

# *The Heat Exchanger*

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



Yet another "cool car" at the G & W Museum...details Pg. 7  
Volume 7, Issue 9 — Nov. 2003 — Shenandoah Region PCA

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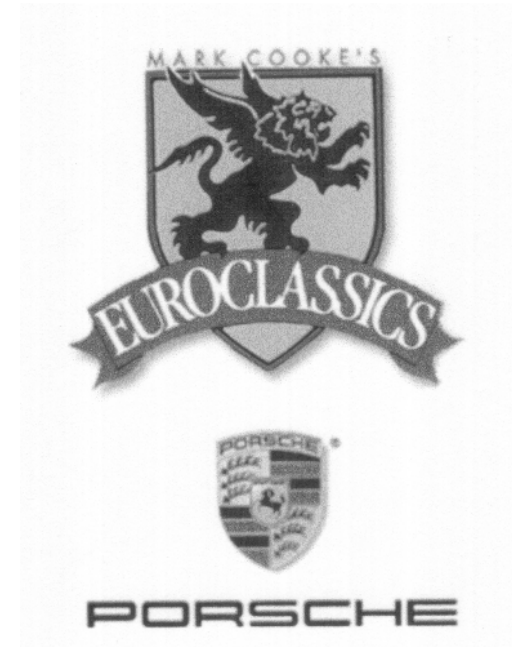
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*Cover photo, Phil Audibert*



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

Balance on hand, August 31, 2003 **6241.28**

Date	Income	Expense
9/8 Erik Boody-Insurance Driver's Ed (to be reimbursed)		375.00
9/12 Print Source- Sept. newsletter		290.61
9/12 Dom. Marketing-mail newsletter		76.58
9/15 Three ads for Heat Exchanger	945.00	
10/8 Print Source- Oct. newsletter		297.30
10/11 Dom. Marketing-mail newsletter		75.80
Totals	945.00	1115.29

**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:** \$45/month-full page, \$25/month-half page, \$15/month-quarter page and \$10/month-business card. If you purchase ad space for a year (nine issues), you will receive one month free! All ads need to be sent to the newsletter editor and must be reproducible.

**Das Market ads** for new and used Porsches and Porsche parts must be sent to the newsletter editor by the 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.....**

- ◆ **Nov. 9th-** Sightseeing & Wine Drinking Tour to Jefferson's Poplar Forest. See page 12 for details and directions
- ◆ **Nov. 20th-** Social/Meeting at Crown Motorcars, Rt. 250 East, Charlottesville, 7 PM
- ◆ **Nov. 28-30-** Thanksgiving weekend Fall Fling with G & W at VIR!

**Dec. 7-** Annual Christmas Party at Mel Brannan's, Powhatan. 5-7 PM  
See directions, page 5.

**Jan. 16-** Social/Meeting to set calendar of events for 2004! TBA

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## President's Letter.....

### Two minute drill.....

Well, for having most of the summer off since RPM the Shenandoah Region really opened up its activities in October. I have limited space and time for the three big things we have been doing, but I'll touch on them and write about them more completely for the next newsletter. Here goes.....



Euroclassics had their annual Columbus day event at VIR on a very nice fall Monday. With a lot of new drivers, I believe we had the cleanest, error-free, track day you could have. The guys at Euroclassics put on another top-notch event and with a little luck we hope to mark this date next year. Thanks to all who helped put this event on.

A few days after the track event, we had our monthly social meeting at CDOC, a new company to the area which supplies high-end race parts for people who need this stuff. I was really impressed by Colin Dougherty and his staff as they opened up their doors and welcomed us in. They had barbeque, and an incredible door prize program that had almost everyone come away with some major goodies. CDOC is located in Charlottesville and we will be planning another meeting there soon. If you missed it and love go-fast equipment, keep an eye open for our next meeting there. Thanks Colin for a great evening.

Lastly, our multi-region event with First-Settlers went very well, even though the weather gods again aimed their wrath at us and messed up ¾ of the day. We had a safe and technical course, which had speed and car control evenly balanced. The rain added about 12 to 15 seconds to almost everyone's times and made it feel like driving on ice. I wish everyone would have had a chance to run in the dry, but for the most part everyone had a pretty good time for yet another safe day at the airport. Thanks to all who put this event on and a special thanks to the course workers who did way more than just their part by working, standing in the rain during two sessions, and staying until the end. We will address getting help from everyone, but today would have been much worse if these special people who made the difference had not helped. Thanks to Dan, Emily, Mel, John, and the Harrisonburg gang.

Busy month, and it still doesn't let up. We have another social meeting this month, another touring event, the Christmas party coming in December, and the first meeting in January where we set dates for 2004. The autocross season ending results will be posted on the web soon and that information will be out next month. Until then, have a great month and see you soon.

(Continued from page 15)

3. Now simply remove the bolts that hold the mounts in place. Pay attention to the position of the bolts and the concave surface of the mounts.



4. Drop in your new mounts and reinstall the bolts. You may need to reposition the jack a little to align the mounts. Especially if your hydraulic jack likes to sink or slowly lose pressure.

A broken mount.

Photo by Harold Singh

Make sure your bolts are tight before you test drive and slowly lower the jack to make sure the mounts have been completely attached. If the mounts you pulled out were broken or cracked you should feel a noticeable improvement in your shifting. Enjoy!

Harold Singh



This just one of many rare cars Social Chairman, Mike Shetty and Wendy witnessed at the Watkins Glen weekend of vintage shows, rallies and racing this past September. Says Mike, "there were lots of rare racing Porsches: 904, 906, 908, even a rare hill climb 910." This is the fifth year in a row Mike and Wendy have made the pilgrimage. They'll go again next year, and they invite club members to join them, as long as they're willing to drive two-lane roads up to New York state.

Photo by Mike Shetty





**The Cayenne. The Next Porsche.**

**A winding stretch of pavement.  
Some gas in the tank.  
Sometimes it's just that simple.**



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## From the Editor's Desk.....



### Sound Advice.....

I don't know about you, but to me, 123 miles per hour is terrifying!

That's what my speedo read briefly on the back stretch of VIR Columbus Day just before I had to jump onto those wonderful Porsche brakes so I wouldn't kill myself on turn 14.

Editor, Phil Audibert

Terrifying, but exhilarating too.

And compared to others in my run group, 123 mph was kinda slow. I talked to one club member, just an average guy in a 911 Turbo on street tires, who clocked 143 at the same place. Whew, that is blazing!

Anyway, I learned a bunch at what has become the club's annual premier driver's education event. And that is the point isn't it...to learn.

I learned I'll never be a racecar driver. That's just living a little too close to the edge for this old dog. Twenty years ago? Maybe so, but not now.

I learned that G and W Motorsports daily operations chief, Price Cobb, gave us some good tips during the driver's meeting. "Just connect the dots," he said, regarding steering from the "turn in" cone to the "apex" cone to the "track out" cone. Sound advice.

"Get all your braking done before you turn," he added. More sound advice. Every time I got into minor trouble, when I started to wiggle a little

*Cont'd on page 4*

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(Continued from page 3)

bit, I was braking while I was turning.

My favorite time was when I had the whole track to myself. I concentrated on driving smoothly and fluidly, to look ahead to where I wanted to be rather than where I was.

As a ski instructor, I tell students that all the time. "Relax," I say. "Focus on something far away; your balance will improve. You'll go where you look. Find a target." Sound advice for driving too.

Each lap I tried to improve. I practiced running the gears up to almost redline before shifting. I practiced just kissing the apron at the apex. I never did quite get the hang of turn ten; I never took it fast enough. And the Oak Tree had me stymied until I learned that it is really two turns...two sets of dots to connect.

↔ "A guy in a Honda Civic cut me off in Lynchburg, forcing me to brake harder than I had all day on the track." ↔

I learned that there are plenty of people out there who are a lot faster than me. There are few things more sobering than having your rear view mirror suddenly filled with yellow Ferrari, or midnight black Cayenne Turbo, for that matter. I learned that driving at these speeds for a half hour at a time is exhausting!

When I got home Monday night after a three hour drive up Rt. 29, it was all I could do to stay awake past 9 PM.

And I also learned that the most dangerous part of this experience was the ride home. A guy in a Honda Civic cut me off in Lynchburg, forcing me to brake harder than I had all day on the track. At least I kept both hands on the wheel and steered for open space. "Ski toward the white, not the black," I tell students when we're in the trees. Sound advice.

And I still maintain, 123 miles per hour is heart-in-your-throat, sweaty-palmed, bug-eyed terrifying.

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Charlottesville attorney, John F. Loehr is an avid canoeist. So what better use for his 996 and its brand new Roof Transport System (RTS) than to pick up his new canoe in Richmond. John reports that he drove home in a driving rainstorm on I-64 and the boat never budged.

Photo by John Loehr

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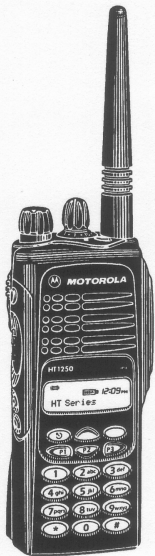
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## Membership Report

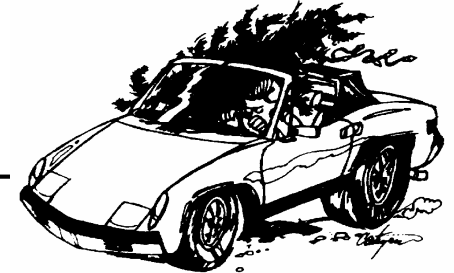
October 2003 by Mel Brannan  
**158 Members**

**Welcome** to the following **New Members**:

- ♦ **Hunter Ware** of Charlottesville, VA 1991 Porsche 911
- ♦ **John and Sandra Eagle** of Linville, VA 1983 Porsche 911 SC
- ♦ **Francis McGovern** of Earlysville, VA 1977 Porsche 911

**Reported from National as Non-renewals**:

- ♦ **Howard Faunce**
- ♦ **Larry and Andrea Palsha**
- ♦ **Tom Shearin**
- ♦ **Carl and Judy Irwin**
- ♦ **Joseph and Lillian Muia**
- ♦ **Jack Stephens**
- ♦ **Gerald and Susan Yount**



*Don't miss the  
Christmas Party  
at Mel's house, Dec. 7, 5-7 PM*

**No Heat Exchanger next month so copy down these DIRECTIONS**

**From Charlottesville:** Take Route 64 east to Exit 159 for Route 522, Gum Spring and Goochland. Take Route 522 south for 18 miles to Route 60 (note: don't miss the right turn for Powhatan at mile 8.8). Take Route 60 east for 4.2 miles and make a "u-turn." (Note: if you come to stoplight at Red Lane Road, you went too far) Go 0.1 mile on Route 60 west to Hunter's Mill Road. Turn right onto Hunter's Mill Road. Follow Hunter's Mill Road 0.8 mile past lake on right and through circle to our driveway on right (2166 Hunter's Mill Road).

**From Richmond:** Take Route 60 west through Midlothian going toward Flat Rock. From the intersection of Route 60 and Dorset Road in Flat Rock, continue west on Route 60 for 2.7 miles. Turn right onto Hunter's Mill Road. Follow Hunter's Mill Road 0.8 mile past lake on right and through circle to our driveway on right (2166 Hunter's Mill Road). Our address is **2166 Hunter's Mill Road, Powhatan, VA 23139**. Our phone number is **804-598-**





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**Tech-Tactics.....**

***By Harold Singh***

*Club member Harold Singh is an ASE, I-CAR, DuPont certified tech. Ideas or suggestions for articles? Contact him: Collect-ed1@aol.com.*

**Mount up!**

This is an easy and satisfying job.

One of the easiest jobs I have completed on my Porsche to date was replacing the rear mounts. In my case, as soon as I received the rear mounts, I ran home and installed them. I only had an hour before I had to meet some friends, which left me only about 40 minutes maximum to replace the mounts!

I opted for the club sport version to help with shifting. The more solid mounts help control the rubbery feeling while shifting. Completely solid race mounts are not usually recommended for a street car.

1. Jack the car up on the center of the case making sure to place a cushion of wood or heavy cardboard between the two. Only jack it up enough to secure the engine in a resting position and take the weight off of the mounts. Chock the front wheels and test to make sure the car is secure.



2. You may need to move the a/c out of the way for the passenger side rear mount (just leave it off, it saves weight, right?!).

Jack the car up securely and chock the wheels.

*Photos by Harold Singh*

*(Continued on page 19)*

*G&W Motorsports, Inc. ...*

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The latest “cool cars” at the G & W



**Cover car:** This 908 was spotted at G and W Motorwerkes recently. It is an original “long tail” that was converted into a “Spyder” or

“flounder” configuration. This car led the 24 hours of Daytona for 18 hours before retiring with engine failure in 1968. It was brought back to this country after being exhibited in Japan for 25 years.

Also spotted recently at the Waynesboro shop was this “baby Turbo” which almost appears to be



wider than it is long! This 1974 911 RSR 2.1 liter is the first turbocharged 911 racecar and is the prototype for the highly successful 935. It produced 480 horsepower at 8000 rpm. Photos by Phil Audibert





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## Social/Meeting notes from Oct. 16th.....by Dave Lasch

The meeting, held at CDOC in Charlottesville, began at 7:00 PM and ended about 7:30. Prior to the meeting a nicely done supper of BBQ, baked beans, coleslaw, and soft drinks was offered.

**Driving Events:** Rick Ebinger reviewed the Driver's Ed event at VIR held on Monday, Oct. 13th. About 40 cars were present with a lot of new people making the effort to attend the event sponsored by Euroclassics Porsche. He also encouraged everyone to try to make it to G&W's Fall Fling at VIR on November 28-30. The autocross with First Settlers Region October 26th is the last one for both the year and the points standing.

**New and Old Business:** Rick pointed out that Chad Hurst will be leading a combined trip to Poplar Forest and a vineyard tour on Sunday November 9th. He mentioned that the annual Christmas Party will again be held at Mel Brannan's on Sunday, Dec. 7th. Everyone was encouraged to attend both events. The problem of obtaining suitable storage for the autocross timing equipment was revisited. The problem will soon be resolved. Mel Brannan gave the Treasurer's Report: the region has about \$6,070. Erik Boody reported that Race Manager, the software for scoring autocrosses, was used at the last autocross and that he was able to produce the final results immediately after the event. Rick described his trip to this year's Porsche Parade and noted all the family activities that were available. He reiterated that in 2005 the 50th Anniversary Porsche Parade will held in Hershey, Pennsylvania and will be a Zone 2 event. He implied that our region should be as supportive as possible.

**Newsletter:** Phil Audibert stated that the deadline for all articles to be included in the *Heat Exchanger* must be submitted by the 26th of the month. This will allow it to be mailed earlier. The technical aspects of the newsletter will be greatly improved with the articles submitted by Harold Singh.

**Adjournment:** The meeting was adjourned early and Colin and Chris Dougherty, the owners of CDOC, were introduced to the group. Colin welcomed us to their facility, gave us a brief explanation of their business and en-

### Autocross Results, cont'd from page

	Name	Car	Class	Time	Pts.
27	Mike Thompson	'90 944	944	123.412	2
28	Steve Mohn	Volvo 740	other	123.721	
29	Keith Burns	'02 Boxster	Boxster	124.046	1
30	Diane Earman	'86 944	ladies	142.307	1
31	Chess Earman	'86 944	944	DNF	1
32	Damien Walsh	'97 Boxster	Boxster	DNF	

# Poplar Forest and Virginia Vineyards Tour

Come with us on a journey through Central Virginia to tour

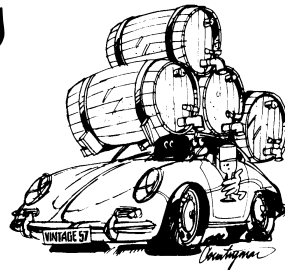
*Thomas Jefferson's summer place.*

On the way we will visit

*one of Virginia's great wineries*

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

*Great Porsche Driving*



**Meeting Place.....Rockfish Gap Country Store**

**Time.....10:00 a.m.**

**Date.....Sunday, November 9<sup>th</sup>**

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

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

**Contact: Chad Hurst 540.886.3568 churst@cfw.com**

## Autocross results from Crewe, Oct.

	Name	Car	Class	Time	Pts.
1	Rick Ebinger	'74 914	Early-'79	87.614	3
2	Jeff Curtis	Toyota WSR	other	93.164	3
3	John Kessler	'71 911	Early-'79	93.233	2
4	Erik Boody	'73 911T	Early-'79	95.268	1
5	Bill Willetts	'84 911	Mid '80-'94	95.858	3
6	Bruce Shaw	'73 914	Early-'79	96.161	
7	Rich Waer	'93 911	Mid '80-'94	96.364	2
8	Alex Smith	'98 911 C2	Late '95-'03	98.580	3
9	Mel Brannan	911 C4	Mid '80-'94	100.093	1
10	Bryce Jewett	'97 993	Late '95-'03	100.418	2
11	Steve Lord	'73 911	Early-'79	101.504	
12	Walter Yeatts	'95 911	Late '95-'03	102.625	1
13	Dan Wolkomir	'73 914	Early-'79	103.559	
14	Chess Earman	'86 930	Mid '80-'94	103.758	
15	Phil Audibert	'71 914	Early-'79	104.911	
16	Gary Simmons	'70 911T	Early-'79	107.551	
17	Howie Dunbrack	'86 944	944	110.089	3
18	Steve Safaty	'88 911	Mid '80-'94	110.191	
19	Andy Turner	'85 911	Mid '80-'94	110.327	
20	Phil Audibert	'99 Boxster	Boxster	111.213	3
21	Jason Hunt	Toyota WSR	other	113.246	2
22	Daniel Tuszynski	'00 Boxster	Boxster	113.629	2
23	Fritz Flynn	'93 Mazda	other	115.535	1
24	Emily Wolkomir	'95 Acura	other	116.574	3
25	Anne Girardeau	'02 Honda	other	119.484	2
26	Stephen Pozosoff	02 Mercedes	other	119.636	

Cont'd Page 13



# Columbus Day ..... at Virginia International Raceway

Safety Chairman, Eric Boody and Club President, Rick Ebinger demonstrate and explain flags and their meanings to the assembled Driver's Ed participants at VIR October 13th. (left)

"Just connect the dots," explains G and W Motorsports operations chief, Price Cobb to the assembled drivers. "Get all your braking done before you turn," he added (below)

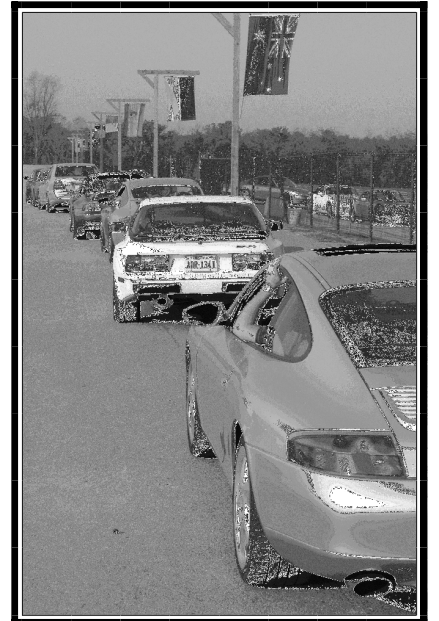


Perfect weather conditions made for a rewarding track experience for all 45 registered participants.

Here (right) the touring lite group (yellow, for the streak down their backs...just kidding) lines up for their first track experience. A pace car kept speeds at 75 mph or lower (above).

The next run group (red, to match their eyeballs) were allowed to pass, but only in designated areas.

The final run group (white, for the color of their knuckles) consisted of experienced drivers only. There were no accidents and only three minor spins the whole day.



All photos by Phil Audibert