

# HEAT EXCHANGER

Porsche Club of America, Shenandoah Region



NOVEMBER 2008

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# HEAT EXCHANGER

porsche club of america, shenandoah region

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November 2008

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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 monthly with a production deadline of the 20th 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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**WRITTEN CONTRIBUTIONS AND PHOTOGRAPHS ARE WELCOMED.** Please e-mail submissions to [rebecca@girlwerk.com](mailto:rebecca@girlwerk.com), prior to the 20th 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, \$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, Johnny Johnson at [Johnny@aceautosports.com](mailto:Johnny@aceautosports.com), or call 434-981-0524.

Das Market ads for new and used Porsches and Porsche parts must be sent to the newsletter editor by the 20th 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. Das Market Ads also run for free in the web site's new Mart page. Send optional photos and copy by e-mail link to the webmaster. All others who want to run a classified ad in Das Market will be charged \$1.00/line.

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Cover: Jim Condon takes to the track at the October AutoCross.

photo courtesy Sherry Westfall

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from the **EDITORS**  
rebecca morgan & mark stubbs

If you are reading this in a print version of the Heat Exchanger then maybe the problem has been solved.

For the past two months the United States Postal Service has managed to delay delivery of at least seventy copies of the newsletter for upwards of three weeks. We work very diligently to make sure the magazine is produced so that it can be (and is) delivered to the USPS no later than the first day of each month. There is time sensitive material on board, our advertisers expect timely delivery of their material and club members expect to receive the HE issues thirty days apart. Be assured the editorial and mailing staffers are plenty upset when delays beyond our control occur. As you may guess, getting any kind of customer service response from the USPS is nearly impossible. They simply have no reason to care. We hope the problem does not reoccur and we apologize for the delay.

This issue has lots of great info and photos. We are probably one of the smallest regions in terms of membership but we produce one of the best monthly newsletters in the PCA. This is thanks to members who are involved and willing to go the extra mile by sending articles, announcements and photos to be included in the HE. Thank you all and keep it coming. It makes our club look good. Those of you who have yet to contribute, please know that we welcome every submission large or small.

The holidays are upon us as are festive fall region events. Don't miss the excellent Fall Foliage Tour or the annual Shenandoah holiday party. Both are sure to be classy events to be remembered.

For Christmas why not check out the selection of new and used Porsches on hand at Euroclassics and the new Charlottesville dealer Flow VW, Porsche, Audi. Maybe a new car is not in the immediate future for you but both dealers stock lots of top drawer gifts and accessories from our favorite car manufacturer. Whether it's a Porsche Design stocking stuffer or a fine timepiece, the Porsche parts department can fill that holiday bill!

Happy Thanksgiving to you and yours! Drive safely!

Mark & Rebecca

# ACE

AIR COOLED EURO

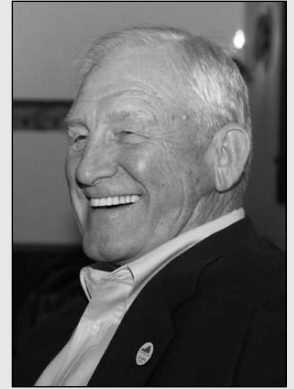
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from the **PRESIDENT**

herb distefano



We experienced a problem with delivery of the October newsletter for those members with a Richmond zip code or a zip code that is routed through the Richmond Office. Those copies have not been received as I write this on the 22d of October. I am very sorry this occurred and Rebecca and our mailing agency are working on it. I'd like to say this will never occur again but I dare not.

I had expected to announce the winners of the election of officers at this time. The late delivery of the HE that included the ballots has interrupted the process. Accordingly, the deadline for receipt of ballots has been extended to October 31 and the winners will not be announced until after that time.

The business meeting/social last night was well attended and lively. We met at the newly opened Irish Alley Restaurant and Pub in Staunton. We were provided a separate room upstairs and got special attention from the staff. Weldon Scrogam gave a very interesting talk about his racing experiences and especially about his interface with the late Paul Newman.

As overwhelmingly approved at the January planning meeting, the Holiday Party will be held again at Michie Tavern on December 7th. Attendees will be asked to pay an offsetting fee of \$25 per attendee as was done in 2007. This is a favorite event and I hope to see many of you there.

Cheers, Herb

*You Are Invited To The*  
**Shenandoah Region Porsche Club of America's**  
*Annual Holiday Party*

**Sunday, December 7, 2008**

**At Historic Michie Tavern**

683 Thomas Jefferson Parkway  
Charlottesville, VA  
(434) 977-1234

**Cocktails & Tour of the Tavern Museum - 6:00 p.m.**

**Dinner - 7:00 p.m.**

**(Unforgettable Awards Presentation to Follow)**

Cost: \$25.00 per person

R.S.V.P. required by Wednesday, November 26th.

Mail checks, names of attendees, & special dietary needs to:

Sherry L. Westfall  
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Make checks payable to Shenandoah Region PCA

For further information or to RSVP, contact Sherry at  
vscales@cstone.net or (434) 295-3955.

Check our web site at <http://shn.pca.org> for maps and links.

**Shenandoah Region & Euroclassics**  
**Driver Education and**  
**Customer Appreciation Day**

After these events, I always count my blessings. It always takes so many good people, good things and good weather to go well and it did! I'll start by thanking our President Herb Distefano for driving in the early morning to be there and preside. Mark Cooke for renting the whole course which is a rarity and an expense. CDOC opened their store, thank you Todd Jenkins. Rick Ebinger and Erik Boody were our head track stewards; they are tireless workers and faithful to the club. Mel Brannan was one of our expert PCA instructors. Bill Sanders had the best lap time of all of the 928's attending.

The weather was perfect and additional thanks goes to Synergy Racing for providing support to our members in need and having some very special race cars for us to enjoy...I thought I saw Emmett Richardson driving one...The Synergy team of Danny Marshall, Cole Scrogam, Kerrigan Smith and Courtney McClellan have stood by us for years.

Michael Schwind of PCNA brought a 2009 911S with the new PDK transmission for many of us to test drive...a magnificent machine. Porsche has done it again.

Again, much thanks and cooperation to Mark Cooke and Euroclassics Porsche for helping make this fun day possible for our club and our guests.

-- Alex Smith



# NOVEMBER/DECEMBER 2008 CALENDAR OF EVENTS

							1 SCCA Charge Of The Headlight Brigade - VIR
2	3	4	5	6	7	8	
9 AUDIBERT FALL FOLIAGE TOUR	<i>November</i>						15
16	17	18	19	20 Heat Exchanger submission deadline	21	22	
23	24	25	26	27	28	29	

**AUDIBERT 3rd ANNUAL  
FALL FOLIAGE TOUR**  
Gordonsville to Sperryville  
Lunch at Graves Mountain Lodge  
Saturday, November 9  
see website for details

	1	2	3	4	5	6	
7 SHENANDOAH Annual Holiday Party at Historic Michie Tavern	8	9	10	11	12	13	
14	<i>December</i>						20 Heat Exchanger submission deadline
21	22	23	24	25	26	27	
28	29	30	31				

**SHENANDOAH REGION  
ANNUAL HOLIDAY PARTY**  
at Historic Michie Tavern  
Sunday, December 7 at 6pm  
see page 6 & website for details

## 2008 AT-A-GLANCE

a quick look at events in 2008

### NOVEMBER

9 **Annual Audibert Fall Foliage Tour** - Blue Ridge Parkway from Gordonsville to Sperryville

### DECEMBER

7 **Annual Holiday Party** - Michie Tavern, Charlottesville

VISIT [SHN.PCA.ORG](http://SHN.PCA.ORG) FOR DETAILS & UPDATES



Participants at the Shenandoah & Euroclassics Customer Appreciation Day get ready for a day on the track. -- photo Synergy Racing

# SPRINT TO THE END OF THE SEASON by Rick Ebinger

With a very busy October planned, we in the Shenandoah Region had a full plate of racing available to us. We had Euroclassics at Virginia International Raceway on Friday, October 10th, our last autocross October 12th, and then back to VIR for the Ninth Fall Fling with Synergy racing. What a load!

Personally, we love to support the club. Both Erik and I like helping and teaching when the opportunities arise, and we hope we have helped some of you out there. The VIR event with Euroclassics on Friday went very well. We saw many new faces and had a good day at the track. We did have a Mad Mel sighting, and he hasn't gotten any slower on the track since we saw him last. Many ran the track for the first time and really were surprised at how much fun, and how difficult it was to drive the track. I forget sometimes what it was like 10 years ago, and try to put people at ease so they have fun, learn something, and most importantly, remain safe. It is very easy to lose that focus on the track and do something silly. Luckily, we had a very good day and with only some small spins, we got everyone through the day safe. VIR is a great place to learn and for the 7th annual event with

Mark Cooke's team, we all had a great time and fun at speed.

That was Friday, and then Sunday morning came. We had an Autocross at the Government center, the last one for this year. It was cool, but a very nice fall day. We had a surprise for the regulars by bringing out my 914. We had a lot of shake down to do, but the car has great potential. I bounced, slid, skidded, and slid to a pretty good time. The car is a handful, and I have a lot to learn. We set up a simple course, with a fast straight and some technical parts that balance out the track. It is important that track design cover the lower and high horsepower cars so all have a chance at a top time. We hit the mark again with the top cars being a WRX, a 914, a Miata, and a hot 944 Turbo. Porsche took two of the top three times, and for a full field with some very fast regulars, it was a great show. We learned that a lot of events have dropped off in participation over the summer, with our local SCCA showing about a 40% drop off. Luckily, we still had the same numbers. Some of our members keep coming and trying. Rick Kiser brought out his beautiful 993 and Paul Spoonseller keeps working to get faster. I have enjoyed

to the autocross season. Thanks to those who help and especially thanks to Mike, Emmett, and Jeffrey for all the help this year in set up and clean up. Erik and I would be in bad shape without all of your efforts.

The following weekend we made it down to VIR once more for the final event of the season. The fall fling is one of my most favorite events, with the same people each year showing up and exchanging stories and always trying to drop their lap times. We came down on Friday to get some sleep before a full day on the track. Erik and I have been SLOWLY putting together my car and finally got it for the events. I have been bumming rides primarily with Erik, and it was great to go out and turn a few hot laps with the old 914. It was good to see Alex Smith running down the track in his GT3, and Sherry Westfall and Jim Condon have really raised the bar. Both are really getting around the track at a great clip. It goes to show you how important seat time and working to improve is. I was impressed when I had the chance to chase Sherry. Very good job. We had the usual collection of race cars and street wheels. We had a few Ferraris, including a 355, a 360, and a 430, with a guest visit of a 550 in the pits. We also had a great collection of GT3s, some Synergy prepped 997s, and 997 Cup car of Matt Einstein, and a few Mustangs, Corvettes, and a Very New Viper with 30 day tags. The Viper didn't survive the weekend, but the driver was OK. Cole Scroggum had a little twist this year, with a Seven lap sprint race in the Red group Sunday afternoon. It was really cool to see the racers going for it, but it was a small field of 6 cars. Hopefully, we will do it sooner in the day and it will be a lot more fun. Great idea Cole, can't wait until next year.

What a whirlwind two weeks, and I have to say a special thanks to Erik, his wife B.J., and my new wife, Pam (still funny to say "my wife") for all of the help from Erik these past three weeks and the understanding of the ladies for all of the help in putting together the 914. I was really happy to have it running, and I would not have had it all together without Erik's help. Thanks so much, and I am looking forward to next year's events. Have a great winter everyone, and get faster, you know I will be working on it.

OCTOBER AUTOCROSS RESULTS				
	Class	Name	Car Model	Raw Time
1	OTH	Wes Harman	2002 WRX	59.733
2	I01	Rick Ebinger	74 Porsche 914	59.85
3	P02	Howie Dunbrack	86 Porsche 951	60.921
4	OTH	Ray Schumin	2002 Miata	61.05
5	I01	Erik Boody	73 Porsche 911	61.064
6	OTH	Fritz Flynn	1993 RX 7	61.491
7	OTH	Mick Seal	02 Miata	61.578
8	S01	Jeffrey Elmore	00 Boxster S	61.93
9	OTH	Keith Duntz	06 Mitsub. EVO	62.122
10	OTH	Jeffrey Glass	94 BMW 325i	62.229
11	S02	Emmett Richardson	06 911 Carrera S	63.622
12	S02	Rick Kiser	1998 993	63.869
13	S02	James Condon	99 996 Carrera	63.929
14	P03	Mike Kilmer	83 911 Sc	63.974
15	OTH	Brian Ripley	1999 BMW M3	64.381
16	OTH	David Lingenfelter	1997 MX 5	65.012
17	OTH	Jim Rimel	1989 CRX	66.232
18	P03	Eric Huggins	1988 911	66.381
19	OTH	Cory Bradburn	1995 BMW 318	66.793
20	LAD	Sherry Westfall	1999 996	67.252
21	S01	Paul Sponseller	2008 Cayman	68.673
22	OTH	Justin Lingenfelter	2004 Impala SS	68.883
23	OTH	Paul Hansen	1990 Miata	69.198
24	P03	Ron Laub	1983 911	69.73
25	OTH	Robert Nichols	1996 Impala SS	72.46

talking with Paul this summer, who is new to autocrossing and started earlier this year with his new Cayman. Paul learned some very valuable lessons from one of our senior SCCA buddies who comes to our events. Paul said some quick advice really helped him improve. I am glad he has had such a good time this year. Keep up the good work Paul. There were some very cool cars that came out, and it was a great ending



## PORSCHE *Sixty Years*

Randy Leffingwell  
MBI Publishing  
ISBN-13; 978-0-7603-3483-6

Coffee-table books and Porsches are made for each other. Porsche cars represent industrial art at its finest, and the camera loves them whether racing on a track, rallying through a desert, cruising down a scenic coastal highway, or just standing still in front of an aristocratic mansion. "Porsche: Sixty Years" is another massive hardcover coffee-table book by well-known author, journalist, photographer, and car enthusiast Randy Leffingwell. What distinguishes this new book from its numerous competitors, including Leffingwell's equally massive "Porsche 911: Perfection by Design" published in 2005?

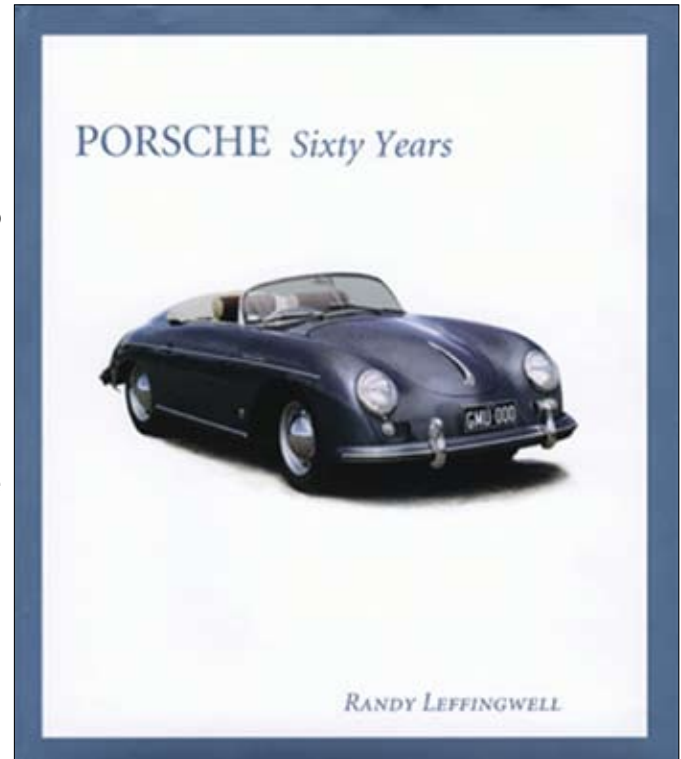
First, it is wide-ranging and up-to-date. Leffingwell was a writer and photographer at the Los Angeles Times, so he knows how to research a story. He developed many contacts at Porsche AG and interviewed many key people working at Porsche over the years. Porsche Archiv let him use great photos of Porsche sports cars going back to the grandfather of them all, the Typ60K 10, which could pass for a 1938 Cayman. There is a chapter on every major road and racing Porsche from the first 356 through the today's Cayenne, Carrera GT, and Cayman. Even minor players such as the lightened 190-hp 916 evolution of the 914 have their moments on stage. Finally, many of the competing Porsche books were written when the 964, 993, or 986/996 was the latest thing, and their second editions were hastily updated by authors who supplied little more than recent Porsche publicity photos and advertising text.

The author is a professional photographer, and he took most of the 300-plus color photos in this book. He lives in southern California where some of the finest privately owned Porsches

can be found. You can expect to find several outstanding shots of your favorite Porsche model.

This book isn't limited to pretty pictures. Randy Leffingwell wove quotes from Porsche leaders into fascinating and insightful stories about the ups and downs of Porsche over the years. My favorite recounts the arrival of Peter Schutz to take over Porsche when morale was low and the 911 was slated for termination in 1981. Watching Porsches being passed on the track, he immediately made the famous rule "As long as I am in charge of this organization, we will never go to any race without the objective of winning it." When he saw a bar graph on the wall in Helmut Bott's office with the line for the 911 ending in 1981, he picked up a permanent marker and extended the line off the end of the chart, along the wall, and around the corner onto the next wall. Unfortunately, a number of these 911 stories were lifted almost verbatim from Leffingwell's earlier book "Porsche 911: Perfection by Design."

The chapter describing Pinky Lai's work on the Cayman shows how Porsche culture and values have changed since Ferry Porsche built the first 356: "I didn't listen to anybody. I simply built my dream car and thought that others would share my dream." Now Pinky Lai says "The customers never expect any revolution from us. We are not supposed to offer them a revolution in design. That is rule number one. What they expect is something new, and appealing. But it has to say—without looking at the badge—that this is the new Porsche or in the Porsche family." And Wendelin



Wiedeking admonishes "We have to be profitable. Doing something beautiful is not enough. We have to survive!"

What isn't in the book? It doesn't give detailed technical descriptions and specifications; for that you still need something like "Porsche 911 Story" by Paul Frère. It's not a buyer's guide telling you what's good and bad about a 1979 911SC or what price you should pay for one (although Leffingwell wrote the "Porsche 911 Buyer's Guide").

Who should buy this book? "Porsche: Sixty Years" lists for \$60, but you can get one from Amazon.com for only \$37.80, making it a bargain Christmas present for any actual or potential Porsche fan. It is the most complete Porsche coffee-table book available, and it is worth reading from cover to cover after you have looked at the pictures. If I could keep only one Porsche coffee-table book, this would be it. Even if you are a motorhead and your collection of Porsche books includes "Porsche 911: Perfection by Design," there is enough new material to make it a worthwhile addition to your bookshelf.

# THE BUCKET LIST: PORSCHE SUPERCUP Spa, Belgium & Monza, Italy

story and photos by Harry Kennison



I guess all of us have a “bucket list” of things we’d like to do before we leave this earth. For many of us buying our first Porsche might have been on our bucket lists and because you’re reading this newsletter, you have obviously already crossed this one off your list. In my case, Formula 1 races I haven’t attended but have wanted to go to since I started following racing when I was eleven years old have been on my personal bucket list for far too long. And the Belgian Grand Prix held at Spa and the Italian Grand Prix held at Monza have been right at the top. I’m pleased to report that I’ve now crossed them off my list having attended both races on back-to-back weekends in September.

First up was Spa. Located in the Ardennes Forest near the Belgian border with Germany, it is considered by many, including yours truly, to be the most challenging circuit on the grand prix calendar. The 4.3 mile circuit is also home to one of the most famous turns in racing, Eau Rouge, which is a left kink at the bottom of a steep hill taken flat out at 19,000 rpm by today’s F-1 cars (television

coverage just doesn’t convey the steepness of the turn’s entrance or uphill exit-you simply have to see it to believe it). Spa is a circuit that is also notorious for rain, and this year was no exception. Although the rain held off until the final two laps of the F-1 race, when it came, it resulted in one of the closest and most controversial finishes of the year. British phenom, Lewis Hamilton, won on the track in his silver McLaren, but was later given a 25-second penalty for his coming together with Ferrari driver, Kimi Raikkonen, dropping Hamilton to 3rd place and a scant one point lead in the championship over Felipe Massa in the other Ferrari who inherited the victory. But lest I digress into the political world of Formula 1, let’s get down to the preliminary event that’s near and dear to our hearts, the Porsche Supercup.

What could be better? A pro racing series of 30-35 near identical Porsche GT3’s cranking out 420 horsepower and running on the same tracks that host the Formula 1 races on the same weekend. The racing is intense to say the least as success can mean a factory ride at Le

Mans, ALMS or the Rolex series. The Porsche Supercup winner at Spa was 21-year old Sean Edwards who proved to be a wet weather expert in the slick conditions at Spa.

My long time racing buddy, Rich Mitter, took a few days off enjoying Lucerne, Switzerland before making our way down to Lake Como, Italy for the Italian Grand Prix (it was a dirty job, but somebody had to do it). Although we’d hoped for sunny skies, it turned out to be the wettest weekend in 27 years at the fabled Monza track, The rain also produced the youngest first-time winner in history, 21-year old Sebastian Vettel, driving for the upstart Toro Rosso team.

The Porsche Supercup race looked more like a Friday night short track shoot-out, than a sports car race with cars bumping and grinding and sliding through the Variante Chicane. Eventually, Nicolas Armindo emerged triumphant in his GT3.

So what’s left on my “bucket list?” I’ve never been to Monaco!



A bevy of GT3’s mix it up exiting the Variante Chicane at the historic Monza Autodrome in Italy during the Porsche Supercup race.



# NEW PORSCHE DEALER in CHARLOTTESVILLE

story and photo by Bill Sanders

Since December 2006, Charlottesville has been without a Porsche dealership. For the last 12 months, rumor had it that there was a new dealership coming and a recent search of county building permit applications, board meetings and planning meetings, as well as local inquiries gave a hint that progress was being made.

As I drove into Charlottesville each day, westward across Pantops on US 250, there was no evidence of progress at all. Inquiries made by myself and others revealed little.....".....we are getting cars.....

soon" was what I kept hearing. Specific dates came and went. Finally, as I drove into town this past Wednesday, I saw a 997 Carrera Cabriolet on the front lot, still with the white plastic on the convertible top.

The wait is now over. Flow Volkswagen-Audi is now Flow Volkswagen, Porsche-Audi and now carries a nice selection of new and pre-owned Porsches. That's right. Flow has finally broken ground on a new building adjacent to the existing building. The new buildings foundation

footers were poured last week (week of August 8th), which was enough progress for Porsche Cars North America to release a shipment to Flow.

New cars include 2 new 2009 997's, both with PDK transmissions, a couple of Cayenne GTS's plus an assortment of Boxsters and Caymans. There is also a new 2008 GT2, black on black and a white 2008 GT3 RS on the showroom floor. Jonathan Newhall, the Porsche certified technician, has two bays in the service department dedicated to Porsche vehicles and has a full complement of new and classic tools to work on them. He moved from Porsche of Tysons Corner almost 6 months ago and has been eagerly awaiting the official arrival of new Porsche's. In that time, he's been working on locally owned Porsche's and getting the shop ready for the new arrivals. The day I stopped by to see the new arrivals, he was going through the preparation of a new Cayenne GTS, which involves running the cars computer through a Porsche testing computer, a process that checks all systems and also removes the 22mph limit on the cars, which is how they left the factory. That's a clever way to prevent a transport driver from taking a GT2 for a spin!! The parts department is also expanding their product line to include Porsche parts as well.

Jason Robson, the Porsche-Audi sales manager is very excited about the addition of the Porsche line to the dealership. He told me that the new building will be physically attached to the existing building, but that there will be no common entrance. The Porsche sales area will have a unique entrance all it's own.

Although I couldn't get an official date for the building to be completed, they do have 2008 models on display and for sale. The 2009 model 997 can go on sale officially tomorrow, September 19, 2008. As I left the dealership after taking a few pictures, Jonathan was in the service department getting the 2009 models ready for the front of the house.



2008 GT2 – Nice curves!!



2009 is an exciting year for Porsche technology. They've introduced two items which look to be fundamental pieces of the Porsche landscape for a long time to come. Of course, I'm talking about the PDK transmission and Direct Fuel Injection. You've probably already read some about these two items, as they've received due publicity from Panorama, Excellence, and a host of other sources. Being the local tech guy, however, I felt obliged to get a firsthand look and offer my own take to the rapidly accumulating hype. (What a great excuse to go seeking a test drive in a new Porsche!) Jason, the sales manager over at Flow/Porsche of Charlottesville was more than happy to accommodate my request, and set me up with a drive in a 2009 Carrera S.

Notably, the car was equipped with the PDK transmission, Sport Chrono with both the Sport and Sport Plus modes, and 19" Carrera S II wheels. I had four questions I wanted answered: How does the "automatic" shifting feel? How does shifting the PDK manually feel and work? How's the power delivery with the new fuel injection? and, How's the fuel economy for the car?

Jason set me up with John Slaughter as my mentor for the test drive. I told him what I was seeking, and he told me about how the Sport Chrono with its normal, sport, and sport plus modes would affect the characteristics of the car. In the normal mode, shifts are meant to be either unnoticeable or subtle. To maximize fuel economy, engine RPM's are kept low unless your right foot suddenly demands more. John told me to expect the car to cruise along at 45mph in 6th or 7th gear at around 1200RPM. Skeptically, I asked him if this would be lugging the engine, to which he just smiled and said, "Wait 'til you see the torque this car makes". He was right. At low RPM's that my Boxster S would hate me for, this car has plenty of get up and go. And if the trans senses that you are demanding more than the high gear has to offer, it quite suddenly lets the engine spin furiously into the power band, drops to a more appropriate gear, and slams

you back in the seat as the car launches forward. Letting off the gas, the car went nonchalantly back into the high gear and acted as if nothing had happened. Wow! Just driving along without any more excessive demands, the car behaved as well as any luxury auto should. Just for kicks, we took the car out on the interstate, and the onboard computer showed almost 30mpg.

The Sport mode is intended for those spirited drives that we know are kept within the parameters of highway law. Here, shifts are meant to be heard and felt. The sport mode puts shifts considerably higher into the car's power band, allowing the driver to cruise along with more power immediately on tap. Coupled with this, the transmission shifts the gears faster, creating a pleasant "punch" from the rear of the car. Using the transmission in manual mode with the Sport setting, shifts felt like an aggressive (but not abusive) shift with a true manual transmission. Along with the more sports car feel to the trans/engine dynamics, the sport mode also firms up the car's suspension. As we drove along curvy roads near Monticello, the car remained flatter in the turns than it did in the normal setting, and much more of the road's surface and irregularities were transmitted through the seat and steering wheel. This was not the behavior of the polite luxury vehicle I had been driving moments before!

Following that happy experience in Sport mode, John told me that the Sport Plus mode was really intended only for track or autocross type driving, and not for highway use. Talk about your, "Told me not to, so I HAD TO," moments. I think he set me up. The Sport Plus honestly transforms the car. As soon as you press the button, you notice the suspension change. The car becomes so firm, it feels like it has aftermarket coilovers on it. The steering



wheel comes alive, as does every bump and stone in the road. To compliment this, the trans drops to a gear that keeps the engine spinning at least 4000RPM. I slowed the car to a first gear crawl, and then opened her up. Ummm, the Direct Fuel Injection in the 3.8 works very well. Holding the steering wheel with both hands for all I was worth, I noticed no problems with fuel delivery. When the PDK hit second, it did something completely unexpected. It shifted violently. It shifted in the way that track instructors tell you not to shift your manual transmission. I looked at John like I had done something wrong, and he said, "That's the way Porsche made it". The car is unbelievable, and the new technology certainly deserves the media attention it's getting.

A defining element in the Porsche philosophy has always been to build sports cars that are both practical and race worthy, and they are indeed continuing in that tradition.

Happy driving and wrenching!



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# MEMBER MOMENT

## BILL Sanders



**How old are you, what is your occupation and where do you live?** I'm 53 years young. For 28 years, I've been a certified public accountant and for the past year have had my own tax, accounting and consulting practice. My wife Jill and I live in Keswick, Virginia with our two dogs, Cameron and Duke.

**What was your first car?** A 1971 VW Super Beetle. I bought this after I graduated from high school in 1973 and rebuilt the engine once, added Koni shocks, cut the front springs, added wider tires, a Recaro seat and a header exhaust system. I spent several years running this car in autocross events, taking a couple of first and seconds in a stock class. I sold this in 1977 to buy a 1972 BMW 2002 tii, which I also autocrossed, rebuilt its engine and transmission, lowered it, added Recaro seats, etc. So from an early automotive age, I've been spending my time and money on cars.

**What was your first Porsche? Current Porsche? Modifications?** Although I've wanted a Porsche for many, many years, my first Porsche is my current Porsche, a 1994 928 GTS, which I bought 5 years ago. Modifications include a rear muffler bypass, Koni shocks and Eibach springs. I've also added a cup holder, as Porsche at the time didn't think they were appropriate for high speed driving. Other than that, it's bone stock, with 152,000 miles on the clock. I think my 1992 Mercedes Benz 500E may qualify as my second Porsche, since this was a collaboration between Porsche and Mercedes. Porsche actually built the car from a Mercedes supplied body-in-white, under contract with Mercedes, at a time when Porsche was in dire financial straits.

**Why did you choose this model?** Partly because I couldn't afford a 1998 993 Carrera S! I'd been looking for a sports car for about 6 months and actually had a deposit on a new 1993 Mitsubishi Evo, when I found

my 928 in an online ad. The 928 GTS was very reasonably priced and is a fairly rare car. Only 100 were imported in each of the last two years (1994 and 1995), out of 375 produced each year. The car in the ad just called out to me, so, with the help of a local bank, I arranged to buy it. The 928 is a highly technical car, with innovations in its design and layout that were many years ahead of the time. It's still a gorgeous car after all these years and a lot of fun to drive on the highway or the track.

**What is your earliest Porsche memory?** A neighbor living a few houses from mine, while I was in high school, bought a new 1970 914/6. He let me hang around his garage and lend a hand as he rebuilt the engine. I also helped him install a 2.7 liter engine in it a couple of years later. He still has this car in his garage and I hope to buy it from him.

**What is your dream Porsche and why?** A four car garage with a lift, because one is not enough! For a long trip, my 1994 928 GTS is a very comfortable highway cruiser. I'd love to drive to California with my wife to see my family. But maybe next summer we'll go to Colorado for the Porsche Parade. For fun drives in the spring and fall, a 1958 Speedster with a 4-cam Carrera engine. This is such a beautiful car and I'd love the chance to own and drive one. For the track, an IROC 911, with a tricked-out 3.0 liter twin-plug engine. I remember seeing these race in October 1973 at Riverside International Raceway in Southern California, sort of like a bunch of jelly beans being raced by the best drivers in the world. I've got some old slide photo's I've had digitized and I'll be writing an article about that weekend for an upcoming Heat Exchanger story. For everyday use, a Cayenne GTS 6-speed. This would be the vehicle for taking a trip to the beach with our Labrador retrievers, Cameron and Duke, or just going to work.

**What is your favorite Porsche-related activity?** I really like DE events where I can drive the heck out of my car, just to see what it can do and what I can do. I've been driving autocross events since my early twenties and ten years ago took the Skip Barber 3-day racing school at Lime Rock, so any time spent on the race track is a great time. I also just like to work on my cars. I've recently changed the oil, spark plugs, distributor caps and rotors. Two years ago, it was a timing belt, water pump and cam sprockets, plus replacing the shocks and springs. I get a lot of satisfaction in doing the work myself, although for certain jobs, I take the car to a good mechanic who knows 928's. But the best activity is meeting fellow Porsche owners at any sort of activity. We have many great and interesting members in our own club and I've met so many other neat people at Parade's and other events. Owning a Porsche is really about the people.

**What is your all-time favorite Porsche and why?** A 917K. I was 17 years old when the movie LeMans was released and my Porsche interest was beginning. I think this was such a beautiful design and when coupled with a great 12-cylinder engine and some needed aerodynamic tweaks, resulted in a truly great race car that won many races during its career. And who didn't want to be cool like Steve McQueen, who drove both a 911S and a 917K!! I've got the movie on DVD and watch it about once a year. I also remember later 917 variants that raced in the Can-Am series, the 917/10 and 917/30 turbocharged versions that were the zenith of Can-Am racing. When I win the lottery, I want Weldon to find me a 917K.

**What is your favorite driving song?** A fast-paced rock and roll song, with a great drum beat and rhythm, would be L.A. Woman by the Doors or Billy Idol. Next would be anything by Eric Clapton. I really liked the 'Cars' movie and its soundtrack. There are just too many great songs to pick just one. But my all time favorite song is "Somewhere Over the Rainbow", sung by Israel Kamakawiwo'ole or the version by Eric Clapton. Favorite driving movie....I'd have to give the nod to "Cars", the Pixar animated movie from 2+ years ago, featuring Sally Carrera, a shortened 996 coupe, with Paul Newman as Doc Hudson. This movie has a great story line and sound track. Makes me want to head out to Route 66 again.

**What non-Porsche activities do you enjoy?** Vacations or trips to a warm tropical island with my wife Jill, snow skiing, working around the yard, flying and Duke basketball.

# TREASURER'S REPORT

gay jewett

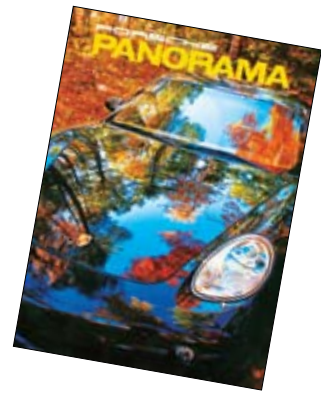
Balance 9/22/08 **\$7,227.71**

Date	Category	Income	Expense
9/30/08	Autocross -lot rental plus helper		258.60
10/3/08	Dr. Ed insurance ****to be reimbursed****		300.00
10/3/08	Autocross equipment repair		420.00
10/9/08	He-print Oct		385.52
10/9/08	HE-mail Oct		127.34
10/9/08	HE-ad-RennZenn	144.00	
10/20/08	Autocross Income and Expenses	640.00	12.29
10/20/08	Merchandise - 1 grill badge	24.00	
10/22/08	HE-ad-Durty Nelly's	144.00	
<b>Totals</b>		<b>\$952.00</b>	<b>\$1,503.75</b>

Balance on 10/22/08 **\$6,675.96**

## KUDOS!

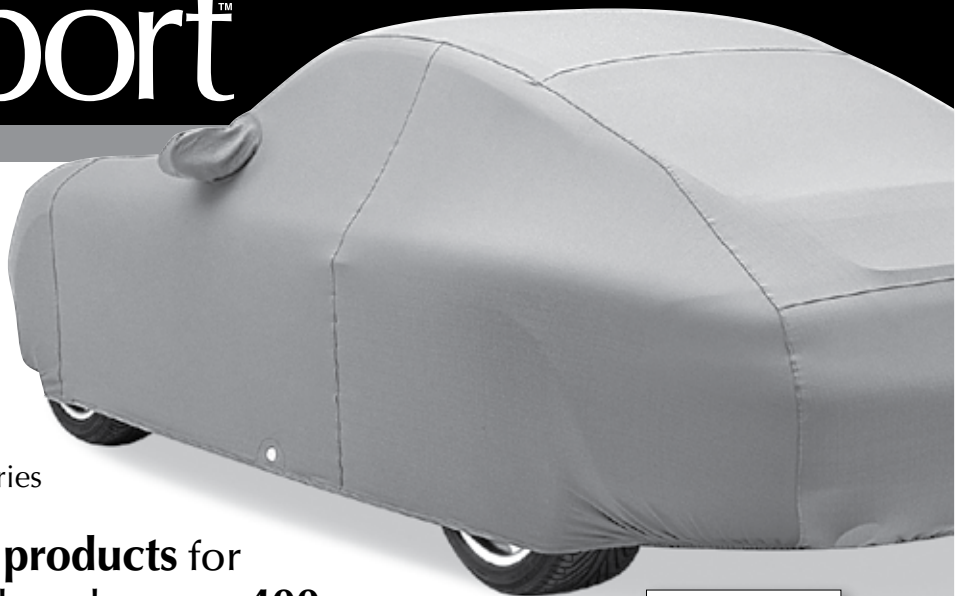
To our own HE co-editor Mark Stubbs who was published in the October issue of PANORAMA. Mark covered the Zone 2 Club Race at VIR in August and wrote a top notch article focusing on 7 racers. Check it out on page 72!



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# MEMBERSHIP REPORT rebecca morgan

Shenandoah Region has 188 Primary Members,  
149 Affiliate Members and a Total of 336 Members

## NO NEW MEMBERS THIS MONTH

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.



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## UPCOMING EVENTS AT A GLANCE

### NOVEMBER

9 **Annual Audibert Fall Foliage Tour** - Blue Ridge Parkway from Gordonsville to Sperryville

### DECEMBER

7 **Annual Holiday Party** - Michie Tavern, Charlottesville

**Check the website for event details & updates at**  
**<http://SHN.PCA.ORG>**



Perfect fall weather greets the participants of the last Shenandoah AutoCross of the season. Hope to see you out there next year!