

The Heat Exchanger

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



The Heat Exchanger



A visit to the Collier Museum.....details, page 5
Volume 8, Issue 10 Dec. 2004 Shenandoah Region PCA

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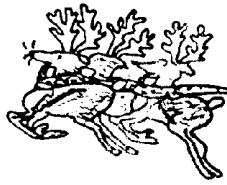
Cover photo by Phil Audibert

**As if the weekends
didn't fly by
too fast already.**

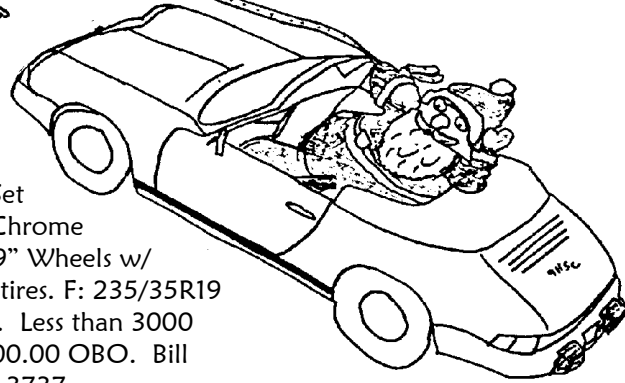


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We believe.....

Shenandoah Region, PCA is a non-profit organization dedicated to the enjoyment of the Porsche automobile.

The region's newsletter, "The Heat Exchanger," is published ten times per year (no Feb., or Aug. issues...yet) 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: \$50/month-full page, \$30/month-half page, \$20/month-quarter page and \$15/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.....

- **Dec. 5-** Annual Christmas party, Bryce & Gay Jewett's house, 5 PM. Directions on Page 4.
- **Jan. 20-** Social/Meeting to set calendar of events for 2005, CDOC, Preston Ave., Charlottesville, 7 PM.

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President's Letter

The Last Presidential Installment

The events are almost over, the points have been tallied up, the parties and awards have been planned and purchased; the end of the season is upon us once again and it was great. With a very active, five event autocross series, multiple social rallies, and a few track events sprinkled in, 2004 was a year to remember for the Shenandoah Region. I'd like to thank everyone who came out and made it a truly fun year. The more the merrier with new members coming out and the regulars making their appearances. We saw new members, new cars, and new courses and challenges for the club. Our shining star for the region must fall in Phil's lap, with his great work with the newsletter. Great job with a podium finish for our region's size.



President, Rick Ebinger

The Christmas party is around the corner at the Jewett's in Richmond. It is the big finish for the year so try to make it if you can. We will be changing some officers, passing out the autocross season awards, and starting to talk about next year's schedule. With the Parade in Hershey this year, we will be busy trying to get everything in. We will be starting off with our planning meeting in January at CDOC to make sure we start locking in dates so we can start planning up the year. Sounds like a calculated approach to fun, but it is necessary in order to give the members a chance to plan.

The G&W fall fling was the weekend before Thanksgiving this year. With the change in dates from the turkey day weekend, it didn't seem to change the attendance, with 200 cars signed up and 300 people at the banquet Saturday night, it was the biggest and best I've attended, and this was my fourth. The weather was a little iffy, but it did clear off Saturday afternoon and Sunday was very, very nice. We had a bunch of GT3 racers, the G&W team's DP racers, and a very nice group from Seattle getting some hot laps in their GT3's they will race next season. There were also some stock cars, and few old muscle cars, a tube frame dodge truck with 480 HP at the wheel, and a bunch of nice Street Porsches. Euroclassics sponsored the chassis dyno which was scary and a ton of fun to watch and hear. I decided not to put the 914 up on the machine since I was afraid the machine would not read low enough. Anyway,

(Continued on page 16)

Get ready to sign up for this year's Parade..... on the computer!

By Bob Gutjahr

Here's a reminder to all PCA'ers that the 2005 Parade (www.pca.org/parade/2005/) will be the first in history to use electronic registration. To register on line, please follow the instructions on the web site to obtain a current PCA logon ID and password.

You'll want to be prepared to access the Parade registration site when registration opens on January 18th at 8 AM EST <<http://www.pca.org/paraderegistration>>. There is no need to log on at precisely 8 AM; all registrations until midnight eastern time will have an "equivalent postmark" time. For questions on new logon ID's and passwords, contact the National Office at admin@pcanational.org.

The 2005 Porsche Parade is truly a special event. For one, it is being held in our own region, in the town of Hershey, PA, which is an automotive mecca within its own right. For another, this is the 50th anniversary of this tradition, which started in Gaithersburg Maryland in July 1956 when Model 356 owners gathered for four days of events and actually "paraded" their cars through the village.

The Parade this year runs from June 25th through July 2nd. There is truly something for everyone: children's events, banquets, rallies, an autocross on the largest paved surface in Pennsylvania, a huge parts and literature swap meet, a concours, and a people's choice car show. The list goes on and on.

For more details save and read your November issue of *Panorama*. Go to page 20. Or go to the PCA National website at www.pca.org. Remember, registration this year is on line, starting January 18th. If you don't want to or can't do that, call 443-562-0091 and ask for a paper registration form which you must fill out and mail no earlier than January 18th.



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From the Editor's Desk

Surprise, Surprise.....

So what is a *Heat Exchanger* doing arriving on an off month? This publication usually takes December off, the thinking being, we get enough mail anyway at this time of the year. But, whoa...here's a December issue.

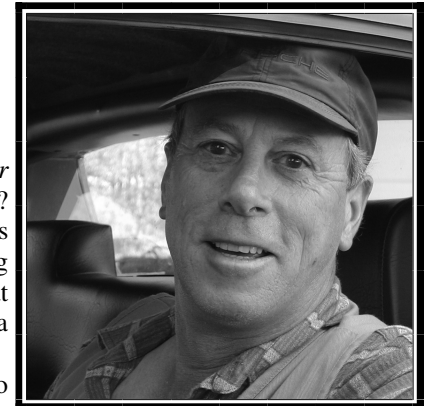
The simple answer is I had so much material that couldn't wait (and probably wouldn't fit) until January, Editor, Phil Audibert that I just up and created another issue.

Here's a more complicated answer: one of the suggestions the newsletter contest judges have consistently made is I should strive to have 12 issues per year.

Well, we've just moved from nine to ten issues this year. Are two more issues in the offing in 2005? I don't know. For the life of me I don't know what to write about in the depths of January for the non existent February issue, Likewise for the August issue. July is usually dead; we're still dealing with RPM hangover.

But, if I get enough material (hint, hint) from (wink, wink) first time and repeat contributors, I just might make a go at coming up with 12 issues next year.

Headlines, guidelines and deadlines: Deadlines are inflexible... midnight the 26th of the month. Please don't promise me something and then not deliver. It makes me scramble. And if you want to make my job easier, please send contributions as Word attached documents, in 10 point Times New Roman, Headlines in 14 point Maiandra GD. Those are my fonts. Thanks



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(if you get lost, call 804-708-0007)

From Interstate 64 just West of Richmond take the Gaskins Rd. Exit 180A **FROM THE GASKINS ROAD EXIT** – Exit onto Gaskins Road traveling south. Continue for approximately four miles to the intersection of Gaskins and River Roads. (Eighth Stoplight) Turn right onto River Road (heading west). Go approximately one mile. Turn left into Randolph Square at the brick columns. (first left after you cross Tuckahoe Creek) Practice your driving skills on our Porsche friendly entrance road. At the stop sign (circle with gazebo in front of you) turn right. Take another immediate right (50 ft.) onto the first road intersecting the circle; go to the stop sign. (100 ft.) At the stop sign turn left onto West Square Drive. Go one block and turn left onto West Square Court. Fifth house on the right - #143. It is a white house straight ahead when you make the turn onto West Square court.

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

Date	Category	Income	Expense	Balance
10/25	Balance			5742.90
11/09	Ad for HE	450.00		
11/09	VIR ins. reimburse	375.00		
11/10	Print Source, Print HE		347.28	
11/12	Postmaster-Stamps		74.00	
11/15	G. Jewett-Party Invites		50.41	
11/15	Dom. Mktg. mail HE		81.74	
11/23	A. Smith-Party expense		162.74	
	Totals	825.00	786.18	
11/25	Balance			5781.72

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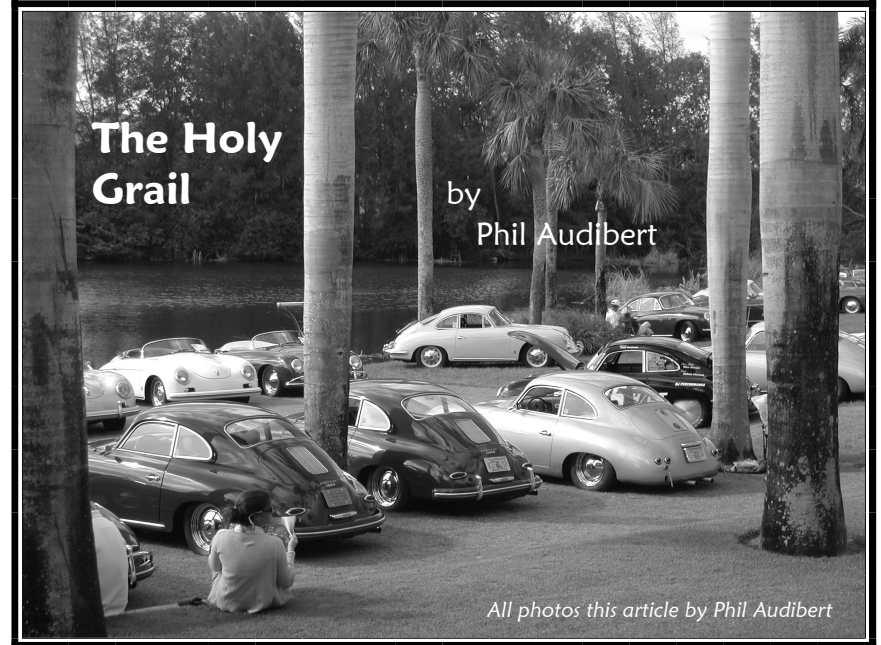
(President's letter....continued from page 2)

it was a ball and all who came had a blast. CDOC brought out their store truck and had great deals and activities all day long. The event improves each year. You couldn't ask for a better event at a better track. Stop looking, it isn't out there. A special thanks goes out to Cole and the Cobbs for putting on this spectacular show!

Lastly, this is my last President's letter. I have had a ball and have worked a lot in the past two years on this and will always be glad that I had the opportunity to do this. Alex and Bryce tapped me for this and all I can say is if these two ever approach you and would like to "discuss something for a minute," run! It was very interesting and this term got me to my first Parade attendance, a couple of President's meetings, and a better understanding of the internal workings of the club at a regional level. I also got a few glimpses of the national scene. I never knew how much went into this and how people become so passionate about the club.

I will now have more time to focus on the autocross series, some driving events, and some more instructing. I am a track junkie and would love to continue to help anyone who needs advice, or has questions about such events. Phyllis will be leading the club the next few years and will be taking over after the Christmas party. We are in good hands once again. With the coffers in the black and the leadership established for the next two years, my job is done. Thanks to all of the officers these past few years and for outstanding performances from this group. Without all of you, our club would not be as successful or as fun. You guys made my job easy. Thanks for the opportunity, see you at the track and farewell as your President.

Rick



I have climbed the steps to the temple and seen the Holy Grail, and I return a changed man.


I'm talking of course about the Collier Collection in Naples, Florida. This is a privately owned car collection....NOT open to the public. It may be the most significant collection of privately owned automobiles in the country. It is, without doubt, an extraordinary accumulation put together mostly by Miles Collier, of the same family that the county in southwest Florida is named after. Get the picture?

So how did little ole me get inside this building without a grappling hook and a ninja costume?

As many of you may know, my brother-in-law knows a good bit about vintage cars and in particular about 356's. He owns a significant one, a four-cam Carrera. Anyway, he has an "in" with the local 356 Florida Owner's Group (FOG). And a member of that group, an energetic septuagenarian by the name of Vince Cappelletti, organized this tour where 70 or so immaculate 356's convened on the grounds of the Collier Museum and their owners were treated to a private tour inside.

Outside was just the warm up. At one point a real live Super 90 GT came purring in and out of the passenger side stepped Bill Benker, the man who originally raced this car. There was another fellow standing proudly by a 1958 Speedster with a sign on the windshield that said, "original owner." And


(Continued on page 7)



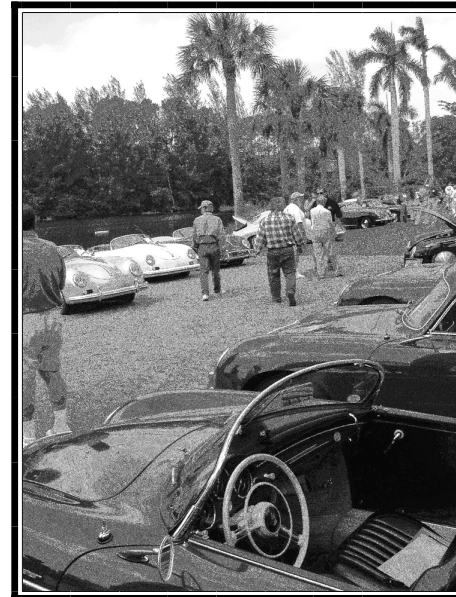
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The '58 356 Speedster in the foreground is an original owner car. The owner's name is Bob Dewey from Melbourne, Florida. He bought the car in Germany in 1957 shortly after his son was born. He and his wife drove it for two weeks and shipped it home. Being a military family they moved all over the place and always took the car. When their daughter was born, she rode home from the hospital in it in a Campbell's soup box on his wife's lap. The son was stretched out on the back seat. Bob's wife is dead now, but their car lives on!

Collier Collection, continued from page 7)

of palm trees, sky and water behind it, that made you want to just drop down and cry.

There was a 1939 Mercedes-Auto Union joint effort promoted by Hitler that could go, get this, 225 miles per hour. That is not a typo. It set a land speed record on the autobahn on skinny little tires that make you shudder just thinking about it.

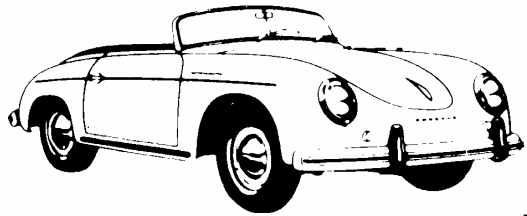
In the main atrium there was a Delahaye, a French-built car promoted by Bugatti, until he realized it was becoming more popular than his own. It looked like it should be in an art Deco museum. When Briggs Cunningham died, Miles Collier bought his entire collection so it wouldn't be broken up. So we saw all of those too, including the Cadillac Briggs ran at Le Mans that the French dubbed "The Elephant."

We went into the shop with its gleaming white floors. I know this sounds hackneyed, but I'm serious; you could eat off of it. Sitting over in one corner was a Grand Sport Corvette...only five ever made...up on the lift, a TZ Alpha. Jeesh! I'm told the REALLY valuable Alpha, the three million dollar one, was away on tour.

“...a 1939 Mercedes-Auto Union joint effort, promoted by Hitler, that could go, get this, 225 miles per hour. That is not a typo.”

So what was my favorite? Hmmmm. You're going to be surprised by this. Over near all the Cunninghams were a passel of British sports cars. And among them was this little Lotus, an Esprit I think, that was just, well...perfect.

Send me your stuff!



I want it all.....

- ◆ Pictures
- ◆ Articles
- ◆ News Items
- ◆ Ads
- ◆ Classifieds
- ◆ Wild Rumors, even

.....for the **Heat Exchanger!**

Deadline is the 26th of each month. Send me your stuff by e-mail: **phlodbear@aol.com**. Or, snail mail it to:

Heat Exchanger Editor,
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This Porsche 356 with a highly modified 1600 engine holds the world speed record for a 356, set at Bonneville in 2003 at 145.760 miles per hour. Not bad for a car that is half a century old!

(Continued from page 5)

we saw a 356 with a highly modified engine that holds the world speed record.

Inside the museum, no cameras are allowed. So, you are going to have to rely on your imagination and my limited ability to describe what I saw. There being no brochure and my not taking notes, you will have to forgive my occasional inaccuracies and memory lapses.

Porsches were inside...an example of everything from a Gmund



Coupe to a 911 racer and everything in between. There was a red 904 in the main atrium that took your breath away....several Porsche Spyderys both 550 and RSK, and Miles Collier's first car when he went to college, a non descript blue 356. What makes it interesting is that it is the car that got him interested in our marque! In one corner sat a garden variety VW bug, until you realized that this was just a cover for testing the four cam engine.

There were, of course, many significant racecars along with testimonials from drivers that went something like this: "That car scared me stupid." There were two 917's, a 906, a 908, a 910.

The grounds of the Collier Museum are a perfect setting for displaying vintage Porsches

There were other carstoo...a Bentley in front of a window with a perfectly composed Florida landscape

(Continued on page 15)

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G and W's Fall Fling at VIR.....



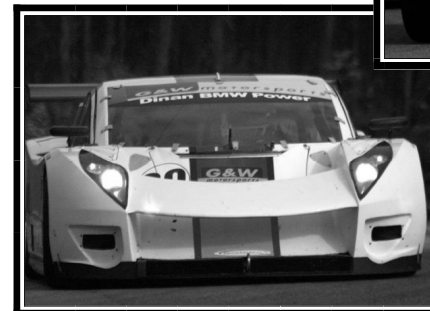
Three generations of Scrogams pose in front of a 904 at VIR the weekend before Thanksgiving... from left to right, father, Cole, his son, Luke, and his grandfather, Weldon, better known as "Opa".

Photo by Phyllis Scrogam

Weldon Scrogam takes a classic 904... his favorite Porsche model... through the downhill esses at VIR.



It wasn't just Porsches at VIR during the Fall Fling. This Cobra turned a few heads and a few laps.



And there was this from G and W Motorsports. Someone help me out here. What IS this?

All photos by Al Hill unless noted otherwise

SOCIAL/MEETING NOTES
 NOVEMBER 18, 2004

By Dave Lasch

The meeting, held at Crown Porsche in Charlottesville, began shortly after 7:00 PM and ended about 7:30 PM.

Driving Events: Rick Ebinger recounted the year's last autocross, held at the Government Center, and apologized for the conflict it created with Chad Hurst's trip. Rick pointed out that the G&W Motorsports Fall Fling will take place on November 20th-21st and 192 participants have registered already. Greater than 300 people plan to attend the banquet.

New and Old Business: Rick reminded the group that the Christmas Party, to be held at Bryce and Gay Jewett's home, will take place on Sunday, December 5th. It promises to be a gala event as Bryce, Alex Smith and Rick are working on it. Rick stated that Phyllis Scrogam will become the next President, Herb Distefano will be the next Vice President and that the first meeting of next year will be on Thursday, January 20th. Rick thanked and complimented Phil Audibert for all of his excellent work on the *Heat Exchanger*. He also thanked Chad for organizing a trip to the National Radio Astronomy Observatory and revisited the question of having the region make a contribution to a charity. Rick reviewed the problem of finding available autocross sites and indicated that the region is in good standing with the authorities at the Government Center.

Phyllis was asked about the procedure for entering next year's Porsche Parade. She also described some of the new events. Chad noted that he is trying to contact Don Herzog so that he can become the region's web master. Phil stated that he would like to put together another issue of the newsletter for this year. The meeting adjourned after Sam Davis, a founding member of the region, was introduced to the group.



1000 Mile Excitement at Petit Le Mans!

By Colin Dogherthy

The 2004 Chevy Presents Petit Le Mans at Road Atlanta was a whirlwind of action from start to finish! While there were no true upsets or surprises in the finishing order, the race was packed with exciting competition.

The series-leading ADT Audi R8 of Marco Werner and JJ Lehto dominated the field, finishing the full 1000 miles of racing in approximately nine hours and 35 minutes. Prototypes won the day, with LMP1 machines finishing in the top three overall spots. ADT's two car team took first and second, while the Goodyear/Thetford Lola took 3rd overall. In LMP2 competition, the class was won by the Marquis Financial Services Lola, driven by the team of Clint Field, Robin Liddell and Milka Duno, the female Venezuelan phenomenon.

GTS competition was once again dominated by the Corvette Racing team of Ron Fellows and Johnny O'Connell. Corvettes took 4th and 5th place overall in the 1000 mile enduro, taking the GTS class well in hand. This victory further widened the gap over Saleen, Chevrolet's nearest competitor in the Manufacturer's points race. In GT competition, the McKenna Porsches once again swept past the Flying Lizards to take the top two positions in this class. The Lizards didn't go down without a fight, however, with the number 45 car of Darren Law, Johannes Overbeek and Patrick Huisman fought back

(Continued on page 10)



(Continued from page 9)
 from early troubles to finish 5th in class and carry on their championship hopes. Porsches continued to dominate GT competition, increasing their lead over Ferrari, their next closest competitor in Manufacturer's points, to 102 points.

The nearly ten-hour race was slowed early on by an unexpected yellow flag, one of many that interrupted the action throughout the day. Out of the field of 34 cars, only 22 crossed the finish line.

In the two classes of competition in the SPEED World Challenge series, the same drivers and teams that have shown dominance all season long continued their run for the championships. In the GT race, the Cadillac CTS-V of Max Agnelelli roared to a strong finish, allowing Cadillac to close the Manufacturer's points gap with Audi. Meanwhile, in Touring Car, after an exciting standing start, the Acura TSX of three-time series champion Pierre Kleinubing took the checkered flag, but wasn't able to wrest the series lead from Audi driver Michael Galati and his Audi-Certified Pre-Owned RS 6 Comp.

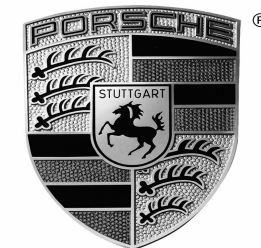
All in all, it was quite a weekend for road racing in Atlanta. The weather was perfect and the atmosphere was electric with championship aspirations here at the penultimate event of the season.



Beth Gough was kind enough to e-mail us this classic photo of her father, club member, Jimmy Patterson, with his grandson, Adam, both of Staunton, "having Porsche fun." Photo by Beth Gough

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