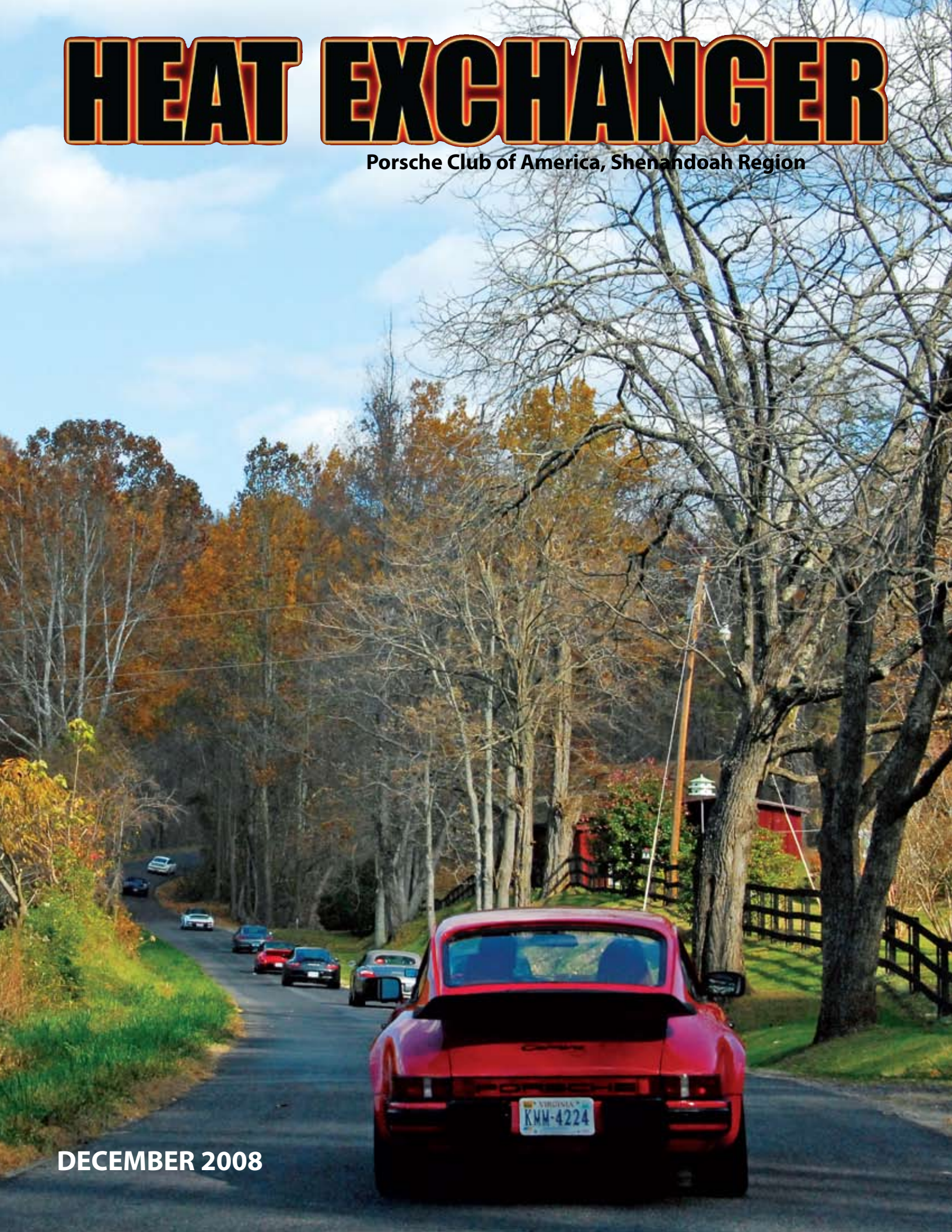


# HEAT EXCHANGER

Porsche Club of America, Shenandoah Region



DECEMBER 2008



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**PORSCHE**

# HEAT EXCHANGER

porsche club of america, shenandoah region

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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: The Audibert Fall Foliage Tour in action.

photo courtesy Sherry Westfall

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

2008 is soon to be a memory. Let's hope ought nine is less of a roller coaster ride! I paid \$1.98 for Amoco Super Premium at the pump today, the same fuel I paid \$4.75 for not many months ago at the same pump.

Porsche Motorsport ended the racing season in fine style winning the manufacturers championships in American Le Mans Series in both LMP2 and GT2 classes. They were hard fought battles against serious opponents Acura and Ferrari. The rumor mill has it that the RS Spyder may not be campaigned in 2009 by Penske Racing or Dyson Racing. Very curious.

In the Grand Am series, the Brumos Racing team came in third and fourth place in the Daytona Prototype class after a tough season led by team principal Hurley Haywood. In the GT class, Porsche managed a fourth place overall behind the Mazda RX8. For a lot of reasons, racing will be interesting next year!

The Panamera is finally near reality! As you will see later in this issue, it's quite lovely and I feel certain will deliver the Porsche Driving Experience to yet another customer base. Who would have guessed we would see the big three American auto makers on their knees and Porsche healthy and introducing a fourth model range at the same time?

We welcome our new roster of club officers to their posts next month and with the passing of the baton, a well deserved thank you to all the outgoing board members! Bravo!

The 2009 Shenandoah planning meeting is open to all members and you are encouraged to attend and bring your ideas for activities the club will participate in during the coming year. Please make your voice heard so the new board can accurately reflect the desires of the membership in choosing what we sponsor and host as an organization. If you have a charity to suggest or an idea for a fun run or an event you think will interest club members come and make your self heard. Particulars can be found further inside this issue.

Your Porsche dealer has the new Porsche Design Drivers Selection Catalog in stock just in time for holiday shopping. As usual it contains something nice for everyone. Due to the lean economy Santa is only running four reindeer this season, but I hear he is using direct fuel injection and a PDK transmission to ensure timely gift delivery. Happy Holidays!

Mark & Rebecca

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from the **PRESIDENT**

herb distefano

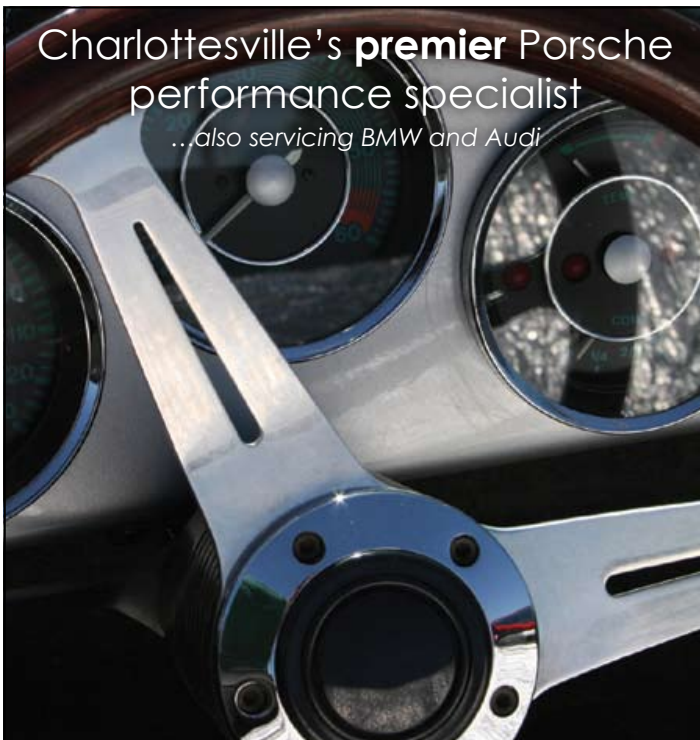


WOW. The Fall Foliage Tour on Sunday, November 9th was a smashing success. The weather, the scenery along the route and the food at Graves Mountain Lodge all were delightful. When we stopped at the apple barn at Criglersville, I counted 32 Porsches and that's a super turnout. Phil and Susie Audibert did it again. WAY TO GO!

I hope that all of you and your families have a wonderful holiday season. A few of us likely will not get the Heat Exchanger before the holiday party at Michie Tavern on December 7th. For those of you who do get it, I hope to see you there.

I am delighted to congratulate the new officers you elected to take office on January 1st: President Bill Sanders, Vice President Sherry Westfall, Secretary Pam Ebinger and Treasurer Bob Duntley. I sincerely appreciate their willingness to serve and have every expectation that they will do masterful jobs during their tours of office. Stepping down from long runs at the positions of secretary and treasurer are Dave Lasch and Gay Jewett. Both are deserving of high praise for not just their long tours but also for the time, expertise and careful attention they gave to the positions. Thank you very much Dave and Gay. Bill Sanders is stepping up from the Vice Presidency to the Presidency. And then there's me – all good things including a tour as the President must finally come to and end. I'm glad to have had the opportunity to serve the region in that capacity and am grateful for the trust you put in me. This is my last Prez Sez communication with you but I hope to see you at a Shenandoah Event soon.

Cheers, Herb



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## **PLANNING MEETING to set the 2009 SHENANDOAH REGION CALENDAR**

All members are welcome to join the board for its annual planning meeting to set the club's events for 2009. This is a great opportunity for you to help select the activities we will host and participate in for the next year. Come with your ideas!

**Sunday, January 11, 2009 at 1:30 pm**

**Location:**

**Jefferson-Madison Regional Library (Northside Branch) \*  
Albemarle Square Shopping Center  
300 Albemarle Square  
Charlottesville, VA 22901  
(434) 973-7893**

\* Just off Route 29 North, north of Fashion Square Mall  
(See map on our web site at <http://shn.pca.org>)

Notes: There is ample parking at the shopping center. Come through the two sets of main entrance doors and take an immediate right. The meeting room will be on the left and restrooms will be on the right. Refreshments will be served.

**More Information:**

**Contact Sherry at [vscales@cstone.net](mailto:vscales@cstone.net) or (434) 295-3955.**

# DECEMBER 2008 CALENDAR OF EVENTS

	1	2	3	4	5	6
SHENANDOAH Annual Holiday Party at Historic Michie Tavern	8	9	10	11	12	13
14	15	16	17	18	19	20 <i>Heat Exchanger submission deadline</i>
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*

## Porsche Presents First Photos of Four-Door Panamera Gran Turismo

Roughly nine months before the actual market launch, Dr. Ing. h.c. F. Porsche AG, Stuttgart, has released the first official photos of the Panamera in its final look. In its design, profile and silhouette, Porsche's unique four-seater stands out clearly as a new member of the Porsche family. Conceived and designed as a four-door grand touring sports car, the Panamera combines numerous talents in typical Porsche style: sporting driving dynamics, a generous and variable interior, and the supreme driving comfort of a Gran Turismo. Joining the 911, Boxster and Cayman sports cars as well as the sporty SUV Cayenne, the Panamera is Porsche's fourth model series.

Through its design language alone, the Panamera will establish a new segment versus the competition. The symbiosis of sports car DNA derived from the looks of a coupé, the unique interpretation of the classical saloon body and the benefits of a variable space concept give the new Porsche its truly unmistakable appearance. As an example, the Panamera comes with highly individual, strongly contoured air intakes instead of a conventional radiator grille. Striking wheel arches and the long and sleek engine compartment lid create that typical 911 "landscape" at the front end of the car the Porsche customer has appreciated for no less than 45 years, with the distinctly contoured wings as flanks bordering on the flat front lid. The V-shaped seams along the engine compartment lid and the rear window tapering out like an arrow to the rear convey the features characteristic of a sports car to the new, highly individual Panamera class.

The striking, muscular shoulders over the rear wheels, the dynamic sweep of the coupé-like roofline, and the visible tailpipes again bear out all the DNA so typical of a thoroughbred Porsche.

The elegant roof arch extends stylishly over the generous interior, simply begging the beholder to get inside. Like all Porsche models, the Panamera is oriented in every respect to the needs and wishes of the driver. But now, thanks to the new concept of space and the sporting architecture of the interior, the car's occupants are also able to experience this special "pilot feeling" on all four seats. All four occupants enjoy supreme ergonomic comfort on both the front seats and the two firmly contoured single seats at the rear. The luggage compartment easily takes up all the passengers' luggage. The variable space concept with its folding rear seat backrests enables the driver and passengers to adjust the luggage space individually to their

personal requirements. And last but not least, the coupé tailgate in the sporting rear end combines superior suitability for daily use with stylish elegance.

Porsche has developed superior and up-to-date power units for the Panamera again reflecting all the qualities typical of the brand – the V-engines within the engine compartment come with six and eight cylinders and range in power from 300 to 500 bhp. Some of the engines use turbocharger technology, Direct Fuel Injection making them both fuel-efficient and powerful all in one. The flow of power to the wheels goes either through a manual six-speed gearbox or the new seven-speed Double-Clutch Gearbox, the so called Porsche-Doppelkupplung (PDK).

The Panamera will be making its world debut in spring 2009 and the first models will be at dealers worldwide in late summer of next year.



For last year's Holiday issue, I offered up some auto-related gift ideas for the Do-It-Yourselfer. This year I'm going to continue in that vein, but with a bit of a twist.

With RennZenn starting up this past year, I've had the opportunity to work on many cars other than my own, and it's given me the opportunity to use a variety of new products on a range of "problem areas". So for this year, I'd like to present the 2008 Products That Worked.

By far, my best purchase this year has been a Griot's Garage 6" orbital buffer and the assorted polishes and pads designed to be used with it. For cars with a clear coat, using the polisher and Griot's Machine Polish #3, I was easily able to remove swirl marks and minor scratching, leaving the paint surface smooth, visually deep, and uninterrupted. For more substantial blemishes (but not those that went completely through the clear coat), the more aggressive grades of polish were very effective. As a bonus, I found that the most aggressive polish, #1, when used by hand was able to erase any scratching on the inside of door pulls left by fingernails and jewelry. On older cars without a clear coat, the polisher also proved its worth. It was as effective for removing swirls and light scratching, without biting too deeply into the paint itself. The polisher also did a marvelous job reviving paint that was "dirty". Without a clear coat, older paint that is not treated can absorb dirt, making it lose that "pop" or brightness that new paint has. It was quite impressive how well the Griot's system brought older paint back to life.

The polisher's benefits weren't limited to paint. I had a vehicle with stubborn water spotting throughout most of the glass that plenty of elbow grease, glass cleaner, vinegar, and assorted ancient Chinese secrets just couldn't handle. Using the orbital with glass polish and appropriate glass polishing pads, the water spotting lifted as easily as swirls on the paint. The fun didn't stop there, either. Many of our

Porsches have exposed stainless steel bits, such as the muffler, and the polisher proved equally effective in this area.

Last year, one of the products I mentioned was Goof-off. This year, browsing around Lowe's, I stumbled on a new product from the same company, Goof-Off 2. Goof-Off 2 is similar to the original product, but it is water based and milder, making it safer for plastics and painted surfaces. I found Goof-Off 2 particularly effective for removing the road crud that accumulates along the lower areas of the bumpers, side skirting, and inside of the wheel wells. It was also effective on tough spots in the interior, such as the floor mats and carpet.

Speaking of carpets and floor mats, my favorite tool for clean-up here has been a portable deep cleaner that my wife and I originally bought for puppy "accidents". It's not actually a steam cleaner, as it doesn't heat the water itself. You provide the heat by adding the hottest water you can get from the sink along with the cleansing agent. The unit itself is small, about half the size of a 5-gallon bucket, making it easy to move around. The spray/vacuum head is 4 inches wide and on the end of a 4 foot hose, making it easy to move around and get into tight places, such as between the accelerator pedal and floorboard. I was amazed at how well this sucker renewed well-used floor mats.

OK, enough with the dirty work. Hands down, the product that I've had the most fun with this year has been a set of "R" compound tires. For autocrossing this year I got a set of aftermarket wheels and mounted Michelin's Pilot Sport Cup tires. Holy cow, do these tires make a difference! Switching from my all-season tires to these, I notice



a difference every time just driving out of the driveway. The car is unbelievably more responsive – just a slight twitch of the steering wheel and the car begins to cut into a turn. On the AX course, once they got a bit of heat in them, the Pilot Sport Cups allowed me to toss the car around way harder than I should have (making lots of novice mistakes), and the car just stuck, stuck, stuck to the line, no worries. I've improved my driving a little over the last year, but these tires have made it look like an awful lot more.

I hope that helps with a couple of holiday ideas. There are lots of great products out there for caring for our cars, but there are also plenty of others that aren't quite up to snuff. Fortunately, there's tons of information detailing peoples experiences in both directions. Do your homework, and you'll find products you'll fall in love with. I hope everyone's holidays are joyous and safe.

Happy driving and wrenching!

An advertisement for RennZenn. On the left is a small image of a silver Porsche. To the right, the text reads "RennZenn" in a stylized red font, followed by "HARMONY FOR YOUR PORSCHE" in white. Below this, it lists services: "Concours Detailing • Maintenance • Performance Pre-purchase Inspections". At the bottom, it provides the website "www.rennzenn.com" and contact information for Jeffrey Elmore: "e-mail: jfro@rennzenn.com" and "Phone: 434-409-0023".

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# MEMBER MOMENT

## SHERRY Westfall



**How old are you, what is your occupation and where do you live?** I'm 49. When I write that number, it makes me feel old. But then I remember all the track time I've had this year, my struggles, and my triumphs. I got up to 130 mph on the back straight at VIR—not so bad for an ol' girl! I'm a landscaper. I don't want to grow up, so I still play in the dirt and draw pictures. I live on almost 30 wooded acres in North Garden, VA with my husband, Jim Condon, and our new kitty, Taffy.

**What was your first car?** That's a hard question to answer. I grew up in a "car" family. Some of the earliest memories I have of my father were of him buying old cars and fixing them up or just having them around. Before I was born, he built a hot rod from an old Model T and raced it at the Salt Flats in Utah. He even had his picture in Hot Rod Magazine. In my teen years he and my brother got the idea of having a car business. This evolved into an automobile restoration business that included the whole family. We had a large shop for the restoration part, a salvage yard, and a used car dealership. In addition to being office manager and researching and ordering parts, I worked in the shop helping to take cars apart, stripping paint, sanding, taping and prepping cars for paint, reassembling, and prepping cars for shows. Unfortunately, we were so busy with clients' cars, we never had time to prepare a car for ourselves. We restored numerous '40s and '50s Lincolns, '40s and '50s Cadillacs, an early 1900s Rolls Royce, an Austin Healey, several MGs, a Triumph TR-3B, a BMW 2002 tii Turbo, a couple of E-type Jaguars, a 1957 Chevy, and the list goes on. The cars I drove were whatever we had around. The range of cars included a 1966 Chevy II, 1968 Lincoln Continental (a car the size of a boat, with suicide doors), 1975 Chevy Vega station wagon, 1973 Datsun 240Z, a host of Buicks, and a wide variety of trucks. The first car I actually purchased was a black 5-speed 1995 Dodge Daytona Turbo Z with black leather interior and all the bells and whistles.

**What was your first Porsche? Current Porsche? Any modifications?** The first year Jim and I were dating, he found a beautiful Guards Red 1989 964 C4. She was a wonderful car, but we sold her after about a year and bought our current Porsche, an Arena Red 1999 Carrera 996 C2. We bought "Elfie" just before we were married in 2004. Since her days as a garage queen with 12,000 miles, we have made a few modifications for her new life as an every-day driver for Jim and a track car for two. She now has Pagid Yellow brake pads, GT3 brake ducts, an ROW030 sport suspension, 18" wheels, and Pilot Sport Cup tires for track use.

**Why did you choose this model?** The water-cooled engine of the 996 has been less expensive to maintain and has more power. The car in general handles better and is lighter, quicker, and more agile.

**What is your earliest Porsche memory?** I remember seeing Porsches in movies and thinking they were neat little sports cars. The first Porsche I remember specifically was a bright orange 914 that one of the counselors drove when I was 14 and worked at a summer camp for children with learning disabilities. It looked like a fun car to drive, and the college-age owner was always buzzing around with the Targa top off. The first Porsche I got to ride in belonged to a friend of mine when we were students at Virginia Tech. His girlfriend was a friend of mine, but she didn't like to go driving. He and I would spend hours exploring the winding roads of southwest Virginia in his 1973 911 Targa. At the time I was very active with the Virginia Tech Sports Car Club, a chapter of the Sports Car Club of America (SCCA). The Porsche dealer in Roanoke was one of our sponsors, and the general manager of the dealership and his wife were very supportive of our group and the autocrosses and rallies we held. They were almost like having a second set of parents who were rooting us on at a baseball game. I'm still impressed that this couple and the Blue Ridge Region PCA were so accepting and encouraging of a bunch of poor college

students. A strange coincidence occurred earlier this year at VIR. Jim had a driver's education instructor who had been active in events when I was at Tech. We actually remembered each other after all those years!

**What is your dream Porsche and why?**

In my fantasy world I'd have a large and varied stable—some cars to drive and play with and others to look at and show. I'm torn between two lovers--the classic lines and character of the older Porsches and the sleek styling, handling, and power of the modern ones. At the Fall Fling dinner at VIR this year I sat across from the 550 Spyder Weldon had on display. I couldn't take my eyes off of it. For an older Porsche, it would be at the top of the list. In the newer car group, I'm very happy with the 996 we have now—although I guess she's not all that new anymore. I love the lines of the 911, so when the time comes to replace her, I'd like to have a 997 or a GT3.

**What is your favorite Porsche-related activity?**

One of my favorite things to do is get in Elfie with Jim and a map book and just pick out roads and see where we end up. We've discovered some incredible drives that way. I also love driving in road rallies. When I was at Virginia Tech, our club did a lot of time-speed-distance and gimmick rallies. I've always enjoyed driving through the countryside, the excitement of working as a team, and the challenge of trying to figure out clues/instructions. One of my aspirations is to participate in a multi-day rally some day. In addition to that, I have thoroughly enjoyed becoming an active member of the Shenandoah Region PCA and serving as social chair. I've gotten to meet so many fun, interesting, and caring people. I've never been part of such an enthusiastic and diverse group of individuals who can bring their talents together to make great things happen.

**What is your all-time favorite Porsche and why?** I really don't have an all-time favorite. I truly like all the Porsches from the oldest to the newest and everything in between.

**What is your favorite driving song?** I'm such a music junkie I like anything from Beethoven to the BeeGees, country, big band, spirituals, pop, and even some rap. It just depends on my mood.

**What non-Porsche activities do you enjoy?**

I enjoy gardening, cooking, traveling the globe and climbing radio telescopes with my husband, taking road trips, hiking, dancing (swing and ballroom), listening to music, and spending time with Jim and the rest of my family.

# LET'S RUN THAT CORKSCREW ONE MORE TIME!



## FALL FOLIAGE Tour Best Yet!

story and photo by Phil Audibert

So whaddya do when you invite a few people over for a tour and 32 cars show up? You drive like a bat out of hell!

Well....figuratively of course. After all we're talking about a 356 here.

But man what a sight to behold, the Green Bean tootling along, all 80 horses just puffing away, and behind her, breathing down her neck, was just about every model of Porsche ever made, with the exception of the 914 and the 550 RS. Seriously, we had a 928, a 944, a 912, and all kinds of 911's, including a brand new Turbo that would just set your hair on fire. But the only thing burning that day were the brilliant leaves on the trees as we wended our way up through Orange, Madison and Rappahannock Counties.

There were Boxsters galore, Targas, Cabs and Coupes, even a tricked out race car. And all of them bowed respectfully to allow their "mother," the Green Bean, to pass through the door first. "Thank you," she said as she flounced her skirts.

This was easily the biggest and best yet Fall Foliage Tour, despite the fact that in some places the trees were bare. But in others they were in full splendor. Because one of my other hats is a

tour guide, we were able to follow an historical narrative along the way as well. It was printed with the all-important directions, which are posted on the web site, in case you would like to retrace our steps.

The line of cars was so long, if someone had gotten lost, there was no way on earth we would know! It was so long that the handheld radio in the middle of the pack acted as a relay/repeater station from the front to the very back! The only dicey part was getting onto a busy Route 29 and then making a left turn off of this divided highway back onto the Blue Ridge Turnpike. But everybody made it fine.

Our first stop was the Apple Shed in Syria, where everyone loaded up on crisp fall fruit. Then we went up the corkscrew on the Etlan Road, under the shadow of Old Rag Mountain and back to the Blue Ridge Turnpike to Sperryville. After a walkabout there, we loaded up and headed back down the way we came to Graves Mountain Lodge. Everyone had so much fun going up the corkscrew, they decided they wanted to do it again in the opposite direction! And although I am loathe to retrace my steps, I must admit the scenery is different going the

opposite direction. When that valley opened up at the top of the corkscrew, it took my breath away! Susie didn't look. She was white knuckling those curves!

Sixty people we had for lunch! But it didn't phase the good folks at Graves Mountain Lodge one bit; they just kept that buffet fully loaded with fried chicken, mashed taters and gravy, corn puddin', green beans, and I don't know what all. All I do know is that we waddled out of there and made our way home by various routes with big smiles on our faces. The last I saw them, two Richmond guys were headed for the corkscrew to run it just one more time!

On our way home, we tried to think about next year. How can we top this? If it keeps growing exponentially like this, we'll soon need a police escort!

Hmmmm. That gives us an idea. How about we meet at CDOC because they have a bigger parking lot than the one we outgrew at Bank of America. And after we tour their candy store, we go up to Skyline Drive and eat at Big Meadow. And then we can come home the way we did from Sperryville, so we can run that corkscrew just one more time!



# SYNERGY WINDS UP THE SEASON WITH THE ANNUAL "FALL FLING"

story by Jim Condon



photo Jim Condon

Synergy's "Fall Fling" at VIR on October 18–19 was a great conclusion to the 2008 track season. There are only four run groups in this weekend event, so everybody gets plenty of seat time. The Green, Blue, and White groups very roughly match the

corresponding run groups in PCA driver education (DE) events, but without the PCA instructors: almost everybody drives solo. (For that reason I hesitate recommending the Fall Fling to someone with no track experience at all. Track driving is too non-intuitive to learn by doing from scratch. First go to a few PCA DE events, where an instructor is provided, and learn enough high-speed driving skills to be able to benefit from practicing while driving solo.) The Green group was allowed to pass on the straights during the second day, taking some of the pressure off the slower drivers and opening up the track for the faster ones. The track was also open during the lunch hour for "touring" laps behind a pace car. Rick Ebinger took Sherry and me out for a ride in our car to demonstrate the line he would drive, and we both picked up some useful tips. (Thank you, Rick!) The Red group was limited to racers holding competition licenses, and the last two



photo F&S Enterprises

run sessions of the Red group were devoted to qualifying and running a seven-lap sprint race, which was won by a Ferrari. The weather was sunny both days, and the temperature was cool enough to be comfortable for the drivers (VIR can be a sauna in August!) but not too cold for good traction.

A big attraction of the Fall Fling is the very diverse group of cars—this year featured an old Cobra, a 350 hp Subaru station wagon, a brand-new Viper, and a Ford GT, plus multiple Ferraris, Corvettes, BMWs, and Porsches of all ages and sizes—and drivers of all skill levels mixing it up on the track. Naturally there were several race-ready 997s prepared and supported by Synergy. Especially fun for me in the Blue group was playing fox and hound with cars running similar lap times. One fox that I never could get around was a powerful new Corvette that easily pulled away from my 3.4 liter 996 on long straights, but the rear weight bias of a 911-based Porsche becomes a virtue when the weight shifts to the front to improve balance during hard braking at the end of a straight, where I could catch up by braking later. Some drivers in the Blue group were initially reluctant to give passing signals, but VIR's very professional corner workers started showing the blue (and, if necessary, black) flag after the first session to encourage a freer flow of traffic, and everyone played well together thereafter.

A regular feature of the Fall Fling is their catered Satur-

day-night banquet, which was held in the VIR Gallery this year, the ninth year for the Fall Fling. The banquet theme was James Dean, and a beautiful silver 550 Spyder provided by Weldon Scrogam was displayed on the center of the floor.

There were noticeably fewer cars on the track than last year, probably owing to the high price of gasoline and the weak economy, so it was easy to enjoy "clean" laps away from traffic. Rick Ebinger brought his recently rebuilt 914 with a new 3.2 liter Carrera engine for a test-and-tune. It had a few bugs (Where did third gear go?) but is much faster than before. Soon it will be time for Erik to upgrade his 911S. Matt Einstein was also working out bugs in his new GT3 cup car, and Alex Smith drove his white "street" GT3.

# AUTOBAHN ADVENTURES

## The Ultimate European Driving Experience

story and photos by Garey Cooper (Orange Coast Region PCA)

It all began with...It all started at the Porsche Club of America, Orange Coast Region's Christmas Party in December 2006. There was a silent auction (no mimes were harmed) and one of the items was the Autobahn Adventures tour of Germany for 2007....hmmm, what driver didn't ever dream of driving the Autobahn in a Porsche? Hey, I thought; let's take a chance. How far would you go to drive a car on a highway? Of course it's a nice highway but it's a highway nonetheless. All right, it is the AUTOBAHN, famed in story and legend and it is true, there are times and areas where there is NO SPEED LIMIT.

Somewhere across the sea...Fast forward to September 2007 and we are on a jet to Germany, that would be Stuttgart (or Lourdes to the faithful), home of the flat six and the driving passion that is Porsche. In Stuttgart you not only have Porsche but Mercedes Benz, talk about a town with pedigree. With some American pride I might call it the "Detroit of Europe", but for the fact that in the tides of business it seems that Detroit is in thrall to Stuttgart

Our first stop was at the Kempinski Hotel Neulisenburg in Frankfurt. Here we were greeted by Mark and Tina Trewartha of Autobahn Adventures, who would be our hosts for the trip. And in the most exciting preamble, out in the parking lot there was a shiny row of Porsches. Imagine a kid of 12 walking into a candy shop and being told, "take one, any one" and, well, you get the idea. Escorted by Mark and Tina we each had to choose our new 911 for the next 10 days. Just like Henry Ford said, "take any color you want so long as it's black." In fact, they were all black. We selected a Carrera 4S that was, you guessed it, black!

Our Porsche was outfitted with all the options you could want including a navigation system. Programmed in English it became our "Passport tout" to every nook and cranny of Germany, and Switzerland that we visited. And

boy did we visit some amazing places.

Ventura Highway...The Autobahn system is unique. It was the inspiration for the US Interstate system and was a national highway system that in early conception was meant to mobilize troops to one frontier or another. Only the Romans were better road builders; they got it and so did the Germans in the first half of the twentieth century. While gasoline is expensive there, the taxes go for the infrastructure and sad to say almost any German road is better than its USA counterpart. Smoother, better marked, and better engineered. Their allure to the USA-based driver is the open areas that have virtually no speed limits. And I mean NO



SPEED LIMITS. We'll give you a moment to let this sink in, yup; put the pedal to the metal and go till she won't go no more. There is a distinctive sign that signals it's time to let the petroleum byproducts loose and fly and that's what people do. You'll see station wagons at 250+ KPH with kids in the back coloring. At the same time you might think you're flying when suddenly in your rear view mirror a Renault wants by you! My advice is to move right on over and let them by. They know the roads and you don't; don't let your "macho" get too loose here. At high speeds, really high speeds, things are different. Be aware and take care is my best advice; increment up to the speeds and be respectful of local knowledge. A fender bender at 250 KPH has a whole new meaning. By the way I was just kidding about the Renault, none of them passed me!

Nurburgring, Green Hell...The Dorint Novotel Am Nurburgring (did I forget to mention that ALL our hotels were five star?) was our next

stop. And nearer to "car guy" heaven you can't get. The hotel rooms open right upon the "new ring" and I awoke to the sounds of cars squealing their tires right under our balcony. Just in the distance one could see the fabled North Ring; built in the 20's and the playground of Nuvolari, Rosemyer, Schumacher, Stewart, Clark, etc., etc. The best part of the whole trip was the chance to put a toe into these very same waters! AUTOBAHN ADVENTURES had set us up for one afternoon at the Nurburgring, not in our rental cars (they do have insurance rules in Germany) but in modified BMW's rented from a local race-car-hire company. I had opted to select the BMW 1.8 liter race-prepared car for the day. There were other bigger cars available, but this one had the five-point harness, was stripped and road race prepared. She was all momentum, maybe 180 horses tops, but what a flying shingle. We got her just over 150 KPH on the straight pulling all the way before shutting down, but a more responsive car you wouldn't find.

Now some words about driving on the Nurburgring on track days... everyone runs! That is EVERYONE. You will see minivans filled with families (I did), a little delivery truck with about a 25 horsepower motor and 1" wide tires (I did), and a full blown modified GT-3 driven to the absolute limit (I did), and all on the same lap! Everyone that shows up with a driver's license and the track fee can go out, which is pretty much what everyone does. There are motorcycles roaring around the place with the leather clad riders leaned over so far you wonder how they stay on; sometimes they don't. Now I expect what you would like to hear is that everybody gets along and respects each other and accidents are rare, but that in fact would be untrue. Sadly accidents are NOT RARE and most days the track is shut down and running cars are stopped as some unfortunate is helicoptered out to the hospital. Hospital sounds so right in German: Krankenhaus.

The Nurburgring is also long, very difficult to remember and is filled with blind turns. If you imagine a mountain road twisting and turning with dips and depressions, you will have the correct picture. Probably the most photographed turn is the "Carousel". This is



an almost, but not quite, 360° banked bowl that really fast cars dip down into, and after traveling around the bowl are flung out with increased momentum like the marble in a roulette wheel. Incredibly all of the turns have names (whoever had the time to go through there and name all of these I don't know). Some of them are self descriptive like: flug platz....others obscure and known only by the locals. But in my time on the track it certainly earned its reputation and nickname. You do have to drive with one eye in the rear view mirror as there are incredibly quick cars mixed in with the proletariat. I shared my driving with Steve, a fellow traveler and he and I agreed to act as spotters for one another, which worked out well.

After our day on the track, we retreated to the bar at the hotel. This bar had autographs filling every square inch and all of the patrons were encouraged to add their names to those who had gone before. So the walls are covered with signatures of the famous, near-famous, and infamous, as well as yours truly. After some excellent German beer we were all bragging about how fast we went and I began to make up names for corners and asking people how the others had driven them: "say, Keith how fast did you take Schnigglefritz? Keith Verlaque of San Diego is a fellow PCA member and a driver of note down that way and he gave me a blank stare and said: "where's that corner?" "Oh," I replied, "two kilometers past Bunzenbreaken." Keith didn't recall them so I just said, "I just go flat out and hope for the best!"

But Wait, There's More... You can't stay too long at the Nurburgring in my book, but some people like Mrs. Cooper disagree so we had to leave the next day and generally continued heading south. Each evening the Trewartha's had scheduled stops at beautiful hotels with great gourmet dinners. Days were mostly on our own exploring local roads, or in our case, golf courses. Mrs. Cooper usually travels with her suitcase which we in the family have

named the "widow maker". Though she stands just an eyelash over five feet, her suitcase is a little taller than she is. As far as weight is concerned, let's just say I've seen experienced bellmen, and cab drivers turn and run upon first sighting our luggage. So my wife's first challenge was packing enough to wear with a golf bag. I am sure some physics laws were violated along the line but she did manage to accomplish her packing mission. And although my right arm is now longer than my left arm and I can tie my shoes without bending over, we managed to drag, haul, and cajole all of that gear into our Black Carrera from stop to stop. There were a couple of problems like when I bought a pack of gum and had to take it out of the wrapper to fit it into the car, but most of the time we were fine.

In Switzerland...Part of the wonderful itinerary planned by Mark and Tina was the Alpine region of Switzerland around Lake Lucerne. To say this area is beautiful is almost an injustice, it truly is beyond that. The lake itself is spectacular enough but the backdrop over the lakes of those high mountains comes right out of central casting for everything you think should be right about Switzerland. This was one of the occasions where we had a planned daytime outing. We were scheduled to go up the Alpine passes and cross over one to come back down into Lucerne. Armed with our navigation system, walkie-talkies, and maps, our brave little group took off and believe it or not got lost! How with all of that technology did we manage this one might ask? It seems that there had been some recent road construction in the area and some of the maps had not been updated. The result was near hilarity as one by one, the cars were separated and slowly drifted out of radio range, like an episode of Lost (without the commercials). I ended up with one other car, that of our tour leader himself: Mark, who I figured had at least an inkling of where we were headed. So, he and I craftily got ourselves re-routed and finally, near the mountain top, met up with the rest of our party who had beaten us there

by about half an hour! We carried on over the pass and the views were breathtaking. It is hard to describe looking out over the mountain flank with the road one long ribbon of asphalt winding down into the valley with towns and ultimately the city of Lucerne lying far below. Not a place for the faint of heart or those who get car sick easily.

While in Lucerne Mrs. Cooper and I had our other "navigation incident". We were looking for the Lucerne golf club and had duly programmed the address into our system. It got us right to the smallest road you ever saw and said: "take the road." So, take the road we did which went straight up the hill and grew ever narrower the further we got. Ultimately we began to lose confidence as I realized the only way back down was to....back down! When we finally saw people pushing golf carts past us giving quizzical looks as we drove up to a tee box, we understood that some mistakes had been made. I used the tee box to get the car pointed down the hill again, shouted "fore!" and we trundled back down the hill, past dazed looking golfers where we realized the entrance road was only about one-quarter-inch wider than the golf path and about two feet past it! In spite of it all we still were allowed to play there, although I don't believe they appreciated my California yodel on the elevated tees: "yodel-lay-he-a, golf ball on the way!"

And Now Back to Reality...Ultimately all good things must end and so our Autobahn Adventure ended as well. After a wonderful 10 days we pointed our Porsche back towards Frankfurt where we had to return the car... this hurt. Would I go again? You bet. In a heartbeat. If you are a Porsche/Car enthusiast you will definitely not be disappointed as my narrative here only touches upon all of the activities and sights we saw ! ..... If you want to know more don't hesitate to contact Mark and Tina on 714.964.0280 or visit their website at [www.autobahn-adventures.com](http://www.autobahn-adventures.com)



# TREASURER'S REPORT

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Date	Category	Income	Expense
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11/18/08	PCA National	672.00	
11/20/08	HE-mail Nov		132.72
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Balance on 11/22/08 \$7,119.79

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# MEMBERSHIP REPORT rebecca morgan

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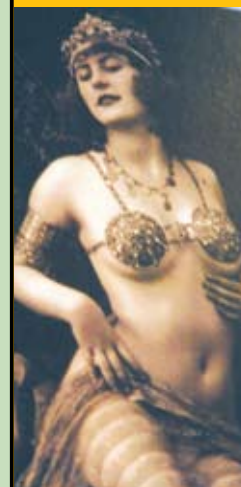
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## UPCOMING EVENTS AT A GLANCE

### DECEMBER

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

### JANUARY

11 **Annual Planning Meeting** - Charlottesville  
(details page 6 of this issue)

**Check the website for event details & updates at**  
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