
Blau

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Rain

www.brr-pca.org

BLUE RIDGE REGION

PORSCHE CLUB OF AMERICA



OFFICERS AND BOARD OF DIRECTORS

President

Ed Clowser
540-992-1499
president@brr-pca.org

Vice President

Jerry Hampton
434-237-9427
vicepresident@brr-pca.org

Secretary

Mick Michelsen
540-981-0356
chathamms@aol.com

Treasurer

Eddie Fort
540-721-3678
treasurer@brr-pca.org

Membership

Pat Clowser
540-992-1499
membership@brr-pca.org

Social

Gary Templeton
434-525-2973
social@brr-pca.org

Drivers Education

Harry Hall
540-982-3726
driversed@brr-pca.org

Safety

Bill Driskell
540-745-4749
safety@brr-pca.org

Business Manager

Jerry Hampton
434-237-9427
business@brr-pca.org

Past President

Dick Hatch
540-989-0949
LDH912@aol.com

Historian

Your name here
Your phone number here
historian@brr-pca.org

Editor

Dave Hogan
434-525-3458
BReditor@verizon.net

Past Past President

Gary Bell
540-721-2914
P951aml@aol.com

Web Master

John Kuykendall
webmaster@brr-pca.org

Address Changes: Dick Hatch 540-989-0949 LDH912@aol.com

Zone 2 Rep: Jim Becker 570-629-5568 jimmar@ptd.net

NPCA Membership: Carolyn Ewbank 805-496-5213
membershipchair@pca.org

CONTENTS & INFORMATION

Blau Rain*

BLUE RIDGE REGION
 PORSCHE CLUB OF AMERICA

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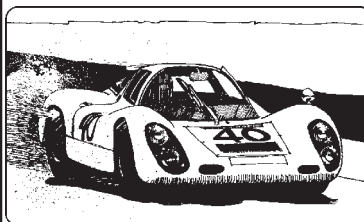
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Editor: Dave Hogan
 169 Ellen Drive
 Evington, VA 24550
BReditor@verizon.net

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Clip art from PCA. Uncredited photos by the editor.

***Blau Rain** is a 17th century German translation meaning Blue Ridge.

Board meetings are held the second Tuesday of each month at 7:30 P.M. at the Transportation Museum in Roanoke, and are open to the general membership. Please join us.

Cover: BRR members' cars show some of the many shapes Porsche has designed over the years. Old or new, most are easily recognizable to us.

Newt's News

If you are not on the BRR Email list, then you missed the chance to join other BRR members in attending the movie Cars at Hall's Drive-in on 7/15. I say opportunity because of the 17 that tried to attend, only 5 got in. We heard the gates opened at 7 PM, but when we arrived at 7:35, it looked full and there were probably 50 cars along the road trying to get in. So the other 13 had a very enjoyable dinner at the PINK Cadillac dinner.

I'm happy to announce John Kuykendall has accepted the BRR web site master position. John works at VT and has started joining us track junkies at DE events.

If you are not on the BRR Email list and want to be, send your address to our Secretary, Mick Michelsen at ChathamMS@aol.com

Porsche of Roanoke will be having at least one Grand Opening, so please watch the paper and make plans to attend.

The September social is a trip to Abingdon for a very enjoyable AND EASY bike ride along an old railroad line. You may also want to spend at least one night and take in a play, so please watch for details and make your plans accordingly.

Drive the corners,

Ed Clowser, Jr.

President

September Social

Our social event for September is a scenic drive to Abingdon, Virginia. We have 2 options planned for the weekend of the September 16th and 17th. We would love for you to join us.

Option 1 – Drive to Abingdon Saturday, September 16th. We'll meet for dinner in Abingdon at 6:00PM. The Barter Theatre will be staging, "I'll Never Go Hungry Again," at 8:00PM. This is a musical comedy take off on "Gone with The Wind." We'll stay in Abingdon Saturday night, look for a list of hotels. You can make reservations on your own in our September issue.

Option 2 – On Sunday morning, September 17th, we'll take a bike ride along the beautiful Virginia Creeper trail. (You can join us for just the bike ride if you'd like.) This is a downhill ride and bikes are available for rent on site. We'll depart for home after lunch. More details will be available in the September Blau Rain.

CALENDAR OF EVENTS 2006

(Blue Ridge Region PCA Official Events in *italics*)

- August 8 Historic Sports Car Races at VIR
August 17-20 356 Registry East Coast Holiday, Mystic, CN
- Sep 17 (Sun) *Bike Rides and other activities at Abingdon, VA*
- Oct 6 Grand Am Races at VIR
Oct 14-15 *Octoberfest! Mountain Lake, VA. German food, beer,
(Sat or Sun) music, and dancing.*
- Nov 11 (Sat) *Election Lunch, Peaks of Otter Restaurant, Blue Ridge
Parkway.*
- Dec 9 (Sat) *Holiday Dinner & Charity Auction. Corn Beef & Co. in
beautiful downtown Roanoke.*



BRR member John Kuykendall tries his luck at the Commonwealth Games in Danville. Since he accepted the webmaster duties, the least I could do is put his picture in Blau Rain.

Photo: Maury Hamill

Annual Commonwealth Games Autocross

The 17th annual Commonwealth Games Autocross was run at the Danville Airport autocross site July 15 and 16. This was Blue Ridge Region SCCA's southernmost venue ever for this event so it attracted quite a few of Carolina's finest. This was also the first two-day event, where class standings were determined by adding together each contestant's run times for Saturday and Sunday.

The course was long slaloms interrupted by an occasional offset gate and 180 degree turns at each end. Sunday we ran the same course, but backwards. Most drivers' Sunday times were quicker than their Saturday times, suggesting a somewhat better course flow going clockwise.

Fastest Time of Day (FTD) and Gold medal in A Modified were taken by Todd Bowland in a '02 BBR Shark; a custom-built "car" powered by a snowmobile engine. It has huge wings front and rear, and is supposedly the fastest A Modified autocross car in the country. Todd's two-day total time was 77.17 seconds. George Bowland took second fastest time in the same car. To put that in perspective, the best the Formula SAE car (a go-kart that usually takes FTD) could do was a 92.30. The Shark is deadly.

The only BRR-PCA member to take home Gold was John Kuykendall, winning the Street Modified 2 class in his '89 944 Turbo with a combined time of 105.71. However, son William edged out his old man (and all the other Porsches) driving a '93 Toyota MR2 to a 102.13; good enough for the silver medal in E Stock.

BRR Cayman drivers Maury Hamill and Jim Michaels didn't fare nearly as well in the tough Super Stock class. Maury and Jim both had times in the 104s, but the medals all went to Corvette Z06 drivers with times in the 96 to 100 range. Perhaps we need a geezer class for drivers over 65.

Three other non-BRR-PCA Porsche drivers medaled in their classes, however. Arthur Silvers took the bronze medal in A Stock driving a '95 993 to a time of 112.59, and Lisa and Matt Feeney took silver and bronze in the Novice class driving their '83 944 to 116.81 and 118.87 respectively.

Mark Patterson's (POR sales) sons, Charles and Ryan, showed only on Sunday to test a recently completed (by POR tech Mark Morrison) '86 944 autocross/track car in E Prepared class, both turning times in the 53 range for the day.

The event was very well run, if somewhat long for an autocross. The next time I spend two nights at a hotel near Danville, I hope to be running several hours at VIR rather than several minutes of autocross.

Jim Michaels

BLUE RIDGE REGION BOARD MEETING

July 11, 2006

Draft Minutes Have Not Been Reviewed By The Board Rev. 1.1

VISIT THE WEB SITE— www.brr-pca.org

ATTENDEES: President Ed Clowser, Gary Templeton, Dave Snow, Gary Bell, Jerry Hampton, John Kuykendall, Will Kuykendall, Mike Soroka, Bill Driskell, and Mick Michelsen.

MINUTES: The minutes were accepted from the June meeting

TREASURERS'S REPORT: Eddie Forte was unable to make the meeting and there was no report

WEB SITE: John and Will Kuykendall have accepted the position as Webmaster and will be revamping the website. They will bring it up to date and generally freshen it up.

The Board voted to include a link to Blau Rain advertisers on the web site as part of the current advertiser costs.

The member forum is not being used. There was considerable discussion as to how to increase use. The Kuykendalls will write an article for the Blau Rain about the forum.

Links not currently being used with be deleted.

MEMBERSHIP: There was no membership report.

SOCIAL: Gary Templeton reported the next social event will be the Mexican Pot Luck, held this year at the Sowers. The event is set for July 29 hosted by the Martins and Sowers. Details are in the Blau Rain.

There is no event currently planned for August as the Drive-In event was moved to July due to the showing of *Cars* starring Porsche Carrera.

There was considerable discussion involving the Drive-In-Movie event. Although there were some last minute changes in plans due to the popularity of the movie, everyone attending had a great time.

TRACK: Track Chairman Gary Bell reported although we canceled the Driver's Education Event at Summit Point he had been told by management there they were more than willing to work with us again in the future.

There was considerable discussion about getting information regarding our annual Driver Education Event out to other car clubs. There was discussion regarding the possibility of conducting an autocross in conjunction with SCCA.

BUSINESS MANAGER: Jerry Hampton reported he had returned the check to Hendrick Porsche along with a note of thanks.

HISTORIAN: No Report

SAFETY: No Report

EDITOR'S REPORT: No Report

OLD BUSINESS: There was discussion about moving the Board meeting to the new show room of Porsche of Roanoke. The Board agreed to move the meeting there if all parties were in agreement.

The Board agreed the meeting should not rotate between the Virginia Transportation Museum and Porsche of Roanoke as it would be confusing for the membership.

NEW BUSINESS: President Clowser stated there would be a conference call for all Regional Presidents coming up and invited any of the membership who wished to sit in on the conference call with him. He also mentioned a letter which had been recently sent out regarding violation of Porsche trademarks.

The next scheduled Board Meeting is August 8th at 7:30 PM at the Virginia Museum of Transportation in Roanoke. All Blue Region members are invited.

Change of Board Meeting Location

The **September** board meeting will be at Porsche of Roanoke Tuesday September 12, 2006 at 7:30 PM.

Your Porsche on Alcohol

by Mick Michelsen

Spurred by a recent article in *Excellence* on ethanol fuel blends I wanted to know what this stuff is going to do to the systems in our 914, 356, and 64 Chebbie. Not so much from a performance standard, but what materials in the fuel systems were not designed for the blends and may present a future opportunity to utilize my Haylon bottle. Perhaps some more knowledgeable members can comment if any non-recommended materials are present in modern Porsches. For the Porschesaurus fuel systems, I know there is non-recommended material, and will present certain problems. Soldered fuel tanks and fuel lines quickly leap to mind! And God only knows what sort of material that plastic fuel line in the 914 was made of 32 years ago. Most of this information comes from an article by Edward English, published in 2006 titled "E10 and E85 Fuels? A Discussion on Materials Compatibility". There are two predominant ethanol-gasoline blends in the US. The most widely used is 10 percent ethanol and 90 percent gasoline (E10), which is commonly used in areas where there is a state ban or phaseout of the fuel blending component MTBE. The other common blend is 85 percent ethanol and 15 percent gasoline (E85). This is the blend used in Brazil. Usage of both blends is increasing in the US because of state-by-state MTBE bans and because the Energy Bill of 2005 mandates a certain percentage of the nationwide fuel supply to come from ethanol.

There are four issues which could result from storing, distributing, or dispensing E10 and E85 fuels: phase separation, solvency, metal corrosion, and permeation of nonmetals.

1. Phase Separation (or water in your gasoline)

Conventional gasoline can contain up to about 0.2% dissolved water before the water "drops" out of solution to the bottom of the storage vessel as free water. E10 fuel can hold more dissolved water than gasoline, approximately 0.5%. When an E10 fuel undergoes phase separation, a separate layer of water with a high percentage of ethanol settles to the bottom of the fuel system. The remainder of the fuel in the upper layer is gasoline containing a small percentage of ethanol. An E10 fuel system near its saturation limit may experience phase separation if there is a sudden drop in temperature. This is the reason the ethanol used to make E10 and E85 fuels is shipped by railcar or tanker truck, rather than pipeline, and blended at the terminal prior to final delivery via truck to the underground tank system (retail gasoline station).

Unfortunately, Porsches are not designed to run on a mixture of ethanol and water, so if phase-separated ethanol and water is pumped into a your fuel tank, the Porsche may become stranded at the pump or eventually stall after fueling. Phase separation of E85 fuels may also occur, but not as easily, because approximately 4 percent water is needed for phase separation to occur.

2. Solvency

Alcohol has the ability to dissolve organic material. E10 and E85 fuels have the ability to dissolve the petroleum-based sediment, particulates, and lacquers found in fuel systems which previously used conventional gasoline. In this case, E85 has a greater solvent capability than to E10. From a practical standpoint, a retail station which converts to E10 or E85 should thoroughly clean and inspect its tank system prior to conversion. It is also important appropriate in-line filters are installed at the pump. Will these precautions take place at the Stop and Shop where you fuel up? If your gasoline retailer recently converted to an ethanol blend, changing your fuel filter might be a wise course of action.

3. Metal Corrosion

U.S. DOE recommended compatibilities for ethanol fuel blends are as follows.

Metal Compatibility E10:

RECOMMENDED:

Aluminum

Black iron

Brass

Bronze

Carbon steel

Stainless steel

NOT RECOMMENDED:

Galvanized zinc

Metal Compatibility E85:

RECOMMENDED:

Bronze

Black iron

Mild steel

Stainless steel

Unplated steel

Nickel-plated aluminum or brass

Aluminum alloy

NOT RECOMMENDED:

Brass

Lead

Lead solder

Magnesium

Lead-tin alloy (tin-plated steel)

Zinc

4. Permeation of Nonmetals

Ethanol in fuel can permeate nonmetal materials. Permeation can result in excessive swelling, plasticization, and leaching of antioxidants and heat stabilizers which are added to nonmetals to confer certain performance properties. This can lead to a measurable loss in strength and flexibility of the material.

There are two broad categories of nonmetal materials in fuel systems: elastomers and polymers. I find this area of considerable personal concern as I don't know a "Acrylonitrile" from a hazel nut, and Dr. Wilson finds some of these materials such as Polyamide and Polypropylene compatible and non-compatible. Perhaps someone more knowledgeable than I can comment whether any non-recommended materials are present in modern fuel systems.

Elastomer Compatibility E10 Fuels

RECOMMENDED

- Acrylonitrile (hoses & gaskets)
- Fluorocarbons
- Fluorosilicone
- Natural rubber
- Polychloroprene (hoses & gaskets)
- Polysulfide rubber

NOT RECOMMENDED

- Acrylonitrile (seals)
- Polychloroprene (seals)
- Urethane rubber
- Zinc

Compatibility E85 Fuels

RECOMMENDED

- Acrylonitrile
- Nitrile rubbers
- Polychloroprene
- Polytetrafluoroethylene
- Fluorocarbon

NOT RECOMMENDED

- Natural rubber
- Cork gasket material
- Leather

Polymer Compatibility E10 Fuels

RECOMMENDED

- Acetyl
- Polyamides
- Polypropylene
- Polytetrafluoroethylene
- Fiberglass-reinforced plastic

NOT RECOMMENDED

- Polyurethane
- Alcohol-based pipe dope

Compatibility E85 Fuels

RECOMMENDED

- Polyamide
- Polyethylene
- Polypropylene

NOT RECOMMENDED

- Alcohol-based pipe dope
- Methyl-methacrylate
- Polyamide
- Polyester bonded fiberglass
- Polyurethane
- Polyvinyl chloride

A Message from the New BRR-PCA Webmaster(s)

By John Kuykendall

Greetings. My son Will and I have agreed to take on the role of “webmaster” for the region. Will is the “brains” behind this effort, as he currently works for G3 Systems, the original designer and webmaster for the BRR website. Will and I are looking forward to making and keeping the Blue Ridge Region website up-to-date, attractive, and useful to the membership. Behind the scenes, we have been going over the administrative details of the website with the former webmaster, Mike Roberts, who is leaving the area and returning to his home country of Australia. We have gotten a good bit of the history and some good ideas from Mike before he leaves the country. G'day to ya, Mate!!

One of our first tasks as webmasters will be to update or remove a lot of the dated items and nonfunctional links on the site. We will be pulling the old classified ads, but will first contact the sellers to verify their ads are no longer current. In the future, we plan to have an expiration date for classified ads. More details to follow regarding an updated and enhanced classifieds section. There are also a lot of old links on the site that no longer work or exist, so we will be fixing those as we find them. And, we will be removing a lot of “old news” items that are no longer current. That means we will need you, the members, to provide us with “new” news items for the website!

One of the ideas we have seen on other PCA region web sites, and are suggesting be added to our region's website, is a “member profile” section. We already have a “Member” button on the site, but it currently does not link to or contain anything. We are suggesting each member who wants to participate provide us with a favorite picture of your Porsche (or Porsches, as the case may be) along with your name and any other nonspecific information about yourself or your car you would like to share. We are sensitive to the member's need for privacy, so we are not proposing any personal information be posted or shared. Just a picture and any info you care to share. You can send any digital pictures and text information as an attachment to the webmaster Email address (webmaster@brr-pca.org). We can start putting your profiles on the web as soon as they are received.

If you haven't visited the web site recently, you will be pleased to see we now have copies of the latest BRR-PCA minutes and copies of the last

two Blau Rain newsletters posted on the site. We also hope to update and enhance the “Events” section with a calendar of events that includes links to additional event information, directions, contact persons, etc. Finally, for those of you who are not aware, there is a web “forum” on the BRR-PCA site that allows members to discuss Porsche-related topics with other members, and possibly with other Porsche owners as well. Please see the article elsewhere in this newsletter about the BRR-PCA Forum.

Well, enough for now. Hopefully, you will begin to see the improvements to the website in the very near future. We welcome your input, comments, and suggestions for making the BRR-PCA website a useful, attractive and easy-to-use resource for the members. Please send any comments or suggestions to us via e-mail (webmaster@brr-pca.org).

Let’s Use the BRR-PCA Website Forum!

By John Kuykendall, Webmaster

Having just taken over the duties of webmaster, I find this also conveys the duties as Forum moderator!! So far, that hasn’t been much of a burden! Let me explain . . .

As some of us who have attempted to communicate or discuss something via the website Forum know, it is not very heavily used or active. This is unfortunate, as it is a perfect, uh, forum, for discussing all things Porsche or Porsche-related. As it turns out, there is also a “classifieds” section of the Forum, whereby users can list or search for used Porsche parts or cars for sale. Why isn’t the Forum getting used? One comment we’ve heard is members don’t see enough activity, and responses come so slowly, it’s not very rewarding to use. Another possibility is members don’t know how to use the Forum, or are uncomfortable with the process of registering. In an effort to encourage more use of the Forum, let me explain a bit more about the Forum, and how you can get registered to use it:

The Forum contains the following discussion sections –

- Announcements
- Events
- Technical Discussion
- Off Topic
- Buy/Sell/Wanted Classifieds
- Feedback

Each section is open to anyone, members or others outside of the membership, to read only. If you want to post a message in one of the discussion areas you will have to “register” as a user. The registration process involves clicking the “register” link at the top of the Forum where it says “Welcome Guest (Log in! Register)”. Then, you will simply enter a “user name” that you choose, a unique password, and your Email address. Your Email address will only be accessible to the Administrator and others who have registered and been accepted. You do not have to share any other personal information. Currently, the “classifieds” section is only accessible to registered members.

Hopefully, in the future we will get more members to use the Forum to discuss Porsches, get the word out about events and announcements, to discuss the brilliant (and not-so-brilliant) technical aspects of our Porsches, and to buy or sell those Porsches and Porsche parts cluttering up the garage or basement. Give the Forum a try!! Contact me at (webmaster@brr-pca.org) if you have any problems registering for or using the Forum, and we'll get it fixed!

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Construction is under way on the brand new showroom at 5000 Franklin Road (Route 220 South). For more information please contact Jeff Webb; 540-774-3030.



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EXHAUST NOTES

I understand the drive to see Cars at the drive-in ended a bit early as the theatre was nearly full and a line of cars was waiting. The plan quickly changed and most went to the Pink Cadillac Diner for food and conversation. I bet Sally Carrera was as cute as the previews.

The much anticipated Mexican pot luck dinner occurred July 29. As expected there was no shortage of fun, food, and good company.

Porsche is continuing toward the introduction of the new 4-door Panarama. With the successful Cayenne introduction giving Porsche a SUV presence, it will be interesting to see how the luxury sedan market responds to Porsche's new model. It will also be interesting to see how the upward spiral of gasoline price affects the high-end automobile market. Along those lines, the entry of the Panarama into NASCAR racing for the 2008 season will change the face of NASCAR. Along with the 2007 season entry of Toyota, the NASCAR circuit will have more than the former American big 3 to see winning races. I have worn my Porsche shirt to several NASCAR races at Richmond International Raceway. Maybe I will be joined by other Porsche fans in 2008.

The hazy, hot, and humid weather of summer has arrived. While I still drive my Porsche, I do so with the top up and AC more often. The outdoor car events must now wait for cooler weather. While I prefer heat and humidity to cold and snow, those Porsches with ski racks mean Porsche is a year round car (Cayenne owners can smile here).

Stay safe and come to an event. We will be glad to see you.

Dave

Note: I hope the resolution of the pictures is better this month. Our printer suggested a larger picture file.

Welcome new members:

David Cundiff from Lynchburg with a 1978 911SC

Tech Tip

Use the PCA web site to ask and research technical questions about your car. Model specific questions and answers are emailed to you.



MARKT



One pair of original Forged Club Sport wheels (16" x 7") with Kuhmo Ecsta's 225/45 x 16 (75%). Wheels have curb rash but are great for track use. They are \$400 each refinished but you can have all of them for \$400 obo. Contact Eddie at 540-721-3678 between 6 – 9 PM or eddiefort@gmail.com.

-- **1987 911 Race Car**, '95 3.6 engine with TPC factory installed Supercharger. Welded cage, brakes & suspension upgrades. GT Racing RSR kit, G-50 trans. Fuel Cell, Headers, SS Brake lines, & Fiske FM/10 Wheels. Great DE Car with low miles on engine. Used only twice since supercharger installed. Ready to GO ! \$ 24,975. Call Ed Cincotta 908 705-2652 for more details, or email eachcheckedflag@aol.com.

-- **1974 Porsche 914 2.0L**, Chartreuse/tan, 100,250 original miles. Excellent original condition. Non-working A/C, Stainless heat exchangers, & almost new Bridgestones. Drives extremely well. \$8,500. Call Jeff Wendell 540-982-8218 or 540-353 2536 (cell).

-- **1988 911 Cab**. Turbo look body. Fresh engine, black paint, new top, 8 & 9X16" BBS wheels. 90k on odometer. \$27k. Bill Driskell, 540-745-4749.

-- **1987 Porsche 944**. White/tan, 5-speed, Boxster wheels (7&8X17), MSDS Stage 1 kit, Colgan bra, orig. Blaupunkt, turbo valance, records. Great shape. \$5,400 OBO. Chris Morganheira 215-431-2968 or lukebusier@yahoo.com.

-- **OEM 996 Turbo Wheels, Rear**. 11 x 18, ET 45 (996 362 142 10). Blimish free with half used Michelin Pilots mounted. \$550 plus shipping, OBO. Dave Moore, 304-549-4523 (Charleston, WV), or email david.moore@wvdsi.net.

-- **Wanted: Two 16 X 6 Fuchs wheels**. Round & not bent. Previously run on winning Porsches at LeMans, Daytona, or Franklin County Speedway a plus, but not required. Mick Michelsen, 540-981-0356, or chathamms@aol.com.

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