Day at VIR on *Friday*, October 14th and Synergy Racing will hold their annual Fall Fling October 22 - 23rd.

Our next big social event will be the annual Christmas Party on December 4th where we will present our year-end awards. You can expect excellent food as well as warm camaraderie with fellow Shenandoah PCA'ers. Look for details in the coming issues of the *Heat Exchanger*.

I hope to see you at some of these events!

Phyllis



President, Phyllis Scrogam



Drivers line up on the grid awaiting their group's turn to experience VIR's track.

Photo by Phil Audibert

Driver's Ed at VIR, Oct. 14.....

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 Friday October, 14. Do not miss the Driver's Education Day at Virginia International Raceway co-hosted by Shenandoah Region PCA and Euroclassics 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.....

- First of all...contact

Amanda Harbeson at Euroclassics Porsche
For information and registration
aharbeson@euroclassics.com
804-794-6868

- VIR (Virginia International Raceway) is one of the finest and most 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.

(Continued from page 21)

work. Heck, I'm a CPA who charges by the hour! But I saw the results possible by using a good quality orbital buffer and high quality products. So I set out on a quest....to buy another buffer, the same Porter Cable unit, and some good polishing products.

I'm sure many of you have heard of Griot's Garage and probably get their catalogues. I receive one new catalogue per month and have bought products from them, including Speed Shine and their clay cleaning bar with good success, although I always try any new products on the Mercedes Benz 500E before I try them on the Porsche. You see, the 500E is my daily driver and is a good 15 foot car. The paint and polish look good from 15 feet, but the closer you get, the worse she looks. The Porsche on the other hand is a great two foot car, except for those darn "squirrel" marks.

So here's what I bought:

- Griot's Garage Machine Polish 3, their finest polish. I'd use this first a couple of times to get the swirl marks out of the hood and front fenders.
- Griot's Garage Machine Polish #2, a slightly less-fine polish, in case the damage couldn't be fixed with #3
- Three Velco-backed foam polishing pads
- Two wax Velcro-backed foam application pads
- One Porter Cable random orbital 6" polisher with Velco pad, model #7424
- Small gym terry cloth towels to remove the polish
- Micro-fiber cloths to remove the Zymol wax

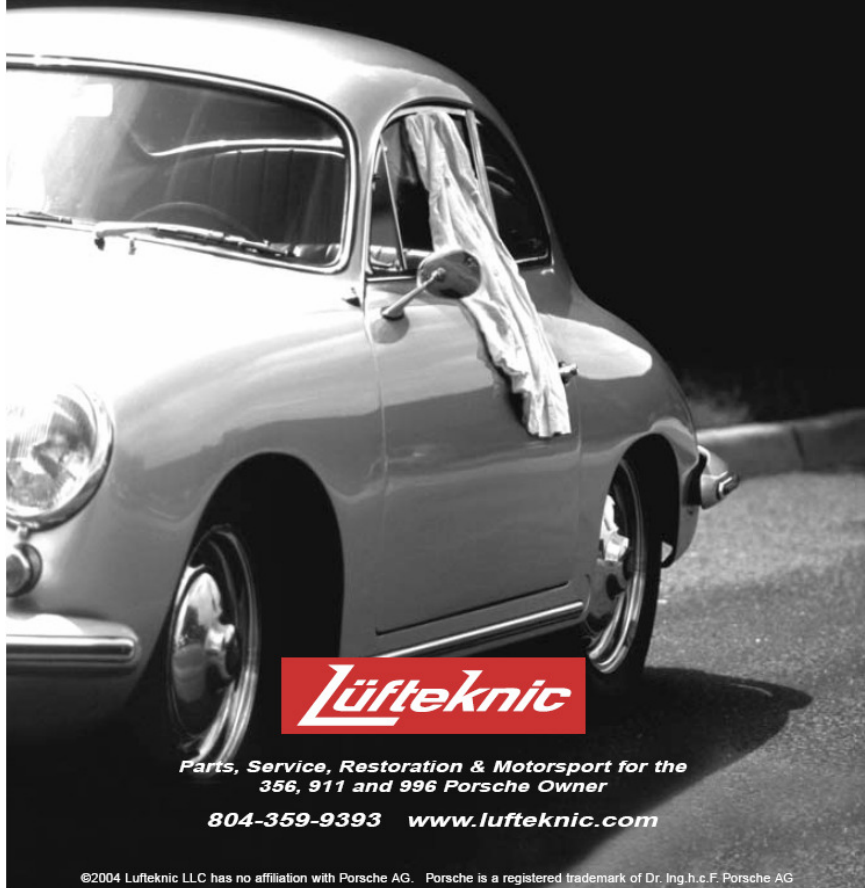


Also important is where you do the polishing and waxing. Apply these products in a cool place, away from direct sunlight. I used my garage and have three 8-foot fluorescent light fixtures, which provide a great lighting environment.

(Continued on page 25)

What an ugly sight.

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Weldon Scrogam seems perfectly at home in a 904 at VIR.

Contributed photo

- Amanda will have details about where to stay. (I recommend coming down the night before.) We need to be wide eyed and ready by 8:00 AM.
- Anyone with a Porsche can attend; any skill level is accepted. This is a great opportunity for beginners or first 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 slowly. This is a learning day for all of us.
- There is a mandatory driver's meeting that you must attend at 8:30. If you don't, you cannot go on the track until you have had a private tutoring session with a qualified instructor.
- Wear comfortable clothing- long sleeves, long pants and lace up rubber soled shoes. An approved helmet (no motorcycle helmets) is required in the 2nd and 3rd 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 inspection form from Amanda's site.
- Boxsters need bolt on roll bars easily attached by Euroclassics the day of. Other open top Porsches will have a top or a fixed roll bar.
- There will be three run groups...two runs for each group in the morning and two 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

(Continued on page 8)



Shenandoah Region PCA members of all abilities head into turn 2 at VIR.

Photo by Phil Audibert

(Continued from page 7)

(red) is for individuals with an instructor or on their own with some prior experience. The third group (white) is for most driving-experienced Porsche owners.

- This is loads of fun and afterwards you will be a much more capable Porsche driver feeling more confident about your relationship with your Porsche. Best of all, it's a great day with nice people in Porsches at a beautiful place.

Mark Cooke
President- Euroclassics Porsche

Phyllis Scrogam
President-Shenandoah Region PCA



PORSCHE

Tech Tactics.....

by Bill Sanders

Squirrel Marks.....

It's been said that the happiest day of a boat-owners life is the day he buys a boat.....and the day he sells it.

Perhaps there's a similar tale for the owner of a black car. Nothing looks better than a freshly washed and polished black finish on a Porsche or any other great car. But just wait ten minutes and the dust will certainly appear. And over time, it seems like all you ever do is clean the darn thing.

I bought my 1994 928 GTS in August 2003. It had 103,000 miles on the clock, but the paint looked great. I washed it weekly, but was afraid to detail it myself... afraid I'd wreck the paint. It turns out my finish is a water based solid black two-stage paint, with a clear coat on top.

In April 2004, I had the car professionally detailed at Curry's in Sterling, VA, along with a set of new Michelin Pilot Sport's while I was in California on a snow skiing trip. Then, this past spring, I thought, what the heck, I can detail this car myself! I have a Makita variable-speed polisher with a 7" disk and wool polishing bonnet and terry cotton covers. I'd used it several times on the Suburban and knew how to use it without burning the paint. I thought to myself, I can do this, no problem!

Well, I didn't burn the paint. I did, however, severely scratch the clear coat, by using a speed that was too slow and not using enough Meguire's Fine Cut Polish on the pad. Without enough liquid polish and the slow speed of the buffer, I put a series of fine swirl marks in the clear coat...kind of like a sharp-clawed squirrel frantically chased his tail on my hood.

Those of you who were at RPM this past June, certainly saw the results. Larry Emmons, the Zymol dealer, tried using HD Cleans and a high carnuba wax to clean it up, which helped a bit, but the end result was still the same.....the clear coat was a mess and needed some help.

I contacted a detailer in Charlottesville, who came by the house, looked at the car, the swirl marks and tried a small patch of the hood using Zaino products and a Porter-Cable orbital buffer. I was really impressed with the results. However, the price quote was a bit steep, about \$200 per day for about 5 to 6 days, or between \$1,000 and \$1,200 to detail my paint, to make it "perfect" in his words. To me, that seemed a bit steep for what I wanted...not that I am quibbling about what someone charges by the hour for doing good

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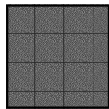
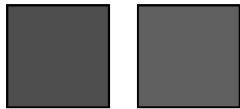


Bill Sanders



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The Beginning of a new Era?

By Mike Shutty



Rumor is afoot that we need a new social chairperson – it is true that after five years, I have decided to pass the green bottle.

Nonetheless, there has been a transition already in the making that I think is worth some consideration – particularly, by all of those who have pondered sponsoring a driving tour, rally, or just an evening of carousing. The trend: in the past three years, we have had Chad Hurst offer a tour to Poplar Springs (2003), Chad and Robert Whissen sponsored 2004 tours to West Virginia’s radio-astronomy Observatory and Orkney Springs respectively; and this year, Chad, Robert, and Herb Distefano hosted social events. And of course, there is RPM every year in June.

I would like to think that I helped provide some momentum for the social events offered in the spring and late summer/fall seasons ... and I am hoping that we can encourage each other to offer at least one spring and one fall event. I envision our club members planning events in their environs that

they suggest at the beginning of each year. “it is true that after

five years, I have decided to pass the green bottle.”

The only thing a chairperson has to do is solicit interest for at least two added events and help schedule them in-and-around all the other events (RPM, auto-x, racing). The club membership at large can suggest the kinds of events they would like to participate in (e.g., tours, rallies, trips to races, over-nights, etc.). All this can be done at the first social meeting.

The advantages of a wide sponsor base is self-evident: more ideas, more variety in events, and better use of inside information about where the great driving roads are and quaint places to visit (and eat!). The ideal situation would be to have too many to schedule in one year, so that we can choose annually from a surplus of ideas – over time, there should be room for them all.

I plan on suggesting one rally or tour in conjunction with the British Car Club – Wendy & I have enjoyed the rallies, as I find it best to focus on producing one big event per year (we may alternate between tour and rally). Also, the British Car Club has a number of popular events (VIR Gold Cup vintage races; Watkins Glen vintage Grand Prix); I hope to promote these more

(Continued on page 14)

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(Continued from page 19)

more involved in administering the Region.

Alex Smith said that next year's RPM will be hosted by Euroclassics at their facility.

He informed the group that the British car club has changed their car show format from British cars only to European cars and they were interested in having our Region participate. The show will be held at Brown's Island. Alex also put in a pitch for Euroclassics' Driver Education event to be held at Virginia International Raceway on October 14th. Registration is still open. This event will feature three driving groups (red, white and yellow). He reminded us that the Synergy Fall Fling will take place at Virginia International Raceway in October and will feature two days of more aggressive driving.

New Business: The Christmas Party will be held at Mel Brannan's home on Sunday, December 4th.



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

Balance as of 8/25/2005 8257.44

<u>Date</u>	<u>Category</u>	<u>Income</u>	<u>Expense</u>
8/31	Bill Sanders- food for party		378.04
9/1	Postmaster- stamps		14.80
9/2	Crown- RPM Sponsor	800.00	
9/15	Erik Boody- VIR Insurance		375.00
9/18	Gift to Alex & Gail Smith		200.00
9/21	Print Heat Exchanger		425.27
9/21	Mail Heat Exchanger		90.33
9/25	Erik Boody- auto-X expenses		45.26
9/26	Auto-X income	60.00	
9/26	Ad in Heat Exchanger	120.00	
	Totals	980.00	1528.70

Balance as of 9/26/05 7708.74

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