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Porsche Club of America, Shenandoah Region

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FEBRUARY 2009

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IN THIS ISSUE

February 2009

FEATURES

- 5..... From The Editors
- 6..... From The President
- 8..... Tech Tactics
- 9..... Member Moment: Pam Ebinger
- 10..... Vintage Corner Quiz
- 11..... Boxster Spec Racing Arrives
- 12..... Something for Everyone in '09
- 13..... Book Exchanger

NEWS & EVENTS

- 6..... Shenandoah Region Social/Business/Dinner Meeting
- 7..... February/March 2009 Events Calendar
- 7..... 2009 At-A-Glance Calendar
- 14..... NEW Shenandoah Web Forum

DEPARTMENTS

- 5..... Shenandoah Region Officers
- 14..... Treasurers Report
- 16..... Membership Report



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, 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, or call 434-981-0524.

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Cover: The Morgan/Stubbs stable mates wait for warmer weather.

photo courtesy Mark Stubbs

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

The post holiday winter has been bleak...lots of cold days many, of them cloudy. Even this months cover shot of forlorn Porsches in their garage hoping for enough warmth to get some heat into their tires for a sporting jaunt is rather grim.

My pre dawn commute to work takes me by the Porsche dealer every day and they are certainly doing their part by showcasing a cabriolet with the top down in the showroom. Spring will be here soon though, and lots of unnecessary errands will be run in the 911 again. All will be well.

Rebecca and I will have produced the Heat Exchanger for a year as of the April '09 issue. We have enjoyed our time as Editors but jobs, school, and life in general are all demanding more of our time. So those twelve issues will have to complete our contribution to the Shenandoah Region. We hope that one or more of you will be moved to pick up the Editors torch and run with it. Rebecca will be stepping down as Membership Chair at the same time. If you've been wanting to get more involved with your region, this is a great way!

The Social/Business meeting will be held in Richmond this month and promises to be quite entertaining as Alex Smith and Bob Duntley entertain us with tales of rallying in Texas! Come, eat, enjoy and bring your ideas for future club activities.

Thanks to Harry Kennison for his new monthly Vintage Corner Quiz. Test your knowledge of Porsche history each issue. Also Kenneth Shreves has kindly written a piece detailing the long awaited Boxtor Spec racing series. If you have always wanted to go racing but the expense was an issue, this is the venue for you!

The board has been busy making sure there will be plenty of Porsche events to spice up 2009. Sherry has the details in her column, so mark your calendars!

Until next month, drive safely!

Mark & Rebecca

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2009 is already upon us. Not much in the way of events happens in our club during the first month of the year. Some of us use our cars as daily drivers, while others, yours truly included, drive them only on a seasonal basis. Winter, for me, is not one of those seasons! Mine is now up on blocks for some off-season maintenance.

Our first meeting of the year took place on January 11th in Charlottesville and was attended by 25 or so members who wanted to add their two-cents to the planning process for the year. Thanks to those who attended and offered ideas for the year. The tentative 2009 calendar is in this issue of the Heat Exchanger and on the website and offers not only driving and social events for our region, but also events of other regions and organizations that may be of interest to you.

Jim Condon introduced a web forum for our members to try out. I use web forums related to the Porsche 928 group on Rennlist and a couple of Mercedes Benz related forums. Our Shenandoah Region forum will allow our members to organize small group events on short notice and to communicate with each other. Jim has worked very hard to upgrade the club's internet presence and to keep the content updated. Thanks Jim!!

As a club, we have had discussions over the years about giving back to the community, either as direct financial support by the club, or some sort of fundraiser. Mel and Jeannette Brannon spoke at the planning meeting about an organization near and dear to their hearts, the Tanzania Health & Humanitarian Fund, including a brief video and discussion of the funds mission. The board has not decided yet on a course of action for the club's support of philanthropic organizations or causes. We will be addressing this topic and getting feedback from our members in the coming weeks.

Also discussed at the meeting was the search process for a Heat Exchanger editor. Rebecca Morgan and Mark Stubbs will be unable to continue as editors after the April issue. I'd like to thank them for their hard work and support of the club. If any of you have a burning desire to edit a monthly newsletter, speak up. We are also looking for a membership chair, as Rebecca won't be able to continue in that capacity. If you have ideas or suggestions for these positions, please give me or any other officer a call or send an email.

Our next meeting will be Tuesday evening, February 17th in the Richmond area. I hope to see you there!!

SOCIAL/BUSINESS DINNER MEETING

When: Tuesday, February 17, 2009* at 6:30pm
Where: Shackelford's at Gleneagles Center
10496 Ridgefield Parkway
Richmond, VA 23233 (804) 741-9900

Join fellow Shenandoah Region Porsche club members for dinner and our first social meeting of the year. Shackelford's features a mix of regional American grilled and sautéed cuisine and specializes in seafood and steaks. We'll have a private room complete with wide-screen TV where Alex Smith and Bob Duntley will give us a presentation of their adventures on the multi-day Texas rally they drove in last fall. In addition, we'll discuss the upcoming events we have planned for 2009. If you have suggestions for additional activities, this will be a great time to present your ideas.

The restaurant is requiring us to pre-order our meals for this event. Please let me know which entrée** you would like to have when you RSVP. Your choices are:

1. Chesapeake Chicken: stuffed & baked with lump crab meat & Smithfield ham: \$16.99
2. Atlantic Salmon Oscar: grilled salmon fillet topped with lump crab meat & béarnaise: \$ 19.99
3. Bruschetta Pasta: grape tomatoes, buffalo mozzarella, artichoke hearts, shallots & fresh basil tossed with penne pasta in olive oil & butter & finished with a balsamic reduction: \$14.99; with chicken: \$16.99; with shrimp: \$18.99
4. Nine-ounce Center-cut Sirloin: certified Angus center-cut sirloin cooked medium: \$18.99
5. Chicken House Salad: grilled chicken breast with mixed field greens, grape tomatoes, sliced strawberries, cucumber, carrot & red onion. Served with fresh herb croutons & a strawberry vinaigrette: \$9.99

** All entrees come with side dishes except the pasta & house salad.

Extras will include a wide selection of alcoholic and non-alcoholic beverages, an assortment of decadent desserts, sales taxes, and gratuities. Members will be responsible for paying their own checks.

Please RSVP to Sherry at (434) 295-3955, (434) 249-2877 {cell}, or vscapec@cstone.net by Tuesday, February 10th if you are planning to come. We need to give the restaurant an accurate head count.

* If ice or snow is expected, call Sherry before 4pm on February 17th to confirm that the meeting will occur.

FEBRUARY/MARCH 2009 CALENDAR OF EVENTS

1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28

**SHENANDOAH REGION
SOCIAL/BUSINESS/DINNER
MEETING IN RICHMOND**
Tuesday, February 17 at 6:30pm
see page 6 & website for details

1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

AUTOCROSS
Saturday, March 28 @ 8am
Richmond International
Raceway (RIR) in Richmond, VA
see website for details

2009 AT-A-GLANCE

a quick look at events in 2009

FEBRUARY

17 **Social/Business Meeting**
Shackleford's in Richmond

MARCH

13-15 **Zone 2 DE** VIR
28 **Autocross** at Richmond International Raceway

APRIL

2 Wilderness Trail Region DE at VIR
4 Potomac Region Driving Clinic at Summit Point
24-26 Rolex Grand-Am Race at VIR
25 Central PA Region Porsche-only Swap Meet
Hershey, PA

MAY

3 **Autocross** at Augusta Government Center
19 **Social/Business Meeting** in Charlottesville
22-24 First Settlers Region DE at VIR

JUNE

5-7 **RPM (Richmond Porsche Meet)** - Richmond, VA
5-7 Heacock Classic Gold Cup Historic Races at VIR
26-28 **Zone 2 Club Race** at VIR
29-31 Porsche Parade Keystone, CO

JULY

4 Porsche Parade Keystone, CO
4 Brycefest Vintage and Classic Car Show Basye, VA
12 **Autocross Clinic** at Augusta Government Center
18-19 **Weldon's Garage Mahal Tour** in Waynesboro, VA

VISIT SHN.PCA.ORG FOR DETAILS & UPDATES

It's single digit temperatures outside and you're just itching for a little quality Porsche time. Have I got an answer for you – paint chip repair! Every car that's ever been driven on a Virginia road has at least one, and it seems that the fewer the car has, the more anxious the owner is about them (you folks know who you are!) With little else automotive going on right now, it's a great time for projects like this. Fortunately, modern technology has produced some paint chip repair kits that are easy to use and difficult to screw up.

I did a bit of online research regarding several of the paint chip repair kits, and found a lot of positive comments about the Dr. ColorChip system, so I decided to give it a try. I ordered the basic kit directly from the company and had it in about a week. The kit was around \$50 shipped, and it included the paint itself, a sealing/bonding agent, very clear instructions, one nitrile glove, and three different brushes. Sending a single rubber glove seemed a bit chintzy, but there was certainly plenty of paint and sealant for a lot of paint chips.

So here's how the process goes. Before you get started, plan on being at this project for a reasonable length of time. On the website, there are a couple of testimonials that say the happy customer was done in 5 minutes. That guy must

have had some very small chips; mine took a lot longer. First, wash the panel with a bit of soapy water and dry it off. Next, wipe around the chipped area with a lint-free cloth and some rubbing alcohol or another mild solvent to remove any wax from the paint. Get your rubber glove on, and give the paint bottle a good shake. Using an



appropriately sized brush for the chip, dab just enough paint into the chip to fill it up. Very quickly now, smear the paint into the chip. The goal is to use the touch-up paint as filler, just as you would wood putty over a nail head or other indentation. After letting the paint sit for a bit, wet a spot

on a soft, clean rag with the sealant and wipe the excess paint from around the chip, blending it into the rest of the paint. Easy enough, right? Of course not! The real trick to this job is finding the proper balance of time, letting the touch up paint sit long enough to adhere to the chip, but getting it up quickly enough that the excess around the chip doesn't also stick.

On my first application, I tried to work very quickly. After dabbing, smearing, and wiping, the color filled the bottom and the edges of my chip, matching the original paint perfectly. However, because of the depth of the chip, a depression remained. The color match was so good

in fact, that the chip now looked like a factory imperfection beneath the paint and the clear coat. Things were better, but not good enough. I repeated the process, but on the next "wipe" stage, I actually wiped all of the touch-up out of



the chip and was back to square one. OK, a little slower this time, and a bit more time between "smear" and "wipe" to let the paint dry. On the next application I made it back to the factory imperfection look, but subsequent applications didn't fill in the depression. All I managed to do was get excess touch-up paint all over the place. My soft, round finger was getting down into the depression and pushing all of the paint out. I needed a nice straight edge to act as a putty knife across the top of the chip. The answer was the edge of a flat wooden toothpick. I dabbed, then scraped with the toothpick. Everything was nice and level now. I let that sit for a bit longer than before, then wiped with the sealant. The depression was much less noticeable now. It still took a couple more applications and smears with the thumb before it was perfect, but at last the chip had vanished. I finished it all up by wiping the area with a microfiber towel, letting the paint cure a day or two, and then reapplying a coat of wax. With patience and a bit of trial and error, the Dr ColorChip process produced excellent results: two nitrile-gloved thumbs up.

One final observation, the deepest chips were all on the plastic bumper cover. Those seemed to all go through the clear coat, paint, and primer, all the way down to the plastic itself. Chips on metal body panels, for the most part, weren't that deep and didn't make it past the primer. On these, I didn't have to get out the toothpicks.

Happy driving and wrenching!



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How old are you and what is your occupation and where do you live?

I am 41. That is so hard to put in print! I am a native of Roanoke. For the last 4 years I have been employed by Lowes. I spent two at the store in Roanoke and two in the Staunton Store. I took the job at Lowes solely for the reason that I could transfer. Rick and I had been dating over a year and the thought that we might have a future convinced me it was the move to make.

My first car was a 1980 Red Pinto. I have always been into cars. My dad has always been a car buff. I grew up cruising Williamson Road in the back seat as a toddler. I guess the fumes never get out of your brain!

What was your first Porsche, current Porsche, any modifications? As far as owning my first Porsche, I am currently in the market for a Boxster S.

Why am I choosing this model? It is the newest Porsche I am going to be able to afford. I am a little spoiled and I will not give up heated seats!

What is my earliest Porsche memory? I remember being crammed in the back of a red 944 when I was 19. I also remember riding in a friend's 1973 dove gray 914.

What is your dream Porsche and why? My dream Porsche used to be a 1985 slant nose convertible. Now my dream Porsche is one that has seats that will

move forward and are upholstered. To add to that list I would like a paint job that will hold wax and has carpet! I really used to love them all, the older I get the more creature comforts are swaying my decisions.

What is your favorite Porsche-related activity? I really have enjoyed fall foliage for the last 2 years. I used to take off and drive for hours just to be in the car. It is some of my happiest teenage memories. I used to take off and drive to Florida by myself when I was 18. My mom would go to visit my grandparents and she would never know if I was going to show up or not.

What is your all-time favorite Porsche and why? I guess I will stick with the '85 slant nose and I have no idea why. I have always liked it!

What is your favorite driving song? I would have to say Black Cat by Janet Jackson comes to mind or any Eagles, Jimmy Buffet,

or James Taylor.

What non-Porsche activities do you enjoy? I love spending time with Rick and our Yorkie, Gracie. I used to horseback ride a lot. I am ready to travel at a moments notice. I love to see new places, meet new people. My favorite day is the ocean, my beach chair and a good book. It helps if it is sunny. I have my motorcycle license. I have not purchased a bike yet. I love to ride in or drive boats. I love wine tasting. I almost forgot. I am a huge VT fan! I love college football. That pretty much sums it up. I have enjoyed being able to participate in club events the last 4 years. I am looking forward to serving as your club secretary.



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I look forward to hearing from you - Dan Ehrman, '02 Boxster

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VINTAGE CORNER QUIZ

Quiz and Photos by Harry Kennison

I thought it would be fun to have a Vintage Corner Racing Quiz to find out who the serious Porsche racing historians are in our club. Just identify the five drivers for each Porsche race car pictured on the left below using the clues listed on the right. The answers appear on page 13 of this issue of the



Heat Exchanger. If you've saved your past issues of the Heat Exchanger or visit our club website, <http://shn.pca.org/vintage.htm>, you can find the answers by checking out past Vintage Corner articles in the "Library" section (No fair checking with Weldon Scrogam for the answers!). Good Luck!

CLUES:

This driver grew up in Pennsylvania and was the son of a Porsche racer from the 50's. He became a five-time IMSA champion, three-time Le Mans winner and two-time Sebring winner. His career was cut short by a private plane crash in 1988.

Born in Milan, Italy, he was a downhill ski racer before taking up auto racing. He sat on the pole at the 1983 Indy 500 and went on to finish second in the CART championship that year winning four races and the Rookie of the Year title. He capped off his racing career by winning the 1991 World Sportscar Championship in a Jaguar.

This Englishman traveled from CanAm race to race in a modified school bus from 1968 to 1970. He became the first Porsche driver to win a CanAm race against the more powerful McLarens, Lolas and Chaparral by winning the CanAm held at Road Atlanta.

Nicknamed "Seppi," this talented Swiss driver won the British Grand Prix in 1968. He was a long time Porsche ace who won the 24-Hours of Daytona and Sebring. Although only entering half of the 1969 CanAm events, he brought his Porsche 917PA Spyder home fourth in the Championship. He was killed in a non-championship F-1 race in 1971.

He is the only driver to win the United States Road Racing Championship and the CanAm Championship in Porsche-powered cars. He has also driven TransAm, Indy cars, Formula 1 and NASCAR. Today, he is a frequent competitor at Vintage car events and lives in Idaho.

Get all five correct? You're definitely a hardcore Porsche Racing junkie and should be writing articles for Vintage Corner! Three to four correct? You have more than a casual acquaintance with Porsche racing history and must have attended some

races in the past. One to two correct? Visit the Shenandoah PCA Website and check out past issues of Vintage Corner. Zero correct? You haven't been reading your Heat Exchanger for the past two years!

BOXSTER SPEC RACING ARRIVES!



story & photo by
Kenneth Shreves, co-owner
Werkstatt Charlottesville

The New Year brings exciting new opportunities to all. For the Porsche enthusiast it brings the newly adopted Boxster Spec Racing (BSR) class to PCA club racing for 2009. This new class opens up racing opportunities for many who have been sitting on the sidelines. It's growing fast. A quick Google search shows dozens of websites and forums dedicated to this new class. Will this have the same cult-like following as the 944?

Originated on the west coast by the Porsche Owner's Club, organizers recognized the popularity after a few trial races in 2008. It is no wonder. This new series offers those who have been previously restricted by cost and those who feel the need to cut back in this time of economic uncertainty, the opportunity to race. The rules limit eligible cars to 1997-99 Porsche Boxsters with the 2.5 liter M96 engine. With relatively low original sticker prices, these older stock Boxsters are plentiful and more affordable than the 911s or GTs. One colleague told us there are over 4,000 Boxsters in the Atlanta area alone.

In addition to the relative affordability, a specified 2700 pound maximum weight allows for surprisingly respectable lap times, making these cars really fun to drive!

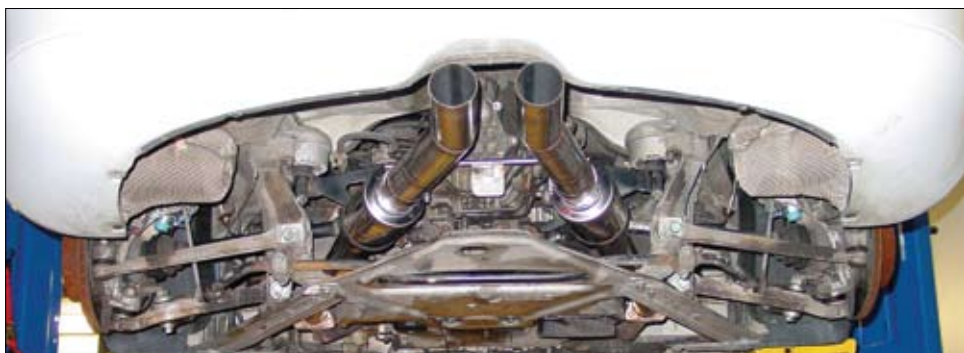
As a "specification" series, its goal is to provide a competitive racing class where the performance and reliability of the cars is as even as possible. The rules are intended to control costs and create

a grid of cars with identical capability, leaving driver ability as the greatest factor in determining the race winner. The BSR class rules allow for upgrades to the suspension, tires, brakes and safety equipment and further modifications which transform the car to a track-only vehicle. A full list of rules is available at www.boxsterspec.com. This website and its founder, Brad Roberts of Brad Roberts Automotive Group in southern California, are great resources for information on specifications and building one of these cars.

The motor sport industry here on the east coast is certainly excited about this new class for club racing. Jake Rabey and Flat 6 Innovations in Georgia, a company specializing in Porsche Boxster performance, has engineered an engine-rebuild to address performance issues of older, higher-mileage M96 motors and conform to BSR rules. CDOC is currently building an inventory of upgrade parts for Boxster Specs and currently, we at Werkstatt Charlottesville are building four

Boxster Spec cars we will offer for rental for club races and driver's education events or for purchase... with more on the way! We've created a custom exhaust and roll cage and are excited about the very well prepared cars we've built. Scott Leopold will be campaigning with our flagship Boxster Spec car at VIR on February 21 and 22. Mark Francis of CDOC has driven one of our developmental Boxsters and will be back in the driver's seat of one of its sister cars this spring. It's certainly worth a trip to the track to check them out. Between PCA, NASA, and SCCA, there are scheduled race days at VIR, Summit Point, and Road Atlanta each month through May. Our cars will be available for rental for each of these events.

Kenneth Shreves can be reached at:
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web: www.werkstattcville.com



Werkstatt has created a custom exhaust (shown) and roll cage for their race ready Boxsters.

SOMETHING FOR EVERYONE IN 2009

by Sherry Westfall

We started the new year with a planning meeting on Sunday, January 11. Twenty-five members came to listen, voice their opinions on various issues, and present their ideas for activities. We came up with a calendar full of events that should have something for every taste.

The first Social/Business Dinner meeting of 2009 will be held at Shackelford's Restaurant on the west end of Richmond on Tuesday, February 17 at 6:30 p.m. Alex Smith and Bob Duntley will give us a slide presentation of their Texas rally adventures. We'll also discuss the upcoming events we have scheduled and some proposed activities that are in the works.

Alex Smith promises another fun-filled weekend at the Richmond Porsche Meet (RPM). We'll be fortunate enough to return to the Faunces' home on the James River for the Saturday concours car show, a car-care clinic, and luncheon. Later that day, members can look forward to a driving tour and buffet dinner. Sunday finishes up the event with Rick and Erik's famous autocross at Southside Speedway.

In addition to the RPM autocross, Rick and Erik will provide us with challenging courses at Richmond International Raceway (RIR), Augusta Government Center in Verona, and maybe even one at CDOC in Gordonsville. Ladies! Our Porsche numbers dwindled to one last year—me. Let's get out there, have some fun, and learn something. Guys who've

been sitting on the sidelines thinking about autocrossing, this is the year to try it. We'll have another car-control clinic to help newer drivers build confidence and more seasoned autocrossers work on specific driving skills.

Quite a few Shenandoah members are now participating in Driver's Education events at VIR and other tracks. We start off the year with the Zone 2 DE in March and have a host of others that continue through the fall. Don't miss the Euroclassics/Shenandoah DE or the Synergy Fall Fling in October. For those who are thinking about trying a DE for the first time, I highly recommend the Potomac region's High Performance Driving Clinic (HPDC) that will be held in April at Summit Point. You will get a good balance of classroom, instructed driving exercises including work on the skid pad, and track time. Even if you don't continue with a DE, the experience will be valuable in teaching you how you and your car will react under stressful conditions.

In June Zone 2 will hold its second annual Club Race. Go down for a day or the weekend to see all the high-performance cars. Jim and I helped with registration last year and enjoyed meeting Porsche people from many different regions and watching the races.

As Social Chair, I've received a number of interesting ideas for driving tours this year. I think this is one of the club's favorite activities. We're working on a

spring tour. Details will be announced soon. Later in the summer or early fall, we're hoping to have a multi-day, multi-club event in Staunton that will be hosted by the Scrogghams. We may even get to tour the famous Garage Mahal! Set aside Sunday, November 1 for Phil and Susie Audibert's Fall Foliage Tour. Rumor has it that we'll be heading up the Skyline Drive this year.

Herb Distefano has offered to host our Anniversary Party again. His home at Lake Anna is for sale, so we may have the party at Lake Anna State Park. Stay tuned for details.

We end the year with our annual Holiday Dinner Party. Members at the planning meeting overwhelmingly asked that it be held at Michie Tavern again.

Something new this year is our web site Forum. Jim Condon and Jeffrey Elmore have been working together to make this happen. Join the Forum on our web site, <http://shn.pca.org> and communicate with fellow members about problems you are having with your car, impromptu get-togethers and driving outings, or other things that are on short-term notice.

If you have suggestions for other events or would like to coordinate an activity, please contact me at vscales@cstone.net. I'm also interested in getting feedback on events you have attended. Tell me the good and the bad, so we can continue improving our activities for you.

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BOOK EXCHANGER

by Mark Stubbs

Daytona 24 Hours The Definitive History of America's Great Endurance Race

By J.J. O'Malley
David Bull Publishing
ISBN: 1 893618 24 2

Published in 2003 this is obviously not hot off the presses, but since I am in the throws of motorsport euphoria because the off season has finally ended with the running of the Rolex Twenty Four Hours at Daytona it seemed the right book to review for this issue. And of course there are plenty of Porsches between the covers.

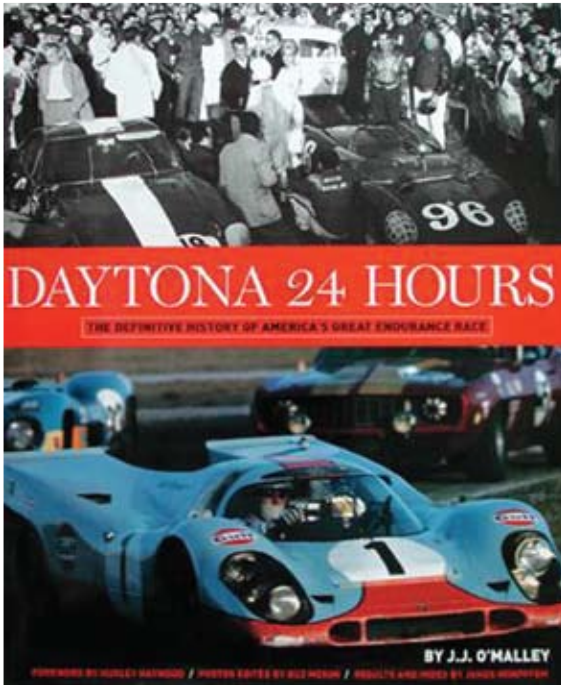
J.J. O'Malley has given us a very nicely presented overview of the '24', covering the original 1962 international event, (called the Daytona Continental and only three hours long), and each ensuing one through 2003. He begins with a forward by Hurley Haywood who has won the event five times, more than any other driver thus far. Haywood sets the tone in no uncertain terms comparing the event with the 12 Hours of Sebring and the Le Mans 24 both of which he has won and proclaiming the Daytona event "...the most difficult of all sports car races".

At 400 pages, there is a beautifully illustrated chapter for each year's event containing the highlights, scandals and copious information about machines, drivers, sponsors and the significance of it all to the series. Each chapter builds on the previous one to give the reader

the growing picture as the contest gains popularity and fame. The rise and fall of driver's careers, the companies that build the cars and the teams that race them flow through the pages with a continuity that reads almost like a novel.

Any book about racing is at some level only as good as the photographic documentation it contains and O'Malley has really done a terrific job of procuring interesting pertinent well reproduced color as well as black and white pictures.

They are well placed and frequent, making the reading experience more like watching a really thorough documentary.



Daytona Motor Speedway has a presence of its own. It's the iconic American raceway that all racers consider their Everest. The '24' is the crown jewel of the Daytona season. It pits man and machine against time, tarmac, the elements

and shows the human frailty as well as engineering shortcomings up for the world to view. This is why victory is so delicious and so valuable to manufacturers and drivers alike. The street cred from a Daytona 24 Hour victory can be taken to the bank on many levels. The duels between teams and manufacturers can go on for decades and the author gives us a forty year overview of motor sports in this document that defines what keeps the competition alive.

Porsche has played a roll since the beginning. The 1966 race, first to run for 24 hours, saw 904's and 906's competing driven by the likes of Peter Gregg, Hans Herrmann and Herbert Linge among

others. This was a banner year for the Ford GT 40 and Ken Miles with co driver Lloyd Ruby won the first 24 with the soon to be legendary machine. 1967 saw Enzo Ferrari, embarrassed by the GT 40 the pervious year, pull out all the stops to dominate racing. He hired at least one driver away from Ford for Daytona. Even Peter Gregg, who owned Brumos Porsche, drove a Ferrari owned by Coco Chinetti in this event.

1968 was the year for Porsche to weigh in. Due to a rule change which limited engine size in the prototypes, Porsche, fielding no less than five 907 long tails was able to dominate the very exciting event. Vic Elford, driving his first time at Daytona was in the winning car which completed 673 laps for over 2500 miles at an average speed of over 106 miles per hour! Porsche claimed the entire podium this year.

1969 saw 906's 907's 908's and 910's in the lineup as Porsche had tasted victory and wanted more. It was not to be. The best they could do was fourth place from a 911T driven by Tony Adamowicz, Bruce Jennings and Herb Wetanson (first in their class) and fifth place from another 911 which won the two liter class.

J.J. O'Malley is no stranger to the sport of racing. His resume includes having been communications director for Watkins Glen International and public relations director for Homestead-Miami Speedway. He has written several other books and many articles for leading motorsports publications. This book is a top drawer historical document that is a pleasure to read.

I rate it at five stars.



- 5. George Follmer
- 4. Jo Siffert
- 3. Tony Dean
- 2. Teo Fabi
- 1. Al Holbert

**Corner Quiz:
Answers to Vintage**

TREASURER'S REPORT

bob duntley

Balance 12/31/08 \$6,085.16

Date	Category	Income	Expenses
1/8/09	HE - ad - Photoworks	216.00	
1/9/09	HE-print January		412.69
1/13/09	HE- mail January		132.,27
		Totals \$216.00	\$544.96
Balance 1/15/09		\$5,756.20	

NEW 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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MEMBERSHIP REPORT rebecca morgan

Shenandoah Region has 188 Primary Members,
149 Affiliate Members and a Total of 337 Members

Dan Ehrman
Afton, VA
2002 Boxster

Malcolm Hopker
Woodstock, VA
1999 911 996

Welcome to the Shenandoah Region!
We look forward to meeting you
in person at a future event.

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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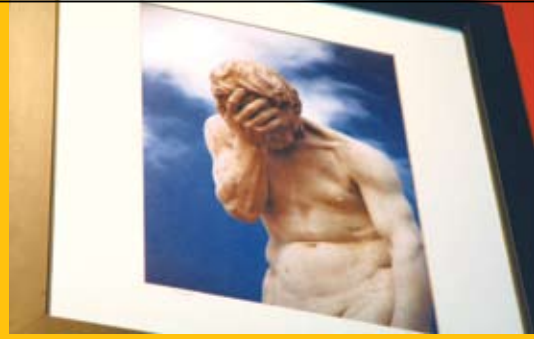


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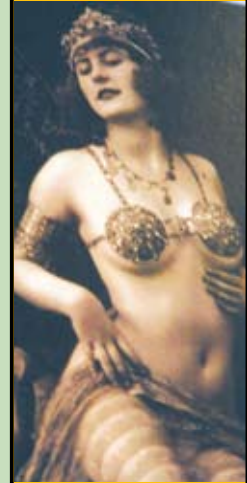
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Return Service Requested

UPCOMING EVENTS AT A GLANCE

FEBRUARY

17 **Social/Business Meeting** in Richmond

MARCH

13-15 **Zone 2 DE** VIR

28 **Autocross** at Richmond International Raceway

APRIL

2 Wilderness Trail Region DE at VIR

4 Potomac Region Driving Clinic at Summit Point

24-26 Rolex Grand-Am Race at VIR

25 Central PA Region Porsche-only Swap Meet

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



Rick Ebinger takes his 914 out for a winter photo op