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Porsche Club of America, Shenandoah Region

**Panamera
Debuts**

NOVEMBER 2009



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porsche club of america, shenandoah region

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Shenandoah Region, PCA is an 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.

Reproduction of this newsletter is permitted only with written consent of the Newsletter Editor. Porsche and the Porsche crest are trademarked property of PCNA. Changes of address should be sent to the Membership Chairman and to PCA National offices in care of Diana Tringali at PO Box 5900 Springfield, VA 22150, 703-451-9000.

WRITTEN CONTRIBUTIONS AND PHOTOGRAPHS ARE WELCOMED. Please e-mail submissions to info@printsorceva.com, prior to the 20th of the month. Please make the subject line of your email "Heat Exchanger". 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 a 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, 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 photo by
Jim Condon

SHN.PCA.ORG

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.

from the EDITOR

Ben Briggs

Hi everyone!

The End of the year is almost upon us and we still have one more issues to go this is when things get really tuff filling the pages of the Heat Exchanger. We welcome any and all articles for the club newsletter I would really like to have members send me more pictures along with a brief caption. If you have something to share Porsche related please send it to info@printsourvea.com

Thanks!

Ben



The mask makes my hair look cool

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The Columbus Day driver education event at Virginia International Raceway was sponsored by Euroclassic's Porsche with help from Synergy Racing and was a lot of fun....until the rains came. The morning sessions were helpful for drivers and cars that had not driven at high speed before and for those who have seen triple digits. Be sure to check out Rick Ebinger's article in this issue.

With a new set of tires and 156,000 miles on Black Beauty, I chose to take it easy and only see maybe 110 mph on the back straight.. My old tires would not pass tech inspection as they the left front had tire cord showing, due to a little too much toe-out in the alignment. The new tires I was going to get in March 2010 had to come about 5 months early.

After my second session on the track, I found out I had bigger problems. It seems Mr. Home Mechanic (me) didn't do such a good job putting the p/s pump back on in May when I changed the power steering hoses. Turns out the power steering pump was not bolted on tightly. Kerrigan Smith and Jeremy from Synergy Racing helped me out of a bind and offered the use of their lift and some tools to fix the problem. Since it was raining anyway, what better way to spend the afternoon.

What has 4 doors, seats 4 adults and is powered by a 400 hp, 4.8 liter V-8 engine and is build by Porsche? No, it's not my 1992 Mercedes Benz 500E, which has a 5.0 liter lump and only puts out 326 horsepower. The new Porsche

Panamera arrived in dealer showrooms in mid-October. Look for a story here in this issue about this unique car.

The 14th Annual birthday bash had to be cancelled due to rain, lots of rain. Our thanks to Lou Giusto and Stefanie Sheridan for their efforts to host this event.

The annual holiday party is Sunday, December 6th at Michie Tavern, just southeast of Charlottesville, near Monticello. Be sure to check the website for directions and other information. This year, the board decided to forego the \$25/ per person charge, which had been to help offset the cost of dinner. Dinner will be paid entirely by the club treasury for 2009; however there will be an open bar during cocktail hour.

As the holidays approach, it's time to get some of our cars ready for their winter hibernation. It's also the time of year of year that deer are seen more and more on the roadside and sometimes really up close and personal. Growing up in Southern California, deer were not a concern at all, but here in Virginia, they are a huge problem. Be careful out there.



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Annual Holiday Party

Sunday, December 6, 2009

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 and Door Prizes to Follow)

Costs: Dinner will be free this year!
Open Bar During Cocktail Hour

The main entrees will be Colonial Fried Chicken
and Virginia Country Ham with Raisin Sauce
accompanied by an assortment of old-fashioned
side dishes, dessert, and non-alcoholic beverages.

R.S.V.P. required by Wednesday, December 2nd.

For further information, special dietary requests,
or to make your reservation, please contact
Sherry at vscapec@cstone.net
or (434) 295-3955.

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

CALENDAR OF EVENTS

November

1 Fabulous 4th Fall Foliage Tour

December

6 Holiday Party – Charlottesville, VA

January

24 Annual Planning Meeting –
Charlottesville, VA

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DETAILS & UPDATES**

MEMBERSHIP REPORT

Rhonda Dunbrack

November 2009

Primary Members 196

Affiliate Members 155

Total Members 351

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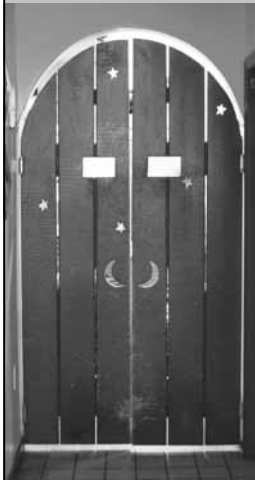
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PANAMERA: THAT'S A MIGHTY BIG CAR*

by Jim Condon and Sherry Westfall



The Panamera 4S in the Euroclassics showroom.

The October 20 social/business dinner meeting began with a presentation of the new Panamera at Euroclassics Porsche in Richmond. It is a sedan with four doors and four real seats, a 4.8L V8 in front, and a big hatchback trunk in the rear. That may not sound like a Porsche, but in the Panamera you can see a stretched and widened 997.

The Panamera has received mixed reviews for looks, but most photos don't do it justice. The consensus of the Porscheheads present was that the actual car looks quite good, with conservative and functional lines that are not likely to go out of style.

The Panamera comes in three flavors: the "S" with 400 HP, the "4S" all-wheel drive model also with 400 HP, and the 500 HP turbo with all-wheel drive. The PDK automatic transmission is standard, and no manual transmission is available, yet. Naturally

Porsche tried to "add lightness" by making the hood, doors, and front fenders from aluminum, so the "S" weighs "only" about 4000 pounds, significantly less than competitors like the Audi A8, BMW 750i, and Mercedes S class. The Panamera will reach 60 mph in 5 seconds and has a 175+ mph top speed.



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Andrew Stevens experimenting with the fully adjustable driver's seat and steering wheel.

The Panamera has a 115 inch wheelbase, nearly two feet longer than the 997 wheelbase, to make room for two very comfortable rear seats with enough legroom even for Herb Distefano.

The interior resembles the cockpit of a private jet, with numerous individual buttons to operate the gadgetry (sport chrono, PASM, height-adjustable air suspension, individual seat heaters,...) instead of a computer menu like the notorious BMW iDrive system. It is all very luxurious in the "grand turismo" tradition.

Porsche fans of all ages enjoyed playing with the Panamera. It will certainly make a big dent in the GT sedan market.

The large Panamera crowd thinned out to a faithful few who headed over to Carrabba's Italian Grill for dinner. We filled up, socialized, and even did a little club business. The group discussed upcoming events such as the Fall Foliage Tour, Holiday Party, and the January Planning Meeting. Deane Parker treated us to highlights of his recent PCA Escape experience in Dayton, OH and presented the idea of our region hosting the Escape in 2011. Ben Briggs demonstrated a collapsible and portable banner that the club is researching for its own use. It would be comprised of photos of Shenandoah members and activities, would have our logo on it, and could be easily carried to our events. We parted company still intoxicated by the glamour of the new Panamera.

*** "Mighty Big Car" is the title of a Fred Eaglesmith song that includes these lyrics:**

***"It don't look like money
It looks like the bank
Makes a scene
Every time you stop it
Rides like a dream
Goes like a rocket
That's a mighty big car"***

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PORSCHE PANAMERA – FIRST IMPRESSIONS

by Bill Sanders

The new Panamera has been in showrooms for less than one week as I write this. Our October business/dinner meeting started at Euroclassic's Porsche where Jon Philipp and Chris Rennie showed us one of their Panamera 4S cars. The day before, I stopped at Porsche of Charlottesville and was able to take their Panamera S for a test drive with one of their salesmen, John Slaughter.

I'm not a stranger to 4-door sport sedans. Before I bought my 928 GTS, I had been looking for a Mercedes Benz 500E, the one built by Porsche for Mercedes.

Porsche has now built their own 4 door sport sedan. In person, the car looks big. It's long, low and wide. This car has great proportions and appears to be a superb car. For the driver, all controls fall readily to hand. The interior seats have plenty of room. Front and rear seats easily accommodate 6-foot plus drivers or passengers and the hatchback boot easily swallows 4 large suitcases.

The engine is the V-8 developed for the Cayenne GTS and the transmission is the new 7-speed double-clutch PDK, with paddle shifters on the wheel. The sport exhaust option doesn't increase horsepower, but it sure sounds like it does, with an increased bass sound and great ripping V-8 exhaust note.

How does it drive? Like a big European sedan.....and like a Porsche. It's quick and fast. The ride is very smooth and it handles curves like a 4,000 pound sports car. Shock absorber and spring technology make this a great handling car. The transmission up and down shifts are quick and smooth. Sitting in the driver's seat, the car surround just surrounds you, like a fitted suit. The interior has plenty of room for four, plus their luggage.

This car begs for a long distance road trip.



	2010 Porsche Panamera S, 4S and Turbo	1992 Mercedes Benz 500E	2010 Mercedes Benz E63 AMG
Curb weight	3,968 to 4,343	3,800	4,034
Length	196 inches	187 inches	192 inches
Height	55.8 inches	55.5 inches	57.7 inches
Width	83.2 w/ mirrors	80.0 w/ mirrors	81.5 w/ mirrors
Cargo area	15.7 cu. ft.	14.6 cu. ft.	15.9 cu. ft.
Fuel capacity	21.1 gallons	23.8 gallons	21.1 gallons
Engine	4.8 liter, 400 HP, 369 lb-ft torque, S and 4S; 500HP, 516 lb ft torque, Turbo	5.0 liter, 326 HP, 347 lb-ft torque	6.3 liter, 518 HP, 465 lb-ft torque
0 to 60, top speed	5.2 sec; 175 mph (S) 3.8 sec, 188 mph (Turbo w/ Sport Chrono)	5.5 sec.; 155 mph	4.3 sec; 186 mph
Price	\$90,000 to \$142,000+	\$82,000 in 1992	\$90,000 to \$110,000

TREASURER'S REPORT

Beginning August 5 through October 16, 2009

	Income	Expenses	
Sweep Account			
Previous Balance	\$ 752.45		
August deposits - Motorsport	69.66		
September deposits - Motorsport	358.64		
Ending Sweep Account Balance 9/30/09			1,180.75
Checking Account			
Beginning Checking Account Balance	\$ 9814.00		
8/5/09 PCA National - refund	630.00		
8/24/09 County of Augusta - (AutoX) Aug.		276.00	
8/24/09 AutoX - gate registration	237.00		
8/24/09 AutoX - expenses		16.41	
8/26/09 AutoX - gate registration	60.00		
9/1/09 PrintSource - print & mail		480.05	
8/31/09 Bank Service Charge		8.00	
9/11/09 County of Augusta - (AutoX) Sept.		276.00	
9/11/09 PCA National - Oct. VIR Drivers Ed		300.00	
9/17/09 Michie Tavern - deposit Holiday Party		500.00	
9/22/09 AutoX - gate registration	758.00		
9/22/09 AutoX - refund		21.00	
9/22/09 Concours - (HE ad)	720.00		
10/16/09 Bank Charge		8.00	
10/16/09 PrintSource - print & mail		499.71	
Checking Account totals	2,405.00	2,385.17	
Ending Checking Account Balance 10/16/09			9,833.83
Ending Bank Balance (2 accounts)			11,014.58

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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!

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Meeting to Set the 2010 Calendar

All members are welcome to join the board for its annual planning meeting to set the club's calendar for 2010. We will start with lunch—courtesy of fellow-member Raif Antar. Afterward, we will talk about and select the activities we will host and participate in for the upcoming year. 2009 was an outstanding year for events and member participation. Let's make 2010 even more fun and exciting!

Date: Sunday, January 24, 2010

Time: 1:00 p.m.

Location: Basil Mediterranean Bistro
109 14th Street NW
Charlottesville, VA 22903
(434) 977-5700

Note: Parking will be available on the upper decks of the 14th Street Parking Garage.

(See map on the Shenandoah web site at <http://shn.pca.org>)

Please RSVP to Sherry by Wednesday, January 20 at vscares@cstone.net or (434) 295-3955 to make your lunch reservation.

Contact Sherry for more information or to submit your ideas, comments, and concerns in advance.

CORRECTION:

Last months cover should have read 1965 356 unique.



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Legendary Race Cars

By Basem Wasef

Motorbooks (MBI Publishing: Minneapolis)
ISBN-13 978-0-7603-3548-2



If you are looking for an inexpensive Christmas gift for your favorite motorhead or race fan, check out *Legendary Race Cars* by Basem Wasef. Each of its 25 self-contained chapters tells the

story behind one successful race car. That means you don't have to read it all at one go; you can just leave this big (9 X 11 inches) book on your coffee table and pick it up to read a single chapter or browse through the color pictures before putting it down.

Only two of the chapters are devoted to Porsches (the 917 and the 962C), and two others have strong Porsche connections (the Auto Union GP cars and the Audi Sport Quattro S1 that won the Pikes Peak International Hill Climb in the hands of Walter Röhrl, now with Porsche). Thus even the fanatic whose library already contains every Porsche book ever published will find something new. You can safely give this book to "the man who has everything."

The "other" cars range fro track cars such as the 1911 Marmon Wasp that won the first Indianapolis 500, the 1934 Mercedes Benz W25 "silver arrow", and the Ford GT-40 to Parnelli Jones' Big Oly off-road Baja racer and Don Prudhomme's Top Fuel dragster. The people and stories that go with them are just as diverse. Indeed, this is more a people book than a technical book.

There were many big egos and a few small ones. Henry Ford II wanted to buy out Ferrari but was incensed when they turned him down, so he responded with "Okay then, we will kick [their] ass" and produced the GT-40 in order to punish Ferrari at Le Mans, which he accomplished in 1966 and 1967. After having his revenge, he lost interest in Ford's GT program. At the opposite end of the ego spectrum was Scottish merchant and "gentleman racer" David Murray. He formed a low-budget racing team "Ecurie Ecosse" (French for "Team Scotland") and bought two Jaguar D-type production sports cars for less than £2000 each, one of which stunned the world by coming in first overall at Le Mans in 1956. Murray himself said "We really didn't go there to try to win." The Jaguar wasn't all that fast, but mechanical failures and accidents had decimated the competition. David Murray returned to Le Mans in 1957, and David's Jaguars astonished the world again by finishing first and second overall against the factory Goliaths. He later commented, "This, the uncharitable will tell you, has been due to a series of miracles. As a team, we deplore the suggestion but only wish we could offer a better explanation." How can you not like a guy like that?

Before designing race cars evolved into a science, practical learning, technical skills, and flashes of insight all contributed to making winners. In 1908 the New York Times sponsored an auto race around the world. George Schuster and George Miller won in a 1907 Thomas Flyer. Near the end of the race, Schuster produced the first "seat belt" by cutting a man's belt in two and nailing the halves to the passenger seat so his co-driver could sleep without falling out of their open car. I am amazed at how long it took for race car designers to realize that aerodynamic aids are not just for lowering drag, but are also for increasing downforce, and how many times

this lesson had to be learned by trial and error. The book contains two chapters about the brilliant Colin Chapman, who bolted the engine directly to the rear of the Lotus 49 chassis in 1965, which meant that the engine itself supported the rear suspension, leading to what Dan Gurney called "a new era" in Formula 1 race cars, and who later developed the Lotus 79 ground-effects car.

If there is one theme uniting these diverse stories, it is that winning race drivers had more balls than brains, at least in the days before lawyers, liability insurance, and safety regulations took over the world. To cross Siberia in 1907, George Shuster was forced to follow the Trans-Siberian Railroad, including the tunnels. In one tunnel he heard an approaching train, raced in reverse as fast as he could, and got out just in time to avoid being crushed. Colin McRae piloted Subaru Imprezas to World Rally Championship wins by driving like a madman. In the process he crashed countless Subarus into trees, rocks, and dirt embankments; he even drove one off a 40-foot cliff. Juan Fangio broke his neck in a 1952 crash, but it wasn't until he won the 1957 French Grand Prix by taking so many risks that he couldn't sleep for two days afterward that he recognized the grim reaper was gaining in his rearview mirror and realized: "I have never driven that quickly before in my life, and I don't think will ever be able to do it again."

The stories are engrossing, the photographs (many taken by the author) are very good, and the price is surprisingly low for a coffee-table book (\$35 list price, but only \$23.10 at amazon.com). I recommend this book very highly, not just to motorheads but to a broader audience of anyone interested in race cars and the people who built and drove them.

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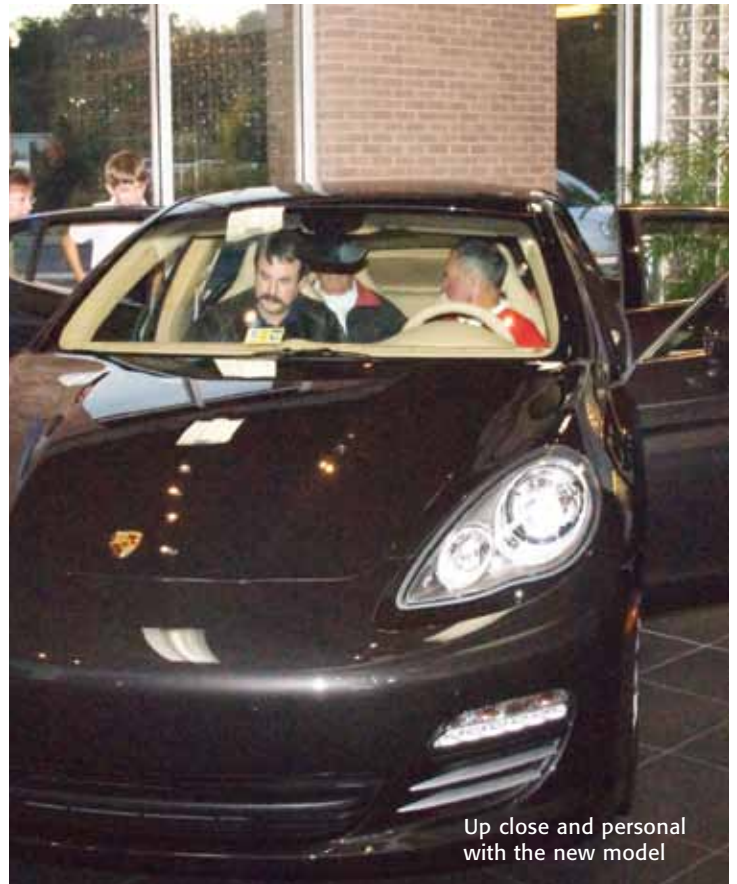
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Members out the new Panamera

Jon Philipp, Euroclassics Business Manager, invites you to look at the interior



Up close and personal with the new model



Heat Exchanger Newsletter
Editor, Shenandoah Region
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SOCIAL/BUSINESS MEETING – OCT 20



Interior View



Trunk View



Jim Condon and Bill Sanders do some wishful thinking