



HEAT EXCHANGER

FEATURED THIS MONTH

Anniversary Party at Lake Anna

Baltimore Grand Prix

Potomac Charlottesville/Piedmont Virginia Tour

September Autocross Highlights

A Couple of Great Fall Drives



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FEATURES

- 7, 11, 14.....Baltimore Grand Prix
- 7, 12, 14.....September Autocross Highlights
- 9-10, BC.....Anniversary Party at Lake Anna
- 13.....Potomac Charlottesville/Piedmont Virginia Tour
- 17-18Russ's Ramblings

NEWS & EVENTS

- 6.....Shenandoah Web Forum
- 6.....Calendar of Events
- 15.....Upcoming Events & Events in Review
- 20.....Heat Exchanger Mart

DEPARTMENTS

- 4.....Shenandoah Region Officers
- 4.....From the Editor
- 5.....From The President
- 6.....Membership Report
- 19.....Treasurer's Report

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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.

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Cover Photograph by Jim Condon

SHN.PCA.ORG

I'm turning my column space over to Mike Evangelista this month because he epitomizes what owning a Porsche is all about ... a reason to take it out for a great drive. Thanks for sharing, Mike.

- Ben

A Couple of Nice Fall Porsche Drives in Central Virginia

By Mike Evangelista

I recently had a friend from Pennsylvania visiting. She loves research. Being new to Virginia she wanted to find some places to visit that included an interesting drive in my 07, Cayman S. We settled on the street fair in Madison, Virginia and Monticello, Jefferson's home.

The street fair is held in September on a Saturday. Food, crafts, music, civil war re-enactors and a small car display. [A couple of Porsches would have been nice!]. We picked up Route 53 at Palmyra and followed it all the way to Madison. Two lane black top, sweeping curves, blind curves and lots of open country with great views. Park

at Madison High School and ride the bus into town. Free admission. Mark your calendars for next year.

For Monticello, we took Route 15 to Gordonsville and got on Route 231. 231 is also a favorite of the motorcycle riders. It's a great combination of sweepers and blind curves with beautiful homes and estates along the way. After Monticello, I64 is a half mile, or you can continue on 231 to Sperryville, Virginia. I did not. This was my first visit to Monticello and worth the \$22.00 admission charge. Wonderful tour guides for the home.

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

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As we head into fall, I look back at 2011 and realize what a busy and fun year we've had so far. In August Herb Distefano organized and hosted our 16th Anniversary Party at his beautiful lakeside home at Lake Anna. Herb is one we can always count on to go the extra mile. He is currently serving as our region's secretary and has served as vice president, interim vice president, and president of Shenandoah. Many thanks, Herb! (See Dick Pitman's article for his review of the Anniversary Party.)

Labor Day weekend presented tough choices of events—the Baltimore Grand Prix or the Potomac Founders' Region DE at VIR. Greg Glassner and some

other Shenandoah members made the trip up to Baltimore for the racing. (See his article about the weekend's festivities.) Jim and I headed down to VIR and took advantage of the light turnout because of the conflict with the Baltimore Grand Prix. Each participant got over seven hours of track time! It was a lot of fun, but we sure were tired by the end of the weekend.

The following weekend a number of Potomac folks drove down to our region for their Charlottesville/Piedmont Virginia Tour, and some of our members joined them. Thanks to Gary Hagar of Dirty Nelly's Pub for hosting our Sunday lunch. (See new transfer member Mike Cirino's account of that weekend's activities.)

Rick Ebinger and Erik Boody finished the autocross season with a fun but very challenging course. For the first time in quite a while, Porsches out-numbered the "other" cars. A big thank you goes to Rick and Erik for providing us with well-run autocrosses that drivers of all skill levels can enjoy. (See Rick's article and results in this issue.)

Our faithful writers, Bruce Russell with "Russ's Ramblings" and Harry Kennison with his Shenandoah history quiz, are back this month with interesting reads.

I regret to inform you that Andy Turner has chosen to resign from the position of vice president. Personal circumstances that

prevent him from contributing the time necessary to perform his duties led him to this decision. We appreciate your efforts, Andy! A search is currently under way for a new vice president.

As I mentioned in our business meeting at the Anniversary Party, Shenandoah is going through some growing pains. Our membership has increased as well as the number and complexity of events that we are hosting. Even our expectations of the club and how and what it provides to us have grown. We have become challenged financially and are trying to make adjustments accordingly.

Volunteers run our club. We have busy lives that include many interests and obligations, so we constantly have to set priorities and make choices. The members who serve our club are making the decision to contribute their time, effort, and skills to provide the events and services we all enjoy. Being a volunteer is a tough job. No matter how much we plan events, it's difficult to please everyone all of the time. We all have different types of events we enjoy. Our driving skills are different. Even our personalities are different. Shenandoah tries to provide a variety of activities so that if one event is not your "cup of tea," another is. If you have a problem or concern with an event, please tell me, another Shenandoah board member, or your event coordinator. You can also offer to pitch in. It's discouraging to find out through the grapevine weeks later that someone was upset or uncomfortable during an event or with a club action and has decided not to participate any more. It's also discouraging to be the volunteer who receives harsh or rude criticism. So, please be kind to our volunteers! If you would like volunteer in an administrative capacity, coordinate an event, or just help out from time to time, please contact me.

We still have some great driving events coming up this fall. In October we have the Euroclassics/Shenandoah DE at VIR, a perfect track opportunity for new and seasoned drivers alike, and the always-popular Fall Foliage Tour. You'll be able to get in another DE or two in November before the weather gets too cold. And, we'll finish up the year with our annual Holiday Party at Michie Tavern.

Please feel free to email or call me at HYPERLINK "mailto:vscales@cstone.net" vscales@cstone.net or (434) 295-3955 if you have questions, comments, or ideas.

Enjoy the cool, crisp days of fall in your Porsches!

Sherry

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MEMBERSHIP REPORT

By Phyllis Scrogam

For the Period Ending September 2, 2011

Primary Members 200
Affiliate Members 160
Total Members 350

Welcome to the following new members:

Darren Estes of Crimora, VA -1976 Porsche 912E

Farewell to the following members transferring out:

Pete Dressen (Brenda) of Prescott, AZ to Arizona

Terrence Gardner of Germantown, MD to Potomac

John Truban, Jr. (Charlene) of Winchester, VA to Potomac

Mark Wright of Roanoke, VA to Blue Ridge

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

October

- Sept 28 – **Petit Le Mans at Road Atlanta**
Oct 1 Braselton, GA
- 1 **Second Annual Air & Auto Classic Car Show**
Virginia Beach, VA
- 10 **Euroclassics/Shenandoah DE at VIR**
Alton, VA
- 30 **Fall Foliage Tour at G & W Motorwerkes, Ltd.**
Waynesboro, VA

November

- 18 – 20 **Carolinas Region DE at VIR**
Alton, VA

December

- 4 **Shenandoah Holiday Party at Michie Tavern**
Charlottesville, VA

- DE:** Drivers Education event
VIR: Virginia International Raceway
RIR: Richmond International Raceway

visit SHN.PCA.ORG for details & updates

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!

THE BALTIMORE GRAND PRIX

ARTICLE & PHOTOS BY GREG GLASSNER

I have been a big fan of sports car racing since I saved up enough money to purchase my first copy of Road & Track from the local drug store in 1956. (It had a Lotus 11 on the cover.) In 1958 or 1959, I cajoled my dad into leaving our rented vacation cottage on Lake Michigan for the day and driving over to Road America at Elkhart Lake, Wisconsin to watch the Porsches, Ferraris, and D-Jaguars race.

Many race trips followed over the years, including twice a year pilgrimages to Watkins Glen during the heydays of the U.S. Grand Prix, the Can-Am Series, and the Six-Hour endurance races.

Yet in nearly five decades of viewing races on natural terrain road courses and airport courses, I had never been to a street course race, unless you count the 1978 Canadian Grand Prix at Montreal, which is on an island in the St. Lawrence River.

So I said, "Why Not?" and rolled the dice on the inaugural American Le Mans Series (ALMS) race in Baltimore Labor Day weekend.

I've enjoyed attending ALMS races at Sebring and Road Atlanta, follow the series on TV, and am familiar with the cars and drivers. I have a Flying Lizards Porsche T-shirt and even know one of their mechanics, Kenny Shreves of Charlottesville, who did the pre-purchase inspection on my Guards Red Porsche 944.

I fully expected the Baltimore ALMS/Indy Racing League weekend to have some teething problems and they did.

I also expected the sports car racers and Indycar jockeys to put on a good show. And they did, although I had to watch both races on TV the next day to confirm that. Aerial photography makes the temporary street courses appear far more interesting and glamorous than they do at ground level.

But enough grousing on that.

Porsche fans had plenty to brag about during the two-hour ALMS race in Baltimore.

The Falken Tires Porsche of German ace Wolf Henzler and his American teammate Bryan Sellers survived battles with a gaggle of Corvettes and BMWs for a convincing win in the GT category.

The more heavily favored Flying Lizard Porsche of Patrick Long and Joerg Bergmeister was never a factor in the race. Long started the car at the rear of the field, along with the Risi Ferrari of Jamie Melo and Toni Vilander. The two cars had tangled during qualifying, which necessitated a visit to the principal's office for rough driving.

Both cars quickly made up ground in the race, but the Flying Lizard 45 spent long stints in the pits as a result of suspension damage sustained during the race.

The Flying Lizard Porsche No. 44 piloted by Seth Neiman and Daren Law came home eighth in the GT class.

Porsche is always guaranteed a winner in the all-Porsche GTC

AUTOCROSS #6 AT THE GOVERNMENT CENTER IN STAUNTON, SEPTEMBER 2011

BY RICK EBINGER, PHOTOS BY JIM CONDON

With 33 drivers battling the first cold front of the year, our club hosted a cool and, yet again, dry event. It had its interesting start, though. On the way up I had some drops of rain on the windshield and about 5 miles from the event, one of the trailer tires let loose and went down. I limped into the Government Center, but by the time I got there, 30% of the tire did not. But with dumb luck being attached to me, we were autocrossing on a Saturday this time. That meant that the tire shop across the street from the Government Center was open. We dumped the 914, the autocross equipment, and spread the cones around the lot. I took the trailer over to the tire shop, dropped it off, and went back to the business to setting up a challenge for the day. 45 minutes later I picked up the trailer and was back on track. I guess I was just lucky on Saturday.

Another different track was assembled again in Verona. This time I used every cone we own (haven't done that in years) to set up a technical area and a very fast straightaway. One of the runs put the new Porsche I was driving at the rev limiter in second three quarters of the way down the straightaway. That should be in the 70 MPH range, if the factory numbers are correct.

We also did a tire challenge. I have a set of street tires I bought for the 914 that I had yet to use. I put them on the 914 and ran my first three runs on those tires. With tread wear on the rear tires rated at 400, I wanted to prove the difference between the race tires and regular street tires. My best effort with the street tires was 62.5 seconds. This set the stage for the second heat on race tires. I have always thought the race tires were good for 3 to 4 seconds better in a 60 second autocross course. With the first heat and Jeffrey posting a 58.0, this was the upper limit of my estimate if I was going to have a chance at FTD. The first run scrubbed in the race tires and posted a 59.9. The second run put down a 59.0, and the final run posted a 58.06. I had a stumbling issue on the last run and it cut down my straightaway speed. I figured it was a simple problem and it was—out of gas. I ran one more fun run (not counted) with full power and finished off at 57.6. The day still went to Jeffrey when he finished at 57.3 and FTD again, but the test was a success. The race tires were good for almost 5 seconds on this day. My best run on the street tires was clean, but I am willing to report that those race tires are good for 4 seconds, taking away my improving track knowledge and the additional runs I had. I believe if you are serious about autocrossing and being competitive at the upper levels, you need these few things, in order of importance: seat time, tires, weight reduction, suspension and brakes, and horsepower last. If you follow this simple map, you will economically wade into racing and see if it is for you. Good luck.

Back to the event. We had another herd of Miatas again, and they do well in this type of venue. We had a few tight places on this course and they really shined in those areas, but in the end Jeffrey took home top honors at FTD. I was there with the 914, but only after a fun run. Emmett Richardson on street tires came in eighth place, and it is always good to have him running with us. Mike Kilmer bested Eric Huggins in

CONTINUED ON PG 11 & 14

CONTINUED ON PG 12 & 14

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SHENANDOAH REGION BD PARTY AND VALVE ADJUST

JOHN PITMAN

PHOTOS BY JIM CONDON

I had a great time driving the Roadster 200 miles round trip from Chester up to Lake Anna and back. I need to hook the GPS up to my inverter so I won't get lost finding my way home! I'm still on 6 volts! Finding my way back to I-64 isn't easy-even with an old county map left over from my working daze and before GPSs! And they told me to stay on RT. 601! Oh well!

About 13 cars of our group met at Exit 159 at the Exxon Station West of Richmond and left around 10:30 for a 62 mile junket to Herb Distefano's beautiful home on Lake Anna.

We had some great driving roads for Porsches! When we arrived the other group that linked up in Charlottesville were there. We probably had close to 40 Porsches on Herb's lawn.

Sherry and Herb arranged to have a nice luncheon with a couple of pastas, croissant sandwiches and ice tea or pink lemonade topped off with Birthday Cake and ice cream! YUM!

Numbered tickets were given out and when your number was drawn you could pick your prize from the table that Sherry-our outstanding Region Prez-was guarding! Nobody left empty handed! I have to note here that Sherry and Jim brought both of their Porsches. Sherry's Mom was riding with her and was all grins. Love it! A very nice lady!

A comfortable tent was set up with tables to shield the folks from the sun. Thanks! It was getting warm! Additionally, a local reporter lady was on site who I later had a chance to talk to, about the Roadster of course!

As usual the folks got a chance to vote on a Peoples Choice Award. I saw some really nice cars as I walked the lawn. You could only vote once and for some more than generous reason The Roadster was awarded a very nice PCA Travel Bag from the Zone 2 Rumble At The Oak Tree event. It's BIG enough to put the Roadster in and carry it around! Thanks folks! You're very nice, and I am humbled once again!

The next day, a Sunday morning, it was time to check the valve adjustment, a ritual about every 2000 miles. The modern Porsches apparently don't have to have this done. What do the owners do for fun?? Anyway it was time to treat it.

Jack up the back end, take off the valve covers and one cylinder at a time rotate the engine (by hand) to the proper cylinder i.e. Number 1, then 4, then 3 then 2.

Adjust, if necessary, to .006, on my engine, then rotate the engine again to make sure you have them right. OK done-so in 200 more miles we do a oil change to get ready for Classics on The Green!



BD Picnic Tent at Herb's



Peoples Choice Award



Nice Bunch of Porsches



Lady Reporter next to Porsches by the Lake



Gum Spring Porsche Line-Up

THE BALTIMORE GRAND PRIX

PHOTOS BY GREG GLASSNER



Intrepid Heat Exchanger reporter Greg Glassner corralled two Falken Tire "engineers" to get the scoop on their Porsche's recent success in ALMS GT.



PCA Shenandoah members Steve McCaughan and Dan Graff glean some insights from Flying Lizard's mechanic Kenny Shreves of Charlottesville.



The well-prepared Flying Lizard Porsches had a rough weekend on the streets of Baltimore.



This TRG Porsche GT3C entry lost an argument with the unforgiving concrete walls lining the racetrack.



As always, the Porscheplatz was a well-run haven for PCA members. At Baltimore, however, it was next to the Ravens' stadium, a long way from the on-track action.

AUTOCROSS: SEPTEMBER 2011

PHOTOS BY JIM CONDON



"Rockin' Mike" Kilmer in his 911SC at the autocross



Susan Bryant, who won a \$90 gift certificate to Moxie Hair and Body Lounge



Nathan and Erik Boody getting ready at the start line



Not your father's Oldsmobile: Nathan seems to be enjoying the ride



Not Whistler's Mother: Ginger Elmore kept track of the competing times



Jeffrey Elmore had the fastest time of the day (FTD)



SHENANDOAH JOINS THE POTOMAC FOUNDERS' REGION PCA FOR THEIR CHARLOTTESVILLE/PIEDMONT VIRGINIA TOUR

MICHAEL CIRINO

PHOTO BY JIM CONDON

On Saturday, September 10 and Sunday September 11, I was fortunate enough to join members of both the Shenandoah and Potomac regions for a driving tour of the roads around Charlottesville.

On Saturday morning, the Shenandoah group met up at the Farmington Country Club where the Potomac group was staying. Alex Lunsford took the lead in his 911 and guided us up to the Blue Ridge parkway. Despite a few slow-moving vehicles of the non-Porsche variety, we eventually found ourselves on the open road enjoying a spirited drive and fantastic scenery. The cars in the front of the caravan eventually became separated from those at the rear. However, the second half of the pack took this as an opportunity for a little improvisation on the route to lunch and headed down VA-56. I have to admit a slight amount of jealousy here, as Route 56 is one of my personal favorites.

Everyone arrived to lunch safe and sound at Wintergreen where we enjoyed lunch overlooking the slopes. In addition to the food, we were able to get better acquainted with our guests from the Potomac Region. It was impossible to meet everyone, but the Potomac Region is made up of a number of interesting people. That includes one couple who arrived for the tour in a BMW M Roadster. They were soon forgiven since their Porsche had recently suffered a shop mishap and was out of commission for the trip.

After lunch we left Wintergreen and headed back down the Parkway towards our next destination: the Veritas and King Family Vineyards. I'll admit, I'm not much of a wine connoisseur myself, but our hosts were very hospitable and took a lot of time to explain not only the varieties, but also the way they produce their wine. At the King Family

Vineyard we even got to go back into the barrel room for our tasting. I might still prefer a Coke with my dinner, but I learned a lot about the vineyards and how much more there is to learn about the wine hobby.

On Sunday we regrouped at the Farmington Country Club, but this time Jim and Sherry planned our route. We started off on some fairly normal roads, but quickly turned off onto some small byways that you'd almost never notice driving by them. At first it looked like we might be headed down the road to Deliverance, but eventually we found ourselves on some tight, challenging sections of roads. Here the Caymans and Boxsters really came into their own and gave the 911s in the group a run for their money. Our route popped us back out into civilization for a stop at the Crossroads Country Store. We let the cars rest while we went inside and tasted some of the best fudge Virginia has to offer. We headed back out into the wilderness to sample more amazing roads before stopping at Durty Nelly's pub to meet Gary Hagar, the owner and another PCA member. After our meal, Jim and Sherry capped off the weekend by surprising us with a cake to remember September 11, 2001 and the terrorist attacks on the United States.

All in all, the weekend was a great success. Even though I'd only been a member of the Shenandoah Region for a few days, I met many wonderful people from both regions and found some new driving roads to enjoy. The event featured great cars, great roads, great scenery, and especially great Porsche enthusiasts. Hopefully we can make this a tradition of inviting our friends from the Potomac region to come up to visit us every year. I look forward to being there next September and hope to see the rest of you, too!

THE BALTIMORE GRAND PRIX

CONTINUED

class. At Baltimore it was the Black Swan Racing Porsche of Tim Pappas and Jereon Bleekemolen, who distanced themselves from the Sweedler/Keen Alex Job Porsche in second and the Potter/Stanton Magnus Porsche in third.

The ALMS series' marquee (LMP1) Class, which is suffering from dwindling fields this year, was a Dyson Lola-Mazda affair, with Steven Kane and Humaid Al Masood driving their car to their first overall win. The sister car of Guy Smith and Chris Dyson had to settle for second.

The only other competitive P1 entry, the Muscle Milk Lola-Aston Martin of Romain Dumas and Klaus Graf had to start last following mechanical problems in practice and qualifying. It was also delayed with brake issues in the race.

In my humble opinion, the Muscle Milk boys should have stuck with the Porsche RS Spyder they used to race in ALMS.

In summary, street courses will never replace road courses in my esteem. That sentiment seemed to be shared by Dan Graff, Steve McCaughan, and Deane Parker, the other PCA Shenandoah members I ran into in Baltimore.

But the Baltimore weekend brought out thousands of spectators, many of them first-timers. There was no lack of food vendors, booths, and party zones, so some new race fans may have been converted.

Oddly enough, we could find no food vendors on the car corral side of the track. We made do with potato chips at the Porscheplatz and free cheese samples at another booth, before hoofing it over to Camden Yards to eat in one of the baseball stadium's air-conditioned restaurants.

An enterprising eatery could make a killing there next year.

AUTOCROSS #6

CONTINUED

P03 class, but Eric and son put on a good show chasing Mike. Jim Condon and Sherry brought out my favorite Porsche of the event again, and I always love watching that beautiful Cayman S. We had a real 911 GT2 running, and it was great to always see new cars and new drivers. Susan Bryant ran her very nice Boxster S to a good place on the overall rating, and Kurt Suttell looked strong on the course.

Thanks to all of those who have helped with this year's season, and especially thank you to Mike Kilmer and his son. Both are always there for the event, and they are always the last to leave after packing up. The events are much better with Mike's help, and Erik and I have really appreciated it. Next month I will put together a season wrap-up and come up with some other interesting facts for our members. Again, thanks for the great season, and I am looking forward to our last racing event down at Virginia International Raceway on Columbus Day. Hope to see you all there.

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Euroclassics/Shenandoah Region PCA 10th Annual Driver Education Day At VIR

Join Mark Cooke of Euroclassics Porsche and the Shenandoah Region PCA for this popular one-day DE at Virginia International Raceway (VIR) near Danville, VA on **Monday, October 10**. This is a great opportunity for drivers to get to know their cars, test their abilities on a real racecourse, and enjoy lots of track time.

Drivers will be divided into three run groups based on their driving experience. No passing will be allowed in the "yellow" group for drivers who are new to the track or have limited driving time. Passing will be allowed in the two upper run groups ("red" and "white") for experienced drivers. Long-sleeved shirts, long pants, and closed-toe shoes will be required for all drivers, per VIR rules. All participants and spectators (adults and minors) must sign the appropriate VIR and PCA insurance waivers.

The yellow group will be a relaxed driving opportunity for people who have no or limited track experience. These drivers will be able to get a taste of the track without having to be concerned about passing as they learn about themselves and their cars. Some instructors will be available at no charge to give newer drivers a few driving tips and teach them the line of the track. (If you are a quick learner and a good student, you can move from yellow to red within the day.) In this group only, no helmets will be required and VIR's roll-bar rules will not apply (so you can drive any stock Boxster). For the yellow group only, Porsche Cayennes and BMW and Mercedes-Benz SUVs will be permitted.

Drivers in the two advanced groups must wear Snell 2005 or newer helmets. Some loaner helmets will be available at the track. Per VIR rules, Boxsters and other convertibles in the advanced groups must have roll bars or deployable roll bars that are two inches above the drivers' helmets (Broomstick Rule). Boxsters 2005 and newer are acceptable with no additional devices if the drivers' helmets are below the two-inch mark.

Registration is \$295. This includes a free pre-event tech inspection of your car at Euroclassics Porsche in Midlothian, VA (Additional parts or labor that may be needed can be purchased from Euroclassics.) and a free lunch at the track. Pre-event tech inspections tech form (available at <http://shn.pca.org/archive/DEtechform.pdf>) are required for all cars. Drivers may take their cars to another service facility of their choosing but will need to compensate that shop.

On-line registration is now open via MotorsportReg.com. You can also call Euroclassics Porsche at (804) 794-6868 to register by phone. Check the Shenandoah web site at <http://shn.pca.org> for links to online registration, the event schedule, and other information as it becomes available.

Fall Foliage Tour 2011

Phil and Susie Audibert have another great Fall Foliage Tour planned for us this year. We'll start at G & W Motorwerkes with light refreshments, a brief Shenandoah business meeting, and the opportunity to look at the beautiful Porsche collection of Phyllis and Weldon Scrogam. Then, Phil and Susie will lead us on a drive up the Shenandoah Valley on mostly back roads (all paved, no gravel) to Massanutten Resort where we will have a lunch buffet at Fareways Restaurant. This is an area of the valley the club has not traveled before, so it should be full of new sights and sensations, not to mention Virginia's spectacular autumn leaves.

Date: Sunday, October 30, 2011
Times:

Reception & Tour of G & W: 9:30 AM – 11:30 AM
Shenandoah Business Meeting: 9:30 AM – 10:00 AM
Drivers' Meeting & Staging: 11:00 AM – 11:30 AM
Depart for Driving Tour: 11:30 AM
Lunch at Fareways: 1:00 PM

Lunch Costs (Include Buffet, Gratuity, & Tax)

Adults: \$30.00
Children (Ages 3 – 12): \$ 9.00
- Can order from the children's menu at the restaurant
Children Under Age 3: Free

(Buffet will include: Salad, beef and chicken entrees, fresh vegetable medley, potatoes, hot rolls, berry cobbler, coffee, tea, & lemonade. If you have special dietary requirements, please contact Sherry.)

Registration Options:

1) MotorsportReg.com: Visit the Shenandoah web site at <http://shn.pca.org> for links to online registration.

2) Mail payment* to:

Shenandoah Region PCA
C/O Robert Duntley
707 Meadow View Ridge
Manakin-Sabot, VA 23103

* Make check payable to "Shenandoah Region PCA"

About 110 people turned out for last year's event. We need to have an accurate head count so that we can plan for enough food for the reception and lunch. Please register no later than Saturday, October 23 to let us know which events you will be taking part in—the reception at G & W Motorwerkes, the driving tour, lunch buffet at Massanutten, or some combination. No refunds will be given after Saturday, October 23.

If you have any questions about this event, please email or call Sherry at vscapes@cstone.net or (434) 295-3955.

Annual Holiday Party

Save the date for Shenandoah's annual Holiday Party at Michie Tavern!

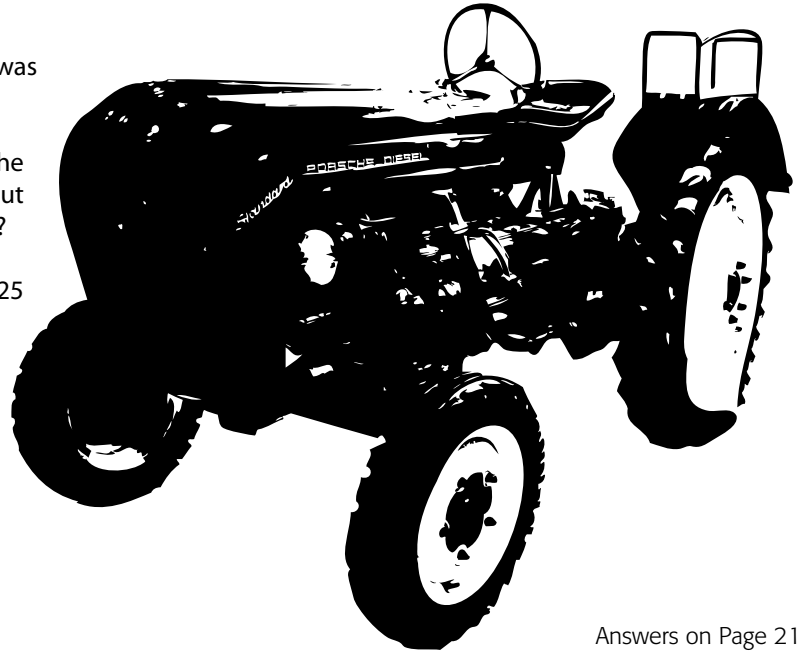
Date: Sunday, December 4, 2011
Reception: 6:00 PM
Dinner: 7:00 PM

More details coming soon in club emails and on the Shenandoah web site at <http://shn.pca.org>.

Here is this month's history quiz to test your knowledge of infamous and famous within the Shenandoah Region of the Porsche Club of America:

- 1) What long-time Shenandoah Region Porsche Club supporter moved to Charlottesville in 2004 and opened, among other businesses, a Vespa Dealership?
- 2) True or False: Launched in 2003, the Porsche Cayenne was the company's first Sport Utility Vehicle (SUV).
- 3) The first Rennsport Reunion, a celebration of Porsche racing and road cars, was held in Lime Rock, Connecticut in 2001. Where was the second Rennsport Reunion held?
- 4) In 2004 Porsche's 911 celebrated what anniversary? A. 25 years B. 30 years C. 40 years D. 50 years.
- 5) Where did Shenandoah club members Bill and Karen Brewer travel overseas on business in 2004 and what driving tip did they offer up to club members back home?

Bonus Question: Heavy rain fell the night before the 2004 Richmond Porsche Meet (RPM) causing the CDOC Performance and Racing Parts Big Rig Hauler to get stuck in the mud on Alex and Gail Smith's lawn where RPM was held. Who came to the rescue and what did he or she use to get the CDOC Big Rig out of the muck?



Answers on Page 21

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A vintage white Porsche convertible car, possibly a 911, displayed within a decorative frame. The car is shown from a side profile, facing right. It has a classic rounded shape and a soft top. The background is a light, textured surface.

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We survived Hurricane Irene here in Short Pump, but not without losing power for 15 hours. We were lucky because the Richmond area was hit pretty hard and many communities were without power for up to a week. By the time you read this article, Irene will only be a distant memory for most folks west of the Capitol City.

My only Porsche project lately has been to attend to some minor rattles and window alignment issues in my driver and passenger doors. You do not hear or read very much about taking your doors apart, since it is not a very common maintenance job. The Bentley manual and the Porsche PET diagram were helpful reference publications I used for this project.

I am not going to bore you with the details, but you simply remove the inside door panels, handles, switches, storage compartments and locking knobs to gain access to the interior of the door. It was then just a matter of checking all fasteners for snugness and to ensure none were missing. I also checked the inside bottom of the doors for loose "treasures" that had dropped into the doors over the years. Porsche doors have several drain holes in the bottom of each door; this is a good time to make sure the holes are not blocked or obstructed because water in the bottom of your door will promote rust.

While I was inside the doors, I lubed all the power window and door locking mechanisms with white lithium spray grease. Finally, I adjusted the window frame on the driver's side because it had dropped about 1/4 inch and was not allowing a snug seal between the top of the window glass and my Targa top.

Finally, as the technical writers at Porsche say – "reassembly is the reverse order of disassembly"! The most time-consuming aspect of this entire job is recording the wire connection positions on the power window switches. The switches need to be removed from the door panels to gain access to the inner doors. I used blue painters tape and a magic marker to mark

each wire and ensure that I would get them back in the proper positions.

The entire job took about 2 hours and is easily accomplished with screwdrivers and small allen wrenches. The end result was no more door rattles or water leaks from the driver's window.

Let me change direction and ramble a bit about ethanol in our gasoline. Ethanol is simply grain alcohol that has been distilled from grain products and then mixed with gasoline. When you go to the gas station and fill up your Porsche, you are pumping a mixture of 90 percent gasoline and 10 percent ethanol. I have read that in some areas of the United States, the percentage of ethanol could be as high as 20 percent, but I do not know that for a fact.

Ethanol will work in automobile engines, but not with the same efficiency as fossil-fuel based gasoline. I am not an engineer, but I have been told that a gallon of pure gasoline will produce more power and efficiency than a 90/10 blend of gasoline and ethanol. In addition, ethanol attracts more water to our fuel systems and can be harmful to the fuel systems components of older Porsches.

If you live in Alaska, ethanol is not a problem because all gasoline sold in that state is ethanol-free. My opinion is there is no ethanol in Alaska to mix with gas because the locals drink all the ethanol to stay warm in the winter...just kidding. Here in the lower-48 states we are not so lucky and must live with gasoline blended with ethanol.

Have faith because ethanol-free gas is available in our area. There is a website that lists (by city and state) gas stations that sell ethanol-free gasoline. Here is the web address to the site that lists all ethanol-free gas stations in Virginia as well as the rest of the United States:

<http://pure-gas.org/index.jsp?stateprov=VA>

The good news is there are eight ethanol-free gas

stations in the Staunton/Waynesboro area and three stations in Harrisonburg. The website is constantly being updated, so these numbers may change by the time you read this.

I was recently in Staunton and was having dinner at Rowe's restaurant. I needed gas, so I checked this website on my iPhone. There was a Royal Mart gas station one block away selling ethanol-free gas! I filled up the Carrera with "pure" 93 octane and drove home. I swear I can feel a difference in performance with ethanol-free gas. An added benefit is your gas mileage will also improve because of the increased power output per volume of fuel consumed. Sounds like a "win-win" to me.

While I am rambling about websites and gasoline, let me share another of my favorite websites that I frequently reference. The website is 'http://gasbuddy.com/' and it will give you a list of the cheapest gas

stations in your area. All you need to know is your local zip code or just enter your city and state. If you have a smartphone, there is a "gasbuddy" app available that automatically syncs your actual location and gives you a listing of low gas prices sorted by price or distance to travel. I used this app during my trip to the Savannah Porsche Parade and it worked great. I look at it this way, the money I save on gasoline can be "reinvested" in ethanol for personal consumption.

Your Shenandoah Region leadership team and neighboring Regions have put together a great slate of activities this Fall. Check the Shenandoah Region's website for all the current information and event details. I hope you can attend some of these great PCA activities and enjoy the beautiful Fall weather here in the Commonwealth. I'll see you on the road!

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TREASURER'S REPORT

BOB DUNTLEY

Cash Flow 1/1/2011 thru 8/31/11

OPENING BALANCES 1/1/2011

Checking Account	\$ 4,690.91
Sweep Account	\$ 1,685.28
Total Opening balance	\$ 6,376.19

INFLOWS

AutoX Registration - Direct	\$ 1,432.00
AutoX Registration - MotorSport	\$ 877.00
Other Income	\$ 240.66
HE Advertising	\$ 4,896.00
Refunds PCA National	\$ 2,278.00
RIR Autocross Registration	\$ 5,200.00
RPM Registration - Direct	\$ 2,518.00
RPM Registration-MotorSport	\$ 2,929.00
RPM Sponsor	\$ 3,000.00
TOTAL INFLOWS	\$ 23,370.66

OUTFLOWS

AutoX Expenses	\$ 944.21
Bank Charge	\$ 8.00
Biz Equipment	\$ 130.00
Biz Taxes	
Federal	\$84.00
State	\$65.00
Other Biz Taxes	\$25.00
TOTAL Biz Taxes	\$ 174.00
Anniversary Party (to date)	\$ 419.58
Euroclassics Reimbursement	\$ 4,838.50
HE Printing & Mailing	\$ 8,125.82
MotorSportreg Service Charges	\$ 181.59
Refund-RIR	\$ 124.15
RIR Motorsportreg. Service Charges	\$ 217.35
RPM Expenses	\$ 9,047.87
RPM Refund	\$ 90.00
TOTAL OUTFLOWS	\$ 24,301.07

OVERALL DIFFERENCE \$ (930.41)

Total Cash Balance 8/31/2011 \$ 5,445.78

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Jim Bourie, 434.960.7965, Crozet

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Lufteknic.....	2
Dan's Landscapades.....	4
Foreign Affairs.....	5
Concours Detailing.....	8
Ovation Builders.....	14
FastFrame.....	16
Bob's Wheel Alignment.....	18
Better Living.....	19
WD Sanders & Company.....	20
Photoworks.....	21
American Indoor Karting.....	Inside B/C

1) Rick Ebinger became the new president of the Shenandoah Region in January 2003. Long-time PCA members Colin Dougherty and his wife Chris moved to Charlottesville to open their performance and racing parts store CDCC as well as a Vespa dealership in 2004. CDCC has been a loyal sponsor of the Shenandoah Region ever since.

2) False. In 1955 Porsche introduced the Model 597 named the "Porsche Hunter" that just happened to find its way into the Scroggams G & W Motorwerkes showroom in 2004. It was originally developed as an all-terrain military vehicle for NATO use and featured a 356 engine that produced 50 horsepower and had a top speed of 62 mph. More importantly, it could climb a whooping 65% grade, and float, although not under its own power. A commercial version was produced by Porsche in 1958 without much commercial success.

3) The second international Rensport Reunion was held at Daytona International Speedway and was attended by several Shenandoah members including the Weldon and Phyllis Scroggams and Alex Smith. In Alex's recap of the event he was pleased, but not surprised, that Weldon and Phyllis took three firsts at the prestigious Rensport Concours d'Elegance held along pit lane.

4) C. In 2004 the ageless Porsche 911 celebrated its 40th year of production. The Shenandoah Region also celebrated the 40th anniversary of the 911 with the 911 Heritage Rally orchestrated by rally master and social chair Mike Shurtz. The instructions featured multiple-choice questions about the 911 and the correct answers determined which way participants should turn. In the end, seven cars turned up at the finish with Bill Sanders in his sinister-looking 928 GTS posting the shortest distance traveled in the least amount of time. (Still looks great today Bill!)

5) Shenandoah club members Bill and Karen Brewer, who left their 914-6 home for a ground-up restoration while they were away, filed a report from Iraq where they were working for contractors rebuilding power generating plants and electrical distribution systems in Iraq and Kuwait. The driving tip they shared via the Heat Exchanger was that if your vehicle breaks down in Iraq, you should abandon it immediately because the risk of an ambush is too great. It's probably a good thing that they celebrated their 914-6 while overseas as you definitely wouldn't want to get a flat tire over there!

Bonus Question Answer: As luck would have it, Herb Disefano had brought his two Porsche Tractors to RPM that year. When the CDCC Big Rig Hauler got stuck in the mud on the lawn at Alex and Gail Smith's home, Herb fired up his 25 horsepower Porsche tractor, hitched it onto the Big Rig, and was able to help pull it out of the mire. Way to go Herb!

History Quiz Answers::

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BIRTHDAY PARTY HIGHLIGHTS

PHOTOS BY JIM CONDON



Mike and
Susan Fowler
and
Bob Brown



Mary Ann and Herb resting at
the end of the afternoon



Neighbor Mary Ann
Schaffer piloting
Herb's boat



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