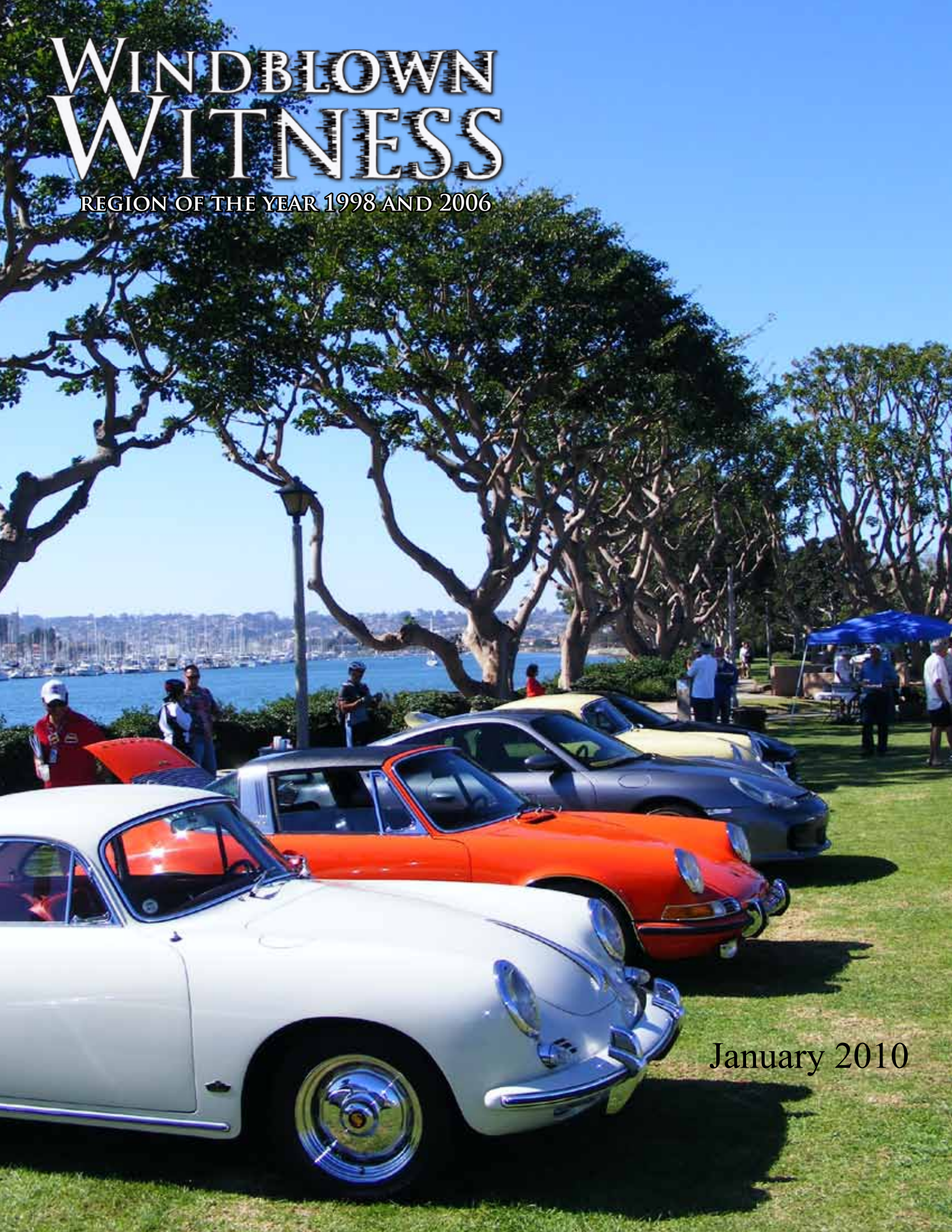


WINDBLOWN WITNESS

REGION OF THE YEAR 1998 AND 2006



January 2010

PCA SDR Installation and Charity Banquet



Saturday
January 9, 2010
6-10pm

Birch Aquarium
La Jolla

Attire is business casual/semi-formal

5:45pm

Check In

6:00pm

Cocktails & Aquarium Viewing

7:00pm

Dinner, Live Auction, & Awards

Dinner by The French Gourmet
(duo plate of chicken & fish, vegetarian
meals upon request)

Followed by Live Music from Sole Mar
Bossa Trio and Dancing



Registration

\$50 per person

Due by 12.28.2009

Price increases to \$60
after the deadline.

Space is limited so be
sure to register early!

Visa or Mastercard

pcasdr.motorsportreg.com

Check

Detach this section,
complete, and mail to:

Jackie Corwin
1123 Loma Vista Way
Vista, CA 92084

Check made payable
to **PCA-SDR**

Name of Attendees:

Total Enclosed: _____

WINDBLOWN WITNESS

Volume 51 Number 1

January 2010

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October TT in the Desert



ALMS Racing

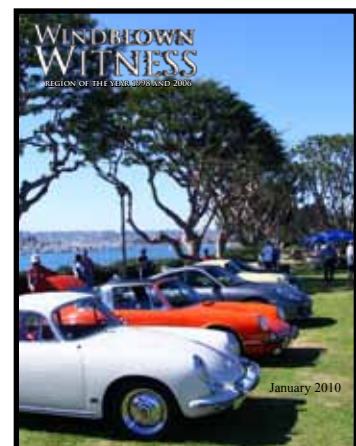
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COVER PHOTO

SDR's Halloween
Concours on the Bay

*Photo by Greg
Phillips*



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San Diego Region 2010 Committees



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Auto Museum Michael Harris Franka Lanza	AUTOMUSEUM@...	Insurance Tom Golich	INSURANCE@...		
Autocross Jerry Bumpus Bill Behun Don Middleton John Komer	AX@...	Legal Affairs Bill Hartsock	LEGAL@...		
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Chief Driving Instructors — AX/DE Joel Bowman Dan Chambers Mark Rondeau — TT Jack Miller	CDI@...	Policy and Procedures Tom Brown		Timing — AX Doug Briggs Martin Reinhardt Tawfik Benabdeljalil Kim Crosser* Dick Schroeder Tom Brown — TT Robert Baizer Tawfik Benabdeljalil	TIMINGQ@... TIMINGAWAY@...
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Driver Education (DE) Peter Busalacchi Martin Lipp	DE@...	Region Rules Tom Brown	RULES@...		
eMaster Kris Urquhart Bill Allen	EMASTER@...	Registration — AX/DE Janet Yaws Cathy Young — TT Robert Baizer	REGISTRAR@... PREREGAWAY@...	Vintage Racing John Straub* Kaid Marouf Joe Hofmann Monique Straub	VINTAGERACING@...
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Goodie Store VOLUNTEER NOW!	STORE@...	Tech Advisor Steve Grosekemper	TECH@...		

* denotes committee chair

"@..." indicates an e-mail address on the PCASDR.ORG domain



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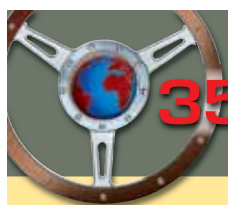
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Attention in the Pits!

BY CURT YAWS, PRESIDENT

Welcome to PCASDR 2010. On behalf of the 2010 Board members: Bill Behun, Neil Heimburg, Mark Rondeau, Rikki Schroeder, Carl Scragg, Monique Straub, and myself, we invite you to attend our many events throughout the year.

There are many ways to enjoy your Porsche and meet other like-minded people. Make this the year that you try something new. Go on a Tour. Attend a Tech Session. See the wonderful cars at a Concours. Try a Rally. See if you can be at every Last Tuesday Social. Or try my favorites, Autocross, DE and Time Trials. You will get your best mileage out of the Club if you try them all.

We have planned many educational opportunities at our events this year so if you don't know exactly what's going on, you can learn. For you veterans out there, pick your favorite event and volunteer to pass on your knowledge to a new member. It will bring joy to both of you.

I'm going to make a plug for our sponsors. We have many companies and individuals who sponsor events, and without them we could not present the quality programs that we offer. Take every opportunity to thank them personally.

This club is in very solid and stable hands because of the close friendships and relationships built up over years by volunteers who enjoy their special cars. No one has to take on a volunteer job blind-folded in this club. There is an incredible depth of talented people who have gone before in each position, and they are all willing to help someone learn and enjoy a new opportunity. That's my first plug for you to volunteer and participate. It's truly the best way to meet great people and enjoy your

Porsche.

Each of you will have a wonderful new year in 2010, full of options for fun, friendship and learning. Make the Porsche Club San Diego Region one of your favorites.

We're glad you are a member.

Off The Top

I hope to use this column each month to recognize a few people who are doing extraordinary good things, the kind of things we all enjoy. This month I might mention more than a few.

Did you know that it takes about 50 people to run an Autocross event, for the benefit of around 100 drivers? Our outstanding Autocross chairs, Jerry Bumpus, John Komer and Don Auten pull it all together with advice from Bill Behun. These guys are at the track early to unload the trailer, which has already been delivered the night before by Peter Czajkowski or Mark Garriott. The Tech team also shows up early, led by George Taylor and Emilia Turkovic. Steve Grosekemper lends Tech advice, which we always need. Show up early and you are likely to find hot coffee, organized by Gail Dana, who will also make sure we have ice, sodas, porta-potties, and after-driving drinks.

What, you don't have to stand in line because you pre-registered? Good for you! Leigh Rayner and Jackie Corwin put in a few days of work ahead of the event so you would be in the right class and have that nice envelope with your name on it, waiting for you at Tech. Cathy Young and Janet Yaws do the registration sweep-up at the event, helping the walk-ups and shuffling the run groups to keep the Chief Driving Instructors happy. They also recon-

cile the books to keep us properly funded.

Those CDI's: Dan Chambers, Mark Rondeau and Joel Bowman keep the run groups evenly balanced, assign student-instructor pairs, and conduct the track walk, teaching new drivers the tricks. They also run the Performance Driving School, those major 3-day events everyone loves. Did I mention all the instructors they recruit, train and co-ordinate? The instructors are a very large group of volunteers we could not operate without.

No cars on the track yet? Please be patient while our Safety Chairs, Tom Comeau and Erik Kinnering first drive the track to see if there are any problem areas that we may need to look at. Our safety record speaks for itself, and these guys are always watching.

Now that the track is about to go hot, we have Steve McKay managing the corner workers who will pick up those cones you hit, and help you if there is a problem on the track. Keeping record of your times is done with our computer timing system in the trailer, run by Kim Crosser, Martin Rinehardt, Tawfik Benabdeljalil, Dick Schroeder, and Tom Brown.

Let's see, what else? It all started about a month ago when Tom Golich secured insurance with PCA National to cover us. It looks like we have it all ready.

Attention in the pits!!! Drivers in the first run group, report to pre-grid.



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Happy New Year!

By SUSAN BROWN, EDITOR

We are fortunate enough this month to have a couple of new writers. Robert Baizer is well known in our racing circles, but he doesn't normally write many articles. But he had to share his trailer-tire blowout story with us. And it's fun to read about the other side of that incident in Greg Phillip's article about SDR's October time trial. Two sides of the coin. Our other new contributor this month is Dale Sommerfeld. He shares the adventure of his first Concoors with us. His article does a great job capturing the stomach-clenching nature of Concoors, as well as the joy and satisfaction that comes with a job well done.

Our new board and committee chairs are doing a great job setting out the calendar for 2010. If you want to plan your calendar too, go to PCASDR.ORG and check out the calendar of future events.

Cover Story

A funny thing happened on the

way to the printer this month. Greg Phillips took some great photos at the October Concoors, and I had quite a few to choose from for this month's cover. I was all set to go with one featuring Andrew Manz's gorgeous red 356. Greg puts all his photos up on Flickr and I download them from there. However he doesn't always put the full sized images up, to save time on the upload. So everything looked good until I got the full size image and printed it out for one last check. Oh no! Perhaps Andrew stepped away from the car to let Greg take the picture, mid-cleaning? If I hear the story I'll let you know, but the picture didn't make it on the cover due to the splotch of white cleaning paste (?) right smack in the middle of the hood. You probably can't spot it in black and white below, but if you go to the *Witness* version on the website you'll see what I mean. Sorry about that Andrew--it's in all 7 of the pictures!

Hot off the Wire

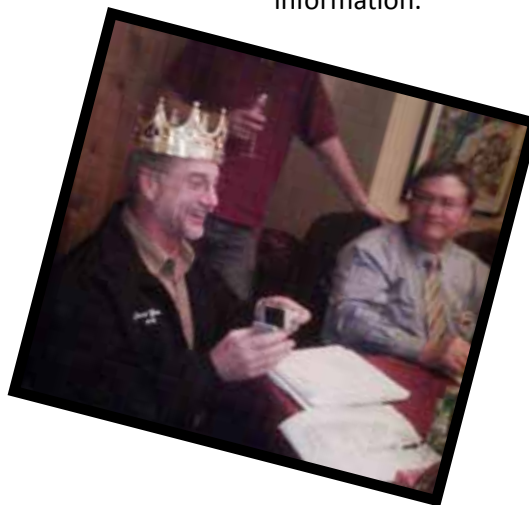
Bloomberg News announced the 2010 Porsche Panamera as its Car of the Year for 2009. This is Bloomberg's first-ever Car of the Year selections, with seven categories in all, including Car of the Year, Green Car, Economy, Family, All-Around SUV, Sports Car and Executive Sedan. The Bloomberg recognition comes on the heels of the Panamera receiving an Edmunds Inside Line Editors' Most Wanted 2010 trophy at the 2009 Los Angeles Auto Show. That's impressive! I want one...

Parade Planning

The first 2010 Parade advertisements are out, see page 21. It's not too early to start planning for The 55th Porsche Parade to be held in St. Charles, Illinois Saturday, July 3rd-Friday July 9th, 2010. That's right, we're back to a full week Parade. Yours truly will be the Parade Registrar for the St. Charles Parade, so I just happen to know that registration opens March 9th-11th (all three days are considered "first day" registration). Check out the Parade website PARADE2010.PCA.ORG for more information.



Andrew Manz's 356 almost made it on January's cover



President Curt Yaw's "coronation" at the December Board meeting

January 2010

Wednesday, January 6, 2010

Monthly Members and Board Meeting

Time: 6:00 p.m. Social hour and food
7:00 p.m. Meeting
Place: Brown's Home
2240 Corte Ananas
Carlsbad, CA
760-942-2706

Details: The monthly meeting provides an opportunity to mingle with some of the club's most active leaders and to watch the Board of Directors in action. Food and beverages are provided before the meeting. All members are welcome.

Saturday, January 9, 2010

SDR Installation Banquet

Time: 5:45 p.m. Check-in
6:00 p.m. Cocktails
7:00 p.m. Dinner and Festivities
Place: Birch Aquarium
La Jolla, CA

Details: PCASDR's annual event, this year featuring awards, dinner by the French Gourmet, and live music by the Sole Mar Bossa Trio for your dancing pleasure. \$50/person prior to December 28th, after that, \$60/person. Register and pay on WWW.PCASDR.MOTORSPORTREG.COM

Saturday, January 16, 2010

Zone 8 Awards Banquet

Time: 6:00 p.m. Cocktails
7:00 p.m. Dinner and Awards
Place: Marriott Manhattan Beach
1400 Parkview Avenue
Manhattan Beach, CA
1-310-546-7511

Details: Zone competition awards, region and enthusiast recognitions, silent auction and entertainment. \$65/person, send check to Suesan Way at 10385 Bonnie Lane, La Mesa, CA 91941, or contact SUESANWAY@POBOX.COM

Sunday, January 17, 2010

SDR Autocross, West Lot

Details: See page 43
Contact: AX@PCASDR.ORG, Online registration at PCASDR.
MOTORSPORTREG.COM

Tuesday, January 26, 2010

SDR Last Tuesday Social

Time: 6:00 p.m.
Place: Bay Park Fish Co.
Bay Park Fish Co.
4121 Ashton St.
San Diego, CA 92111

Details: WWW.BAYPARKFISHCO.COM. See page 25.

Friday-Sunday, January 29-31, 2010

SDR Zone 8 Time Trial

Details: See page 10
Contact: TT@PCASDR.ORG, Online registration at PCASDR.
MOTORSPORTREG.COM



For email notification of events please send your email address with a request to join the PCASDR eList to: EMASTER@PCASDR.ORG. For up to date information on events, go to www.pcasdr.org

February 2010

Wednesday, February 3, 2010

Monthly Members and Board Meeting

Time: 6:00 p.m. Social hour and food
7:00 p.m. Meeting

Place: McGowan/Verlaque Home
2270 Nielsen Street
La Mesa, CA
619-886-5335

Details: The monthly meeting provides an opportunity to mingle with some of the club's most active leaders and to watch the Board of Directors in action. Food and beverages are provided before the meeting. All members are welcome.

Sunday, February 7, 2010

Driver's Awards Dinner

Time: 5:30 - 9:30 p.m.

Place: Basic
410 10th Avenue
San Diego, CA 92101
619-531-8869

Details: Limited Space! For more information, see inside back cover or call Katina Rondeau at 619-934-6554. \$25/person. Register and pay on WWW.PCASDR.MOTORSPORTREG.COM

Saturday, February 13, 2010

SDR Autocross, West Lot

Details: See page 43


Contact: AX@PCASDR.ORG, Online registration at PCASDR.
MOTORSPORTREG.COM

Tuesday, February 23, 2010

SDR Last Tuesday Social

Time: 6:00 p.m.




Zone 8 Porsche Club of America
Awards and Recognition Banquet and Charity Auction
Competition Awards – Sam Wang Memorial Award – Enthusiast of the Year -
Region of the Year - National PCA Executive Council Guests

January 16, 2010
6 P.M Reception – 7 P.M Dinner
MANHATTAN BEACH MARRIOTT and GOLF
1400 Parkview Avenue
Manhattan Beach, CA 90266

\$65.00 per person
Dinner choices: Stuffed Breast of Chicken, Baked Sea Bass or Braised Short Ribs

Please send banquet reservations with dinner choices designated
and check payable to "Zone 8 – PCA" by January 9 to:
Susan Way, 10385 Bonnie Lane, La Mesa CA 91941.

Marriott Hotel guest room rates at \$119.00 per night to reservation date January 9, 2010.
Mention "Porsche Club Banquet"

PCA San Diego Region & Zone 8 Time Trial

Streets + Big Willow Time Trials

January 29-31, 2010

**3-Days 2-Tracks!
Double Points!!**

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- ★ Big Willow Saturday & Sunday with normal Sat. practice and Sun. mid afternoon TT
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REQUIREMENTS:

- Participants without Competition Permits must have completed 8 Autocross-type events or equivalent accumulated over at least 9 months but no more than 18 months
- SNELL SA2000/2005 or M2005/2010 helmet (M may require balaclava depending on clothing requirements)
- 5-point harnesses for all drivers & passengers and proper mounted fire extinguisher in Prepared class or higher
- Pre-tech strongly encouraged
- 2010 Zone 8 TT Driving Rules apply, see www.pcasdr.org

EVENT HOTEL:

Inn of Lancaster
44131 Sierra Highway • Lancaster, CA 93534
Tel: (800) 406-0466 • Room: \$79 Single/\$89 Double*
Reference the Porsche Club/J. Miller room block
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*Rates subject to change by hotel, tax not included
Room block released 1/21

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For track information and directions: <http://www.willowspringsraceway.com>

January 29-31, 2010 — PCA-SDR & Zone 8 Time Trials — Streets/Big Willow

Car Number _____ Car Class _____
Driver Name _____
Phone _____
E-mail _____
Member # _____ Region _____
Emergency Contact _____ Phone _____
Driver Status: _____ Instructors, will you instruct?
☐ Student ☐ Driver ☐ Instructor ☐ Yes ☐ No

Do you have a: _____ Signed _____
Competition Permit? ☐ Yes ☐ No Log Book? ☐ Yes ☐ No

Car Year _____ Model _____

Car Number _____ Car Class _____
Driver Name _____
Phone _____
E-mail _____
Member # _____ Region _____
Emergency Contact _____ Phone _____
Driver Status: _____ Instructors, will you instruct?
☐ Student ☐ Driver ☐ Instructor ☐ Yes ☐ No

Do you have a: _____ Signed _____
Competition Permit? ☐ Yes ☐ No Log Book? ☐ Yes ☐ No

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Any 2 days Entry Fees at \$350 per driver (**\$320 online**)..... \$ _____
Any 1 day Entry Fees at \$205 per driver (**\$175 online**)..... \$ _____
\$25 Late Fee (postmarked/faxed between Jan. 16 and Jan. 25)..... \$ _____
\$100 On-site Registration Fee (if registering after Jan. 25)..... \$ _____
\$30 Transponder Rental (or you MUST enter your # to the right).... \$ _____
\$10 2010 Zone 8 Competition Permit or Log Book..... \$ _____
TOTAL..... \$ _____

If not all 3 days, indicate day(s) below:

☐ Friday ☐ Saturday ☐ Sunday

**If no Transponder Rental,
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Or Fax to: (619) 501-2871 (w/no cover)

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★ Please bring a filled-in Tech form with you to your Pre-tech inspection: <http://www.pcasdr.org/img/pdf/general/AXRegForm.pdf>

No Vehicles Beyond This Point

By TOM BROWN

November, 1999. How did that get to be 10 years ago? I'm sure we all ask that question from time to time. I've always liked this cover; the sign is too funny with all the cars in the background. Front and center is a 1994 Turbo 3.6 owned by Orange Coast Region's Ed Buliavac. He and the car won Best of Show at both our local region Concours and the Golden Empire Region's California Challenge Concours. Or was he from the Los Angeles Region? Both were claimed, I don't know which is correct...

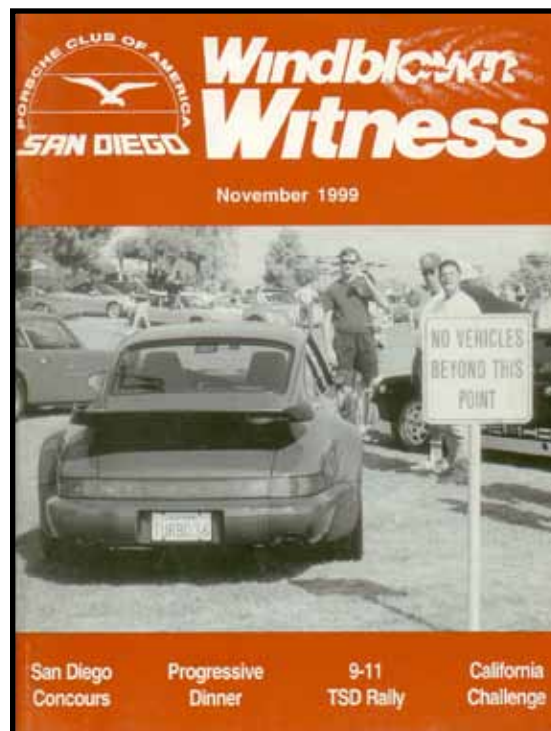
Speaking of the CA Challenge, this event began in 1997 and continues today in a modified fashion. It was intended to pit Zone 7 against Zone 8 for a great weekend of competitions: Autocross, Concours and Rally. However, after 1999 Zone 7 declined to participate, so today it's a region against region event. Having won the event in 1998, Zone 8 repeated the win in 1999 as the overall winner with the highest scores in the Rally and Concours events. As for the Autocross, Keith Verlaque reported that it must have been because we were using Zone 7 rules that year, or maybe we were going easy on them so it wouldn't be a total blowout. Either way, as the song says, two out of three ain't bad.

There were **three** count 'em, **three** tech articles in this issue. All about corner balancing; care and maintenance of your convertible top; and engine cooling at big track events. Steve's Tech Question of the Month was: Why do the head gaskets for the '73 Carrera RS have a part number that starts with 912? (Part # 912.104.314.00) The answer was found in the December 1999 issue (and is at the bottom of this column).

The progressive dinner report showed that it was quite the to-do! Three houses, three courses and three bands. Yes, each house had live music starting with a Mexican Fiesta theme, moving to Spanish dancers to wow the crowd with the main course and closing down the evening with rock-n-roll where the attendees could dance until they dropped.

The monthly tech session covered do-it-yourself maintenance, with our own Rich Caccese, Ted Myrus and Bob Albrecht covering such topics as transmission fluid, oil and coolant replacement; as well as spark plugs; ignition points; and air filters.

Also in this issue was the next installment of John Hajny's (Central NY Region) series about high performance driving. The topic was proper throttle control through the turns. While keeping everything



smooth and fluid, once you start that turn in towards the apex cone, it's time to get back on the gas to both maximize acceleration out of the turn and to shift the weight back to the rear wheels thereby increasing your traction through the turn and therefore reducing the likelihood of a spin.

The featured advertiser of the month was Black Forest. A long time supporter of the club (they are particularly known for their sponsorship of our Performance Driving School), it is worth mentioning them again here. Founded in 1975 by club members John and Bonnie Rickard, Black Forest is a full service maintenance shop for Porsche and BMW. They perform all regular maintenance and service as well as electrical and fuel injection diagnosis, engine and transmission overhauls, and smog system repairs. Remember to support our advertisers!

Bob Fagaly reported on a recent visit to an English Porsche dealership. The local manager was kind enough to spend some time with him and explain how buying a Porsche works over there. Interestingly enough, almost all sales of new cars are custom orders. The cars you see on the showroom floor are already sold, just awaiting delivery.

About that part number; the gasket was originally built for the Type 912 engine used in the 917; so no, it wasn't a part for the Porsche 912.





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Just a Stunned Guinea Pig

By JOHN STRAUB, HISTORIAN

It's black...I sit here starting at the computer screen like a stunned guinea pig. What am I going to write about?

I know, I'll pick up where I left off talking about the history of San Diego Region. The year was 1991. Let's start there.

The President was Bob Lemke, the Vice-president was Steve Hall, Secretary was Vince Knauf, Treasurer was Tom Schock, with the other board members, Steve Dente, Nancy Rydbeck and Monique Straub. Our Membership Chairs were Jim and Shirley Douthit, Tech Session was Pat Norris, Concours was Ernie Paschoal, Event Insurance was Bill Myrick, Driver Training was Steve Dente, Rallies was Paul Young, Social was headed by P.J. Feldman and Debbie Okleshen, Witness Billing was Royce Ann Myrick, and Debi Norris as the *Witness Editor*.

The year started off with a three-day driver training school put on by Steve Dente; with a chalk talk Friday night, school on Saturday and an autocross on Sunday. Some of the members running were: Dick Hofland, Pat Norris, Steve Grosekemper, Jon Wactor, Vince Knauf, P.J. Nudo, Steve Livelsberger, with Bob Gagnon taking TTOD in his 914/6 GT.

Our next event up was a tour and fish-fry at Barrett's Cafe out Highway 94. The mini-rally was put on by Paul Young and started at the May Company parking lot in Mission Valley. Art and Jerry Wrightson were the big winners of the event, but everyone had a great time. Also in February we held another Autocross with me taking TTOD in my 914/6 GT.

In March we held a weekender consisting of a rally on Saturday with a dinner and rally awards at the 94th Aero Squadron Restaurant. P.J. Feldman and Debbie Okleshen handled the social part of the event. This was a Zone 8 event and brought members as far away as Las Vegas. The autocross on Sunday had Bob Gagnon back on top for TTOD. I remember Bill Crosby and his wife Jackie were new to the club and covered the event for the *Witness*.

April brought with it another autocross with Bob Gagnon again on top with a TTOD in his GT. Some of the members running that event were Bob Lemke, Paul Young, Jerry Sturm, Phil Magistro, Bill Crosby, Mark Kinninger, Tim Comeau and Cecelia Knauf. At the end of the month we held a wine tour and the first stop was the Yeager Winery in Escondido, then to the Maurice Carrie Winery in Temecula. At this point in our club we were balancing one driving event and social event per month.

Off to May we went with a brunch and tour. The



brunch was at Neiman's in Carlsbad. I remember Steve and Jennifer Hall showing up with their new baby, Jillian Hall to celebrate Jillian's first Porsche Club event. I believe Steve was just telling me that Jillian is now starting college. Wow! How time flies! To end the month off at an autocross, I knocked Bob Gagnon off the TTOD spot again by taking TTOD in my GT. That was five Autocrosses so far that year with 914/6 GT's in the top spot each time. Also Steve Dente was knocking at the door with his 914/6. This was before all the really big engine cars started running our events. Steve was running a long stroke 2.8, Bob was running a long stroke 2.7, and I was running a short stroke 2.5.

Ending up the first six months of the year, we held a new member picnic at Harry Griffen Park in La Mesa. We sent invitations out to all new members to come and share a BBQ with friends. Rich Okleshen was our "Master Chef BBQer". The scent of hot dogs, burgers, and chicken wafted through the air. We had three-legged races, bubble blowing, water balloon tossing, and squirt guns for everyone. It was good food and good friends!

To end June we held a concours tech session at Pioneer Porsche put on by Pat Scanlan. The month ended with another autocross with Steve Dente finally climbing into the TTOD spot.

Next month I'll cover the last six months of 1991.



The Porsche Display

By MICHAEL HARRIS

Phase I of the San Diego Auto Museum's display of fine Porsche automobiles from Porsche number 1 to modern Carreras has just concluded. Over the two months that the exhibit ran, nineteen different Porsches were displayed. One of the more intriguing cars was a replica of the very first post-war Porsche sports car, the Type 356 number 1, known as the Gmund roadster. Built by an SDR member--Mark Gomez, from Vista, the car is strikingly similar to the original that resides in the Porsche Museum in Zuffenhausen. According to Karl Ludvigsen's 3 volume history of Porsche, "Excellence was Expected," the car was conceived in mid-1947 by Ferry Porsche and others at the company. With some Volkswagens being produced in limited quantities in the British sector of occupied western Germany, the initial idea was to build a VW two-seater sports car. The car was built with a light but stiff tubular steel space frame which was ideal for experimentation. The car had a wheel base of 84.6 inches and weighed 1,330 pounds. A VW motor was placed behind the driver with the motor and transaxle reversed to drive the rear wheels, the reverse of how the VW power unit was placed in the VW passenger car. A modified 1,131 cc VW unit was used, initially with a single carburetor and later with dual carbs. A sleek body was designed by Erwin Komenda and the car was test driven by Ferry Porsche. The original car had a bench seat, which later was replaced with two bucket seats. The replica is very close to the appearance of the original car.

Paul Young also contributed his beautiful concours-winning 2006 997 Carrera S in "paint to sample" Zanzibar



A Carrera Speedster and a pushrod Speedster join the Gmund Roadster and a Notchback coupe to complete this Porsche display of the rarest and most sought after 356 models

Red. Another late addition was an original owner light ivory 1964 SC Karmann coupe (chassis #215096) with red leatherette interior. The car was purchased new at an Omaha, Nebraska VW dealer in March 1964 for \$4,815. A dealer installed a Bendix radio (\$132.50), seat belts (\$12.90) and chrome wheels (\$80) which brought the total to \$5,083.40. The build date on the car was 8-5-63. The car was driven to California and registered here on 1-14-65 and still retains the original "black plates." The car was beautifully restored to original condition. Most of the original paper work was also displayed with the car.

The display also features a wonderful film highlighting



Gorgeous restoration by Skip Shirley of a 4-cam motor in a 1955 Carrera Speedster



Original black plate California 1964 SC coupe in light ivory



Original owner 1964 356 SC coupe in Light Ivory and red leatherette interior. Build date on this fully restored coupe is 8-5-63 sold new in Omaha Nebraska in March 1964

"50 Years of Porsche." The film starts with the original type 356 roadster hand built in Gmund, Austria and takes the viewer through racing victories at Le Mans and other racing venues through 1998. The film was produced by Porsche and displayed at the 50th anniversary celebration of Porsche at Laguna Seca, Monterey, in August 1998.

Phase II has opened with 12 Porsche racing cars. The earliest example is the Museum's replica 1954 550. The genesis of the 550 was Walter Glocker's aluminum Glocker Special. Glocker was a Porsche distributor and VW dealer in Frankfurt who, starting in 1950, built a series of lightweight aluminum race cars using a modified Porsche/VW motor. The Glocker Specials were all built on a short wheelbase of 80.7 inches, two inches shorter than the 356. Glocker's third Special was built on a 356 frame and used a 1.5-liter motor provided by Porsche which featured many upgrades. Built with light weight in mind, the car only weighed 990 pounds. As raced at the Nurburgring in 1952, the Glocker-Porsche Special resembled a 356 front and rear, but with more glass in the cockpit area. The car was modified by removing the top, adding another special Porsche racing motor modified to run on alcohol, displacing 1.5-litres and producing 86 bhp. The cars were very successful in competition. Previously, Porsche had only been racing sports cars. Based on the success of the Glocker Specials, Porsche developed the 550 which was similar in appearance to the Glocker Specials.

Speedster owner Skip Shirley has added a roll bar and racing numbers to his 1958 silver beauty and gone racing. The Speedster was developed at the request of American Porsche importer Max Hoffman who had a dealership in downtown Manhattan. Hoffman knew there were many potential American customers who wanted to race their Porsches. The coupes and cabriolets were too heavy for racing, and too expensive. The America Roadster was de-

signed as an aluminum open two-seater with racing in mind. It had a simple dash, open doors with no roll up windows. The cars were designed for export. (Open cars with no amenities had little attraction in Germany). The American version had a 1500S engine that produced 70 horsepower, and made with aluminum, the car weighed 1,580 pounds at the curb. The cars were very competitive but produced in very limited numbers (24 or so) and they were pricey. Hoffman wanted a Porsche that he could offer for sale for under \$3,000. The answer was the Speedster, produced in steel rather than aluminum, and offered as a 1954 model. To reach the threshold price of \$2,995, Hoffman deleted the tachometer from the car's standard equipment. In reality you could not buy the car for \$2,995 because all Speedsters came with a tachometer. Who would buy one without it? This was simply a typical American marketing trick. The car was produced from 1954 through 1958 and became the most iconic Porsche ever made.

Next in age is the 1964 904GTS, winner of the Targa Florio and many other events in 1964, and the first Porsche made of glass fiber. Moving into more contemporary race cars is John Straub's 1970 914/6 GT. The car looks very similar to what became the ultimate 914, the type 916 built in 1971. Only 11 were actually built, and the Porsche family snapped up five of the cars. It fell victim to the high cost of production and an anticipated mar-



A photo of James Dean refueling his 550 Spyder on the fateful day of his death looks over the Museum's 550. This replica is being offered for sale to help assist the Museum's fund raising efforts

ginal profitability. Oh, what might have been. John has raced his car in many historic racing car events including the recently concluded Monterey Historics. A similar car in appearance is Jim Peasley's modified 914 with a late model 911 motor, 911 suspension, and huge disc brakes. Fernando Mendoza built a clone 1972-73 911RSR which is also on display. The RSR was absolutely dominant in American and European sports car racing in its time. In 1973 with Peter Gregg and Hurley Haywood driving the Brumos Porsche RSR, they dominated the Camel GT IMSA series and won in Trans-Am as well.

Another unusual display car is David Loynd's extremely rare 1987 944GTR. The car was developed by Al Holbert to race in the American IMSA series. The car has a space frame, huge brakes, and a 2.5 turbo-charged motor that was powerful and scary fast. Unfortunately teething and political issues regarding the car prevented it from developing its potential.

Porsche Club racers are also included in the display. The 944 Spec racer has been very popular in PCA/POC circles. John Rickard's yellow 944 race car is an excellent example of the breed. If water cooled/front engine Porsches work with 4 cylinders they also work with 8 cylinders. Greg Phillips, SDR's resident 928 racing guru, has offered one of his race cars for display. Dave Gardner's big track 911 racer is also on display in Martini Racing colors. Mark Kinner's heavily modified 911 in blue with flared fenders, whale tail, slicks and a big motor is also on display. Last is Tom Malloy's 962. The 956/962 was Porsche's most successful racing car, winning Le Mans outright seven times over a span of 13 years (1982-1994). The 962 was campaigned in IMSA events into the mid 1990s in Momo colors of red and yellow. In addition to all the wonderful cars, there are a number of Porsche posters and model racing cars to interest you.

Docents will ensure that only visitors' eyes touch the cars, and a modern security and alarm system will provide additional security for all these treasures. The cars are displayed with general technical information about the car such as year, model number, weight, engine size, etc. Owners were also asked to answer some specific questions about the cars, such as "what interests you about Porsche," "reason for the purchase of this car," "any war stories about racing" and "reason behind the purchase of this car?" Some of this information will be shared with the viewers.

More details about the racing car collection will be provided next month, as well as photos of the cars. If you have not had a chance to see this wonderful display, please come out and enjoy the cars. See you at the Auto Museum.



Rear view of Type 356-1 amidst the 356 Porsche Corral at the Museum



Rich Caccese and son CJ try to take Dad's car home after 8 weeks of the Porsche Display at the Museum. "Gee. How do I get this thing in reverse?"



Type 356, number 1, the first Porsche 356 built in Gmund, Austria in 1948. Also called the Gmund roadster. This beautiful replica was built by Mark Gomez, SDR member from Vista

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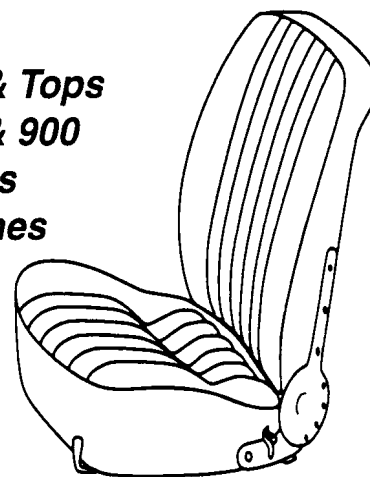
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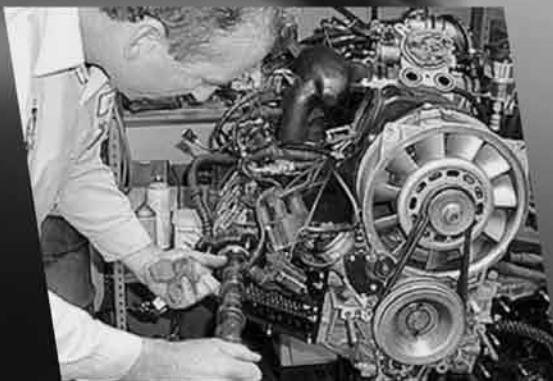
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Engine Cleaning, Part III

BY BEV GOULD

Cleaning your engine takes some time and dedication, so how clean your engine is will depend upon what level you want to get to. That being said, having a clean engine makes it easier to spot problems and once clean, easier to keep clean. As I mentioned before this is my favorite area of the car to clean, a clean engine just looks spectacular.

In this section, I am going to discuss cleaning your fan and fan shroud area. For now, I am going to discuss rear engine Porsches. Boxsters, 914s, 968's, 928's and 944's are different in the fan area.

The fan is a bit tricky, depending on how dirty it is. First, take a good look at your fan. Is it painted, coated, anodized, polished or otherwise treated? If so, for most of you, you need to take care not to take the coating off. If the fan is not treated, is it aluminum or some other material? This is a bit harder to determine, so look at your owner's manual or spec sheet to see what material your fan is made of.

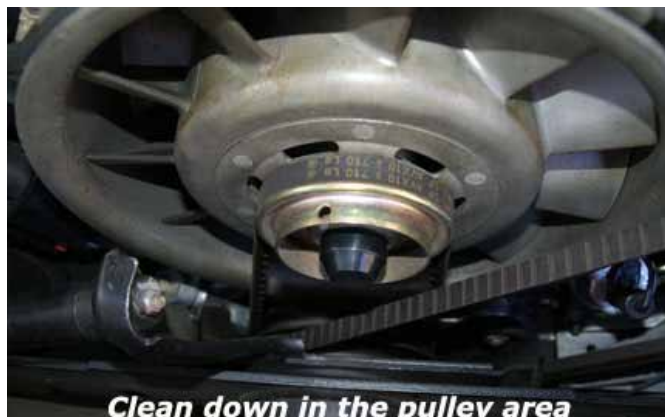
The fan on my 911E is not coated and is made of magnesium. I used to polish the fan to a high gloss, and then have a clear coat sprayed on it. While that looked nice for a few years, it was a bit of a pain to keep up. Then the EPA changed the rules in California for lacquer paint and the new clear coat no longer worked well with the polished



magnesium. I tried keeping the polish up by hand for a couple years, but do not do that now. But, it still looks good and is easy to maintain.

OK, now to tackling the fan. There are 2 ways to do this; one remove the fan, the other leave it on. Try leaving the fan on first, unless you are really comfortable with removing the fan from the engine. Make sure the engine is cold when you get started. The tools I use are

a soft bristled bottle brush, cleaner (WD40, Strik Engine Wash, or a good Citrus cleaner), soft toothbrush, QTips, old towels, and plenty of old cotton socks. If your fan is coated, it will probably be easier to clean as the material is not as porous. Spray the cleaner on the fan and fan blades, don't be afraid to spray onto the fan blades, but make sure you don't spray the alternator in back of the fan. Let the cleaner sit for a few minutes.



The fan will probably take multiple cleanings to get it super clean, so don't get frustrated if it doesn't look perfect the first time through. Take one of the socks or towels and begin wiping the outside areas of the fan housing (front and top). On the stubborn areas, spray your cleaner directly on that area and use the soft toothbrush to loosen the stubborn dirt. Continue using the towel and toothbrush on the outside of the fan until clean. Use some QTips sprayed with cleaner to get under the coil and fastening bolt. Next you want to tackle the fan pulley area. Use your toothbrush and a sock to clean the grease and dirt from this area. Don't forget to get the sheet metal below the fan pulley; this is an area that traps all sorts of dirt and grease.



Next are the fan blades. Take the bottle brush and insert it into one of the socks. Spray some more cleaner in between the fan blades and let sit a couple more minutes. Put a little cleaner on the brush with the sock on it and insert the sock in between the fan blades. Move the socked brush back and forth; this will begin to remove the dirt and

grease from the fan blades. Rotate the socked brush as you move it back and forth. Make sure you don't press too hard; you don't want to scratch your fan or the coating around it. After a couple minutes, remove the brush/sock; it should be pretty dirty. Take another sock and repeat this process on another fan blade, until you can get to all the fan blades. You can always use your hands instead of a socked brush, if they are small enough, but they can get pretty banged up this way. If you want to continue working on the same fan blade, that's OK too—just don't forget to get to all the blades if possible. If your fan is somewhat obscured, like on the newer cars, you may have to move the fan to where you can get your brush tool in between the blades you were not able to reach.

That was a lot of work, but the fan looks so much better!

The next area we want to look at is the fan shroud. On later rear engine cars, the shroud can be hard (almost impossible) to get to; on pre 2000 cars it is easier. So, we will discuss the models where the shroud is more visible than not.

On the early cars like the 356 or '70 911 the fan shroud is pretty visible and you can use a towel or your hands to clean the shroud. The newer models have more components that are packed into the engine compartment. This makes them very tight, but it is not impossible to clean the stubborn dirt off. In previous articles, I mentioned cleaning techniques that would also clean the fan shroud. But I want to point out a couple spots that may get missed. This is the area at the base of the shroud and near some of the sensors. On my car I also have the intakes to deal with, together with the linkage. I usually remove the air cleaner and hoses to get to these areas. I typically use a sock on my hand to get down to the base of the shroud, then work my way up to the sensors, electrical harness and linkage. On a few models that is not possible, so you will have to get creative on how to get a towel or sock in there to clean. I have used the covered bottle brush, long QTips, toothbrush, wooden ruler (covered) and such to



try to get into areas that I can't get my hands into. The socked brush will work well, but be careful of the sensors or electronic connections, the wires on those can come off—you don't want that to happen.

Now the engine and fan areas looked pretty darn good—good job! The hardest part is over, now it is a matter of getting it to the level you want and maintaining it.

Let me know if you have any questions, I can be reached at bev@tcsgarage.com.

Bev & Tom Gould have been active members of PCA for over 30 years. Bev's 1970 911E has won many awards within Zone 8, Porsche Parade, and other non PCA Concours.



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November Last

Roberto Montoya wins the first place prize for the best host for the Last Tuesday Social at Mexi-Cocina Restaurant & Tequileria in Poway. Porsche Club members couldn't have been treated better! The set up of the tables, the food, and the kind welcoming we received from Roberto and his staff were absolutely outstanding. No hassle about the separate checks, either. The Mexican food was a great change from our traditional Thanksgiving Day festivities. As is always the case, we enjoyed each other's laughter and conversation. Thanks, Roberto, for a lovely November evening that made us realize how thankful we are to have Porsche friends.



Tuesday Social



Clockwise from top left:
Brian Heimburge & Dave Gardner
John & Monique Straub
Julie Heimburge and Roberto Montoya
Mike & Julie Wilson
Sharon & Buck Bitting
Sharon La Duke & James Flores
Martha McGowan & Keith Verlaque
Mark & Katina Rondeau
All the gang



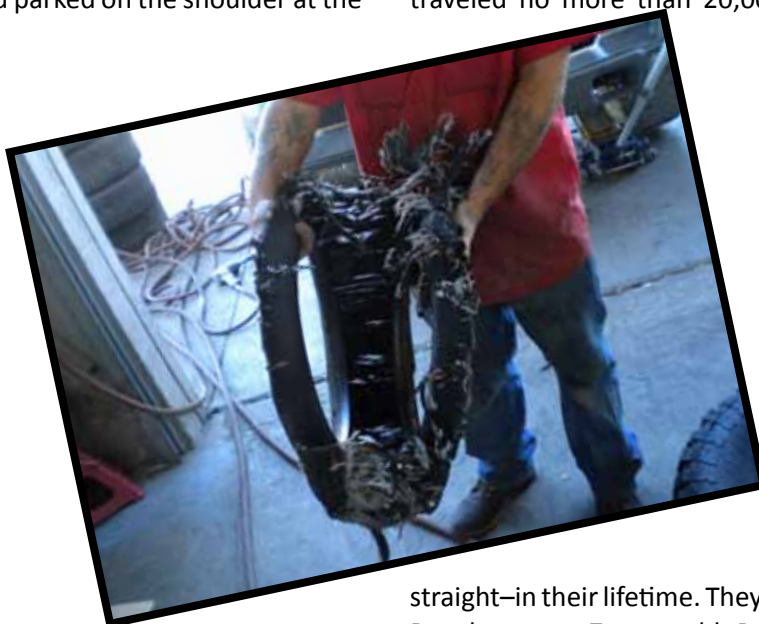
Adventures in Trailering

By ROBERT BAIZER

Attach trailer to hitch, tie down car, adjust trailer tire pressures...etc., etc. All items on my to-do list prior to heading out for a SDR Time Trial weekend. Items that, as usual, I did indeed do as I prepared for the October 17-18 event in Pahrump, Nevada. So I was a bit surprised when, driving on I-15 north about 35 miles past Barstow, a car pulled up in the left lane next to me, the driver rolled down his passenger window, and he told me to check the right rear of my trailer. Fortunately I was only a tenth of a mile from the Field Road exit, so I pulled off the Interstate there and parked on the shoulder at the top of the ramp.

Knowing that my fender must be on I-15 somewhere back-a-ways, I phoned Steve Grosekemper to see where he was. Turned out he was ordering lunch in Barstow, so I asked him to keep an eye out for a shiny aluminum fender off to the right of the highway. He said he was traveling in a caravan and would convey the request to all members. Exactly one hour later I received a call: fender found and loaded for transport to Pahrump. Awesome PCA teamwork!

My trailer tires had tons of tread on them. They had traveled no more than 20,000 miles –mostly all going



As I walked back to check out what was up, expecting to see a dangling brake light or loose license plate, I was shocked to find that my right rear tire was completely obliterated. The right front on my two-axle trailer was intact, but making a loud hissing sound. Oh, and it was all real easy to view because my removable fender was already removed for me...and nowhere in sight.

With only one spare I wasn't going to get too far on this 90+ degree day in the no-man's-land that's about midway between Barstow and Baker. With registration for the weekend's event starting in just a handful of hours, I needed to figure out a way to keep on rolling. I phoned Jack Miller, who was a bit in front of me. He kindly turned right around and came back to help. Fortunately his trailer's spare was the same size as mine, so with more than a little effort we were able to change two tires, slowly inflate them to proper pressure using our battery operated compressors, and get back on the road.

straight-in their lifetime. They looked great at first glance. But they were 7 years old. Past the point in time where a wise tow-er considers replacing them just because of age. So please, do yourself a favor and check the date of manufacture on your trailer tires. If you think they're old, just replace them. All 5 of mine combined cost about as much as one rear Hoosier R6 for my 965. Not to mention the costs I now have to repair the banged up fender, have the fender bracket on the trailer re-welded, and touch up the scratched paint on my race car from when the fender went flying off (no, I'm not actually planning to do the latter...that's one reason why I have a race car). And I got off easy. I don't believe I ran over anything to cause the blowout. I didn't hear, see or feel a thing when it occurred. But it could have been very dangerous for me and especially for any drivers in close proximity.

So be smart and don't push your luck with trailer tires. We want to see you, your car, and your trailer at the track each in one piece, pretty much the way each was when you left home. See you at the track in 2010.



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Duel in the Desert

TEXT AND PHOTOS BY GREG PHILLIPS



The 2009 time trial series resumed after a summer break with a return to the Spring Mountain track in Pahrump, Nevada. We had endured the time off by racing in DE's at California Speedway and at the Coronado Speed Festival. But we were keeping score and the times would count.

We started on Friday with a towing caravan up I15 with Steve Grosekemper towing my 911SC, Jad and Jim Duncan towing their 996, newlyweds Mark Rondeau and Katina towing their 944S and Cathy Young driving her 911 Carrera. Things got a little interesting when we stopped in Barstow for lunch. Steve Grosekemper had a phone call from Robert Baizer. He was ahead of us, but unfortunately had a tire trailer blowout and lost the fender from his trailer in the mishap. It had happened just after Barstow and he asked if we could keep our eyes out for the lost fender. Luckily, several sets of eyes helped, and we soon spotted the fender. With radio contact we were able to stop and pick it up for its eventual delivery in Pahrump.

The rest of the trip was uneventful, but we wondered where Dan Andrews was. He was supposed to meet us at lunch since he was coming from Orange County, but he had problems with the instructions and was running late.

We arrived in Pahrump and checked in at the Pahrump Nugget. They had recently remodeled and the rooms were

very nicely appointed with flat screen TVs and furnishings that were much better than the last time we were there. They still have an issue with smoking around the casino and in the halls--even with non-smoking rooms, and we did miss the free breakfast at the Best Western.

Next stop was to gas up and then out to the track to drop off the cars and unload the trailers. Several other members were already there and getting unloaded and going through tech inspections. Robert was happy to see his trailer fender and was lucky there was not more damage to his car when the tire blew and the fender was blown off.

After finishing the unloading and registering with Robert, we had time to put the new V710 (245F/265R) tires on to scuff-in the next morning and then to visit the Corwin compound and sample some of their adult beverages and enjoy the desert sunset. Dinner was back in town at Wulfy's sports bar to try out their new BBQ items on the menu and savor a Fat Tire Ale before heading back to the Nugget for the night.

The next morning we were off to an early start with breakfast at McDonalds and then we headed to the track. After warming up the cars and making our last minute preparations, we headed to the Quonset hut for the driver's meeting with Jack Miller. After reviewing the

track and safety information and giving out the student-instructor pairings it was time for the Red run group to start.

Steve went out first but was taking it easy on the tires and then came in early to take off the V710 tires and put the R888 tires (225F/245R) back on for my session. The first couple of laps were under a yellow flag following a 911 Turbo as the car and I got reacquainted with the track. Then we started picking up the pace and the 911 pointed me by after turn 3 as we headed for Ego Check. The next couple of laps were without any traffic and then the Duncan 996 appeared as we come on to the front straight. I pointed him by and he disappeared. My times improved each lap and the last lap was my fastest at 2:50.

After a short break it was time for Steve's Red run group. He was able to push harder and was also down to 2:50 before he came in early to make a sway-bar adjustment before my run session.

I started the session a little late and the first couple of laps were again without any traffic and then I saw the dark 944 belonging to Mark Rondeau ahead of me. I was initially gaining and then the gap stabilized and even increased slightly until I came to Ego Check. There I saw a yellow flag waving and there was Mark Rondeau's 944S stuck in the gravel. The checkered flag came out on that lap so we were only able to wave one more time as we passed him on the cool-down lap.

In our next run sessions the rear Toyo R888's lost their grip. Steve was complaining about lack of grip after his run session and after I finished mine I had to agree. Our times were slower and now we had an oversteer not previously there. Since we did not want to use the new V710's yet, our only other option was a set of slightly used 225/50/15 (F&R) Toyo RA1's. It seemed counterintuitive to go smaller looking for more grip, but seemed our best option. While the track tours were going on, we swapped the tires after finishing our lunches, provided by Cathy Young, and prepared for the afternoon sessions.

It turned out to be the right decision. Steve picked up a couple of seconds in his session even with the warmer weather of the afternoon and when I went out it was quickly clear that the car's balance and grip were improved with the RA1s. My times were only slightly better at 2:49 but I had more traffic in this session. After the first lap I was gaining again on a dark 944, but this time it was Bill Wong's 944 Turbo. I reeled him in and he pointed me by after Zora's Run. Next up was the Scheussler's Gulf car. We were both passed by the Duncan 911 and then I was able to catch the Gulf car before the back straight and then passed the Duncan car as Jim slowed down to let his temperatures drop back down. I had one clear lap and then the checkered flag was back out.

Although the weather was warm, it was dry and not

windy. Overall a very good day for the high desert. The fifth run session I had almost no traffic and was able to concentrate on improving my line and braking points and my times dropped again down to 2:48, even with the shorter, narrower tires. Steve had also improved and was now down to 2:45. His session had been a bit more exciting than mine. There was a race Boxster with a GT3 motor that was very fast (2:34) in the Red run group. He had passed Steve just after 5B, but just after turn 6 he went wide into the dirt just before the braking zone and went spiraling off into the desert. Steve was nice enough to follow him with onboard video to get a good look at the spin-off before he had to run down the back straight.

My last session went well and was spiced up when an Audi R8 came out of the pits in front of me. I was able to catch up in turn 2 and was pointed by on the next straight and was able to keep ahead even as his tires warmed up. I was not able to keep ahead of Chuck Sharp's winged 944 Turbo and he went whistling by. The end of my session was cut short as I was running out of gas and the car started to stumble after the long sweepers. I headed back to the pits.

Most of the fast drivers were in the Red run group: Jad Duncan, Steve Eguina, Roland Schmidt, Roger Lai, Jae Lee, Ron Palmer were in their Porsches in the low 2:30's, with no one yet into the 2:29 range. There were also several X cars with Robert Baizer, Jack Miller and Jack Fried turning quick times in their Lotus Exige cars. Bob Ehrman was also turning quick times but didn't have his transponder on to keep up the suspense.

After the track went cold, our first order of business was to get more gas. We borrowed a couple of gas cans and headed to the station to fill them up, then went back to the track and filled the tank. Next chore was to swap tires and put the Kumho V710s back on for Sunday. Finally it was over to the Corwin compound again to sample drinks from their gas-powered blender as we enjoyed another beautiful desert sunset.

Dinner was at Wulfy's again, and then we went to the Duncan's room to look at some in-car video footage. But first it was back to the Nugget to clean up. Cathy was tired and decided to stay in and rest. Dinner was pizza and more Fat Tire Ales. We had brought the laptop and memory cards and were able to get some of the video footage from the day. Jad was reviewing the telemetry from his GPS data logger to try and find some more speed for the next day.

Without the drivers meeting we could sleep in a little bit but it was still an early morning as we again had breakfast and headed to the track. Red run group was out first and Steve found the new tires to his liking and dropped his time down to 2:40.48. Dan Andrews' Gulf 911 was also chasing Richard Park's 914-6 for AM glory as

each tried to find a faster line around the track. Saturday they had been running around 2:40 and were hoping to get into the 2:39 or better.

In my run group the tires did give me more grip and I felt more planted and was able to get my time down to 2:45.69. I still had a ways to go to catch up with some of the other Orange group drivers as Paul Young (II), Peter Czajkowski (HI), Mike Avitt (JP), Jackie Corwin (GP) and Tim Souza (JP) were still faster than me, not to mention in II there was Tony Mazzagatti's 911 and Otto Obrist's 944 Turbo that was running in the Red run group and Don Middleton's 911.

The second sessions were still in the cool of the day and Steve went out behind Dan Andrews. They stayed pretty close although Steve was working on his car control skills when the 911 stepped out on the hairpin at the end of Ego Check. The leading edge of Red run group was also getting faster as first Jad (2:29.38) and then Bob Ehrman (2:27.78) dropped under 2:30. My next session was a busy one as I started behind a couple of 944 Spec cars and had a good chase to get by them and then caught up later with Mark's GP 944S and finally reeled him in before getting low on fuel and coming back in.

Cathy's weekend was going well overall but she had some problems with brake lockup and she flat-spotted a tire. We tried a couple of different combinations using my R888 and RA1's until we found a combination that would fit her car without rubbing and she was able to finish the weekend.

Steve's third session had him back out with Dan and Richard chasing around the track. They were able to pull him on the straights with their 3.2 motors but he was able to stay close under braking and cornering with the V710s. For my session, I initially started in the front, but after a lap I slowed to let Rick Sylvestri catch up and then started chasing his HP 911. In the meantime, the Jagermeister car with Peter Czajkowski caught me and then passed me and then Russel Shon's MS Boxster was also gaining and pointed by. It took longer than I expected but after a couple of laps I finally caught up with Rick and was pointed by on the back straight. During the chase I had set my best practice time at 2:45.28.

During lunch we added gas and planned to do a few warm-up laps in the last session to be sure we did not run

out of fuel. There was a short drivers' meeting to review the timing procedures and then the run groups were reversed and Yellow was out first. After Orange and Red it was soon time for the timed runs.

The fastest were sent out first, but unfortunately a couple of cars had problems. One ran out of fuel producing a yellow flag that caused Jad to slow down so he needed a rerun. Bob Ehrman had been out first and turned in a very quick time of 2:26.83. Jae Lee had turned in a 2:29.39 for his best of the weekend. Jad was out in the next run group but was only (!) able to turn a 2:28.91 and so the TTOD went to Mr. Ehrman's 911. Jack Fried's Lotus was next at 2:33.16 to nip Glenn Marlin's MI 993 at 2:33.47 and Frederick Chin's KI Boxster at 2:34.30. Jack Miller's Lotus was next at 2:35.26 followed by Ron Palmer's AR2 911 at 2:36.19, Richard Park's AM 914-6 at 2:36.59 and rounding out the Top Ten was Jim Duncan at 2:37.32.

Steve did his timed runs first and turned a 2:41.88,

but had some fuel starvation on his second lap and so we needed to borrow a few more gallons before I went out. My group was soon up and I was flagged off. I was pushing hard on both of the timed runs, but my best was the first lap at 2:46.29. Tony Mazzagatti's 911SC turned a very fast

2:40.81 to take II and Don Middleton was third at 2:44.28 in his Carrera.

In JP Mike Avitt's 2:42.83 was the winner with Angela Avitt taking JPL at 2:55.29 and in 944 Spec Sean Steele's 2:46.16 was ahead of Leigh Rayner and Greg Tirgeiro. In JS it was Jackie Lu just nipping Cathy Young 2:56.15 to 2:57.94 and in GP it was Jackie Corwin's 2:45.04 beating Debby Sharp. Dan Andrews was just out of the Top ten at 2:38.72 and ended up second to Richard Park in AM.

After packing up the trailers we headed back to San Diego. Although there was some traffic on the I15 with the Vegas returnees, we were able to get home and unpacked and be ready for work on Monday, unlike some people (Duncans) who spent another couple of days in Las Vegas before driving home.

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Conversations at Mazda Raceway

TEXT AND PHOTOS BY GREG PHILLIPS

Gil de Ferran rode into the sunset with a victory in his final race Saturday, and Patrón Highcroft Racing had its own special ride as well at Mazda Raceway Laguna Seca to close the 2009 American Le Mans Series. De Ferran and Simon Pagenaud won the Monterey Sports Car Championships presented by Patrón after the retiring Brazilian legend's thrilling duel with Adrian Fernandez in the final 30 minutes of the four-hour classic.

De Ferran beat his long-time open-wheel competitor by just 0.662 seconds to close his fantastic career. The victory was the fifth of the season for the de Ferran Motorsports Acura ARX-02a and by far the toughest. Twice, the Lowe's Fernandez Racing Acura ARX-01b entry from LMP2 got around the XM Radio Acura P1 on the final corner, only to have de Ferran's bigger engine give him the lead back on the long front stretch.

"It certainly wasn't easy. There wasn't much time to think about anything else," de Ferran said. "Coming into the weekend, there were a lot of different thoughts going through my head. But I had a job to do as a driver. It was a tough weekend from that standpoint. In a way, the race was so intense that I never had time to think of anything else."

The Patrón Highcroft Acura finished second in class and third overall, more than enough to secure the LMP1 driver championship for David Brabham and Scott Sharp, and the team title for Patrón Highcroft. The championships were the first for all.

For the early part of the race, it looked like the de Ferran Acura would walk away with a victory. Pagenaud drove a storming opening stint and led by more than a minute before handing off to de Ferran. Pit strategy and fuel conservation brought the Lowe's Fernandez Racing Acura ARX-01b to within striking distance in the final hour, and a decision to take four tires on its final stop nearly paid off. The de Ferran car did not take new Michelins on its final stop.

"We decided to keep the tires on during the last stop," de Ferran said. "We were having a hard time keeping heat in the tires, and we were very, very tight on the fuel window. I was trying to do my best and get through traffic to open a gap. It was the only way to save fuel. I needed to get on the straight far enough ahead where I could lift early and save fuel."

In last year's finale, Pagenaud and de Ferran finished second by 0.054 seconds to Tony Kanaan and Franck Montagny. After driving the closing stint in 2008, Pagenaud said he was more nervous watching from the pits this

time.

Back in LMP2, Diaz and Fernandez closed their championship year in grand style, tying a class record for victories (8) in a season with their Acura ARX-01b. They combined for seven pole positions and five fastest race laps including one of each for Diaz on the weekend. It made up for a third-place finish two weeks ago at Petit Le Mans.

"After Road Atlanta, the guys at the shop decided we had to come back this weekend and show what we can do," Diaz said. "We had such a great car. A lot of P1s passed me at the start but we kept going and made no mistakes; it worked itself back out. Adrian had such a good race out there, I don't remember so many times yelling so much at a race. We were pushing so hard at the end and it was exciting to watch."

The class victory was doubly meaningful as the Lowe's Fernandez Acura won the prototype portion of the MICHELIN® GREEN X® Challenge and also came away with the season-long championship in the competition that measures overall performance, energy efficiency and emissions. It also was a large reason he was able to pressure de Ferran late.

"I knew from the beginning, this was the race we could challenge the P1s with the conditions and the problems the P1s were having," Fernandez added. "If we had a yellow I might have been able to get ahead of Gil, maybe get one or two corners ahead of him. We both drove hard and clean and it just never happened."

Team Cytosport's Porsche RS Spyder of Greg Pickett and Klaus Graf finished second in class despite retiring late in the race with suspension problems. Dyson Racing's Butch Leitzinger and Marino Franchitti placed third in their Mazda-powered Lola B09/86.

The GT2 finish was just as frantic and even more exciting as the overall result. Jörg Bergmeister and Patrick Long won in GT2 for Flying Lizard Motorsports in their Porsche 911 GT3 RSR, a victory enhanced by driver championships for the pair and the second straight team title for the Lizards. It also gave Porsche its 100th Series class victory, a first for any manufacturer.

Bergmeister finished 1.037 seconds ahead of Corvette Racing's Jan Magnussen after the two cars banged side-to-side coming out of the final turn. As they beat up on each other toward the finish, Magnussen went around hard into the outside wall just before the start-finish line.

"I'm definitely sorry Jan went into the wall," Bergmeister said. "I didn't want that to happen. But it was a banging game. I'm glad he's OK. It was tough racing. The Cor-



vette passed me the first time at the hairpin but he went in way too deep and I was able to get back around him. He was a little quicker, I have to say. I wasn't trying to figure out where he was gaining time on me. I was trying to stay on track and in front."

It was the last in a number of moments between the two cars in the final hour. The two cars swapped positions numerous times and ran nose-to-tail for much of the final half-hour. Check out the final laps at [HTTP://WWW.YOUTUBE.COM/WATCH?V=E3YOTBDPCFC](http://WWW.YOUTUBE.COM/WATCH?V=E3YOTBDPCFC).

The championships—fourth for Bergmeister and second for Long—were assured when Risi Competizione's Ferrari F430 GT retired prior to the two-hour mark. Pierre Kaffer made contact with Marc Goossens in the RSR Jaguar XKR, an incident that damaged the Ferrari's front end including the radiator.

"There is a synergy between us," said Long, who won his first championship in 2005 driving a Porsche with Bergmeister. "We complement each other's strengths and weaknesses. We know each other and everyone knows us. The Flying Lizards complement us so well. The Risi guys have been a class act this year and given us a lot of challenge. The addition of the Corvettes and BMWs have been phenomenal, and that's how this class grows. The Porsche's record of reliability and success is obvious."

Farnbacher Loles Racing's Porsche 911 GT3 RSR of Wolf Henzler and Pierre Ehret was third in class.

The second Flying Lizard Porsche of Johannes van Overbeek and Seth Neiman won the GT trophy for the MICHELIN® GREEN X® Challenge and also claimed the season-long title.

ORBIT Racing's Guy Cosmo and John Baker were winners in the Challenge class in their Porsche 911 GT3 Cup car. The pairing, which started on the class pole, were originally second before the Velox Racing Porsche of Shane Lewis and Mitch Pagerey was excluded in post-race technical inspections. Gruppe Orange's Nick Parker and Don Pickering were second, Richard Rodriguez and Galen Bieker placed third for P7 Racing.

The result was more than enough to secure the class championship for the Snow Racing tandem of Martin and Melanie Snow, who had to retire early with engine issues.

The Snows are the only husband-wife duo to win a race in the Series - having taken a class win at Sebring in 1999 - and first to win a championship.

"I took about seven or eight years without racing," said Martin Snow. "Melanie dragged me back in when the Series first came to Miller Motorsports Park in 2006. When this class opened up, it was a good opportunity to jump back in." It worked well. They scored three victories together including at their Utah home track.

"Today was really emotional for me," Melanie Snow said. "I was in first when the car broke. At first we were thinking it was fuel. I was really disappointed because I thought we had lost the championship. But we're a good team and more than just husband and wife. We work so well together. It's been so neat to do this."

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Concours d'Elegance

TEXT BY DALE SOMMERFELD

PHOTOS BY DALE, GREG PHILLIPS AND TED WITTE

I was up before dawn, heart racing, butterflies in my stomach. So much to do! This was the day I'd been looking forward to, and preparing for, for weeks—the San Diego Region of the PCA's Concours D'Elegance held at Spanish Landing Park in San Diego. My first PCA car show. Yes, it was Halloween, but trick or treaters, goblins and ghouls, were far from my mind. I was going to show my Porsche in the Concours! Now, if I could just get it there without getting it dirty or doing any damage! I scoped out the route from my house in Bay Park to Spanish Landing earlier in the week to confirm that the streets were smooth, railroad track and bump free, so that the 4" clearance on my Porsche Turbo Coupe would be enough. I was relatively certain I had a clear shot, but brought along some ramps just in case.

On Concours day, the weather was San Diego-perfect and the Marina at Spanish Landing was one of the most beautiful locations imaginable. The backdrop of the San Diego Bay at Spanish Landing across from Lindbergh Field, with its lush lawns and top-class marina provided a perfect site to showcase many of the most stunning Porsches in Southern California. I'm not sure which was the most beautiful—the cars, the perfect San Diego weather, or the beautiful marina and boats docked in the background, No, I take that back. Of course it was the cars!

This was my first experience showing my Porsche and I wasn't sure what to expect but the "veteran" participants in-the-know were already in place when I arrived, and working on last minute details. I found my "spot" and eased my Porsche over the curb and across the grass, gently, carefully. Whew, finally I was there and began to set up my cleaning supplies and the refreshments I brought for the day. Everyone was very helpful and friendly and I immediately felt at home and at ease—and excited about the coming day. Some of the members were already setting up equipment: tables, chairs, and putting everything in place for lunch later that day, as well as the registration, scores, trophies and "goodie" tables.

As the morning progressed, many participants arrived and checked in at the registration tent to pick up materials and score sheets for the day. The divisions available for registration were Full Concours, Street, Unrestored Stock, Wash & Shine and Special Categories. Since this was my first show I asked Concours Chair Steve Lopez, what he would recommend and after some discussion



Dale with his pride and joy

decided to enter the Street Division. Once a selection in the proper division has been made, the proper category has to be identified in order for a vehicle to compete with similar vehicle body types, models and years. My car fit into the S-7 category for 911-Carrera & Turbo, GT2, GT3 (996,997).

The schedule was set: 7:00 a.m. to 9:00 a.m. for car placement, 10:00 a.m. to noon for judging and scoring, noon to 1:30 for lunch, then 1:30 to 2:30 for the awards presentation.

As I began to dust and rub and clean and detail my car (and clean the grass off the tires), I took a peek around the area and watched as some of the most spectacularly beautiful Porsches continued to arrive and find their designated places on the lawn. I was impressed throughout the day with the planning and organization of the event chair and his family. It was obvious a lot of preparation and detail had been put into the planning of this event and it showed. I was proud to be a newbie member of the PCA San Diego Region.

In simple terms, as I learned from the PCA website, a Concours is a car show. The idea is to show your car in its most perfect condition (usually cleanliness and like new condition.) In general, each car starts out perfect and as the judge finds something amiss, points are deducted. The cars typically are displayed by category and trophies are awarded to the highest scores.

There are different levels or types of Concours. The classifications are designed to accommodate various



The Concours was held in the “dog days” of San Diego’s summer

levels of commitment (both of time and finances), car usage, age, and originality. As a beginner you can enter your daily driver and learn a great deal about the history of that model and year while making it gleam like it hasn’t since leaving the showroom. If you want to take it a little more seriously then there are categories in which the originality of the car is judged as well as every tiny nook and cranny of the undercarriage.

For the more serious competitors there is the Full Preparation class. “Full” means every aspect of your car will be examined: interior, exterior, trunk, engine, and under chassis—front and rear. They’ll look at everything, from

your spare tools to the jack. Nothing will go untouched.

The judging began at 10:00 am and I watched with keen interest how the judges were carefully inspecting each car and marking their score sheets. After a couple of hours all the judging was completed, and the score sheets were tabulated at the scorer table to determine 1st and 2nd places, as well as Best in Class in each division. While the scores were being tabulated, lunch was served. The smells coming from the catered lunch preparations had been enticing me all morning and I was looking forward to a break and some good food. Lunch consisted of carne asada, chicken and carnitas tacos, served along with rice, beans, guacamole, chips and salsa. The food was excellent and a welcome break from the anticipation of the morning.

Everyone was anxiously awaiting the final scores to determine the division and best in class winners and the distribution of the beautiful trophies. I couldn’t believe my ears when my name was called as the Best in Class winner for my division—my first show and a win to boot!! I will definitely be back next year!

The 2009 Concours D’Elegance at Spanish Landing was a great success and accomplishment. Kudos to Steve Lopez and his team and all the members who volunteered to help put on this event. Job well done everyone!! You should be proud.



Monique and John Straub’s set up in the shade



Paul Young with new members Kari and Mark Bray

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DIETER'S

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New Members

We are pleased to welcome the following new members to the San Diego Region.

Dan Anderson

San Diego, CA
1989 928 Coupe

Pacman Beachley & Liliana Mason

San Diego, CA
1994 C4 Coupe

Jim Belderes

Cardiff By The Sea, CA
2000 Boxster Roadster

Paul Clay

San Diego, CA
2003 996 Coupe

Eric Comer & Dawn Comer

San Diego, CA
2009 Carrera Coupe

Alex Ehrath & Karina Ehrath

San Marcos, CA
2003 996 Targa

Scott Kreger

Pine Valley, CA
1990 911 C2 Cabriolet

David Lee

San Diego, CA
2005 Carrera S Coupe

Alan Peltier & Anne Peltier

San Marcos, CA
2008 Carrera S Coupe

Jim Riesenberger

El Cajon, CA
1969 911 Targa

Wil Schooley

La Mesa, CA
2008 997 Cabriolet

David Sterling

San Diego, CA
2009 911S Coupe

Bob Walden

San Diego, CA
2004 Cayenne S

Anniversaries

Five Years...

Darren Bradley
Herb Cunitz
John Gordon
William Higgins
Jacqueline Lu
Timothy Prest
Doug Rhoades
Victor Wild

Ten Years...

Daniel Andrews
Mike Dini
Henry Hsin
Jon Maniscalco
Christopher Rynne
Kerry Stidham

Fifteen Years...

Richard Ewing
John Sawtelle

Twenty Years...

Rosa Arias

Forty Five Years...

Richard Park

Join, Renew, Update

Membership in San Diego Region is handled by PCA's national office. To join, renew, or change your membership information, visit WWW.PCA.ORG.

For questions about your membership status or delivery of your Windblown Witness, send e-mail to MEMBERSHIP@PCASDR.ORG.



December Meetings

The following highlights are adapted from formal meeting minutes prepared by Secretary Rikki Schroeder. Members who wish a copy of the full minutes should send e-mail to SECRETARY@PCASDR.ORG.

The December meeting of the 2009 Board of Directors was held at the home of Monique and John Straub. Board members in attendance were Dave Gardner, Neil Heimburge, Curt Yaws, Kim Crosser, Jennifer Reinhardt, Martha McGowan, Rikki Schroeder and Mark Rondeau. The meeting was called to order at 7:15. Minutes from the November meeting were approved unanimously.

President's Report

President David Gardner thanked his Board and his advisor, Martha McGowan. He thanked his volunteers who gave extra effort to make the Club attractive to as many members as possible. Thanks were also given to the Straubs for hosting the meeting.

Number of members

Primary	Secondary	Total
1,403	1,065	2,468

Treasurer's Report

Accounts are reconciled as of November 30th.

Major income sources last month included two Autocrosses, quarterly membership rebate from National, advance bookings for the Installation Dinner, the New Member Social, and the October Time Trial. We also received a refund from Picnic People for the Coronado Vintage Racing event.

Major expenses last month included the October and November Board meetings, the October Autocross, the November and December Autocrosses, various DE expenses, the PDS, Stadium rental for the December 19th Instructor Day, the New Member Social, Time Trial expenses, and the Windblown Witness covers and printing.

Deposits for many future events have also been made.

Chair Reports

Autocross. (AX, pre-reg, reg, CW, equip, logistics, safety, tech inspect, tech adv, timing): Don Middleton had nothing to report. Jackie Corwin reported that the Qualcomm parking lot repair gathering was successful.

Auto Museum. David Gardner gave Michael Harris' report. The new exhibit with race cars will begin next week. Several members have cars in this exhibit.

CDIs. Mark Rondeau noted that 63 instructors have signed up. He will continue to monitor attendance.

Charity. Katina Rondeau noted that she coordinated with the charities with which PCA/SDR associated during 2009, and that families and organizations that made contributions to those charities in 2009 have been sent letters thanking them for their contributions. As always, we encourage charitable contributors to continue to contribute directly to the charitable organizations rather than through the Club.

Concours. Steve and Araceli Lopez presented the reconciliation for the Concours. The event operated within the budget and was deemed to be a success by all attendees. Steve Lopez noted that he liked the venue, but will be looking at another possible location for next year.

DE. (DE, pre-reg, reg, CW, equip, logistics, safety, tech inspect, tech adv) There is a date set for a DE at Fontana in May.

eMaster. No report.

Equipment. No report.

Goodie Store. No report.

Insurance. Insurance is arranged for the rest of the year.

Legal Affairs. No Report

Membership. Angela reported that she is getting banners as soon as possible. These can be used at all events.

Rally. No Report.

Region Rules. No Report.

Safety. No Report

Social. Katie Kinninger noted that a possible location for the Volunteer Party could be at the Auto Museum, possibly in November. The location and timing of this event will be addressed by the 2010 Board.

Neil Heimburge noted that the Last Tuesday Social at Roberto's was a success. The December event will be at the Mira Mesa Filippi's.

Sponsor Liason. Curt Yaws noted that Pioneer was buying the Witness back cover for 2010.

Tech Sessions. No report.

Time Trial (TT, pre-reg, reg, equip, safety, tech inspect, tech adv, timing). There is a proposed schedule that will be addressed by the 2010 Board.

Tours. No report.

Vintage Racing. No report.

Web Team. No report.

Witness Team: No report

Unfinished Business

Leslie Shirley still has lots of shirts left from the Goodie Store. It was suggested and approved that the shirts will be taken to the next AX and sold at a discount. This does not include the shirts that were to be dispersed to corner workers as requested by Jackie Corwin at the last meeting.

Ted Myrus expressed appreciation for old cars. However, he feels that Porsche events should be limited to real Porsches, excluding replicas and clones. After discussion, it was agreed that admission to any event is up to the event Chair. No action was taken.

Kim Crosser asked if it would be possible to have a mail box for the Treasurer. This is unanimously approved.

Kim Crosser suggested that the Board approve indemnification for Board members. This was approved, will be explored, and a report made in January. It was later determined that Section 10.5 of the Bylaws provides indemnification.

Old Business

David Gardner, Jennifer Reinhardt, Kim Crosser and Martha McGowan were thanked for their service. Curt was presented with the "official" crown, scepter and other accoutrements of his new office, and the transition to the 2010 Board of Directors was completed.

Announcements

None

Adjournment

The meeting was adjourned at 8:16. The Straubs were thanked for hosting the meeting.

2010 Board of Directors

The first meeting of the 2010 Board of Directors meeting was held at the home of Monique and John Straub. Board members in attendance were Dave Gardner, Neil Heimburge, Curt Yaws, Rikki Schroeder, Monique Straub, Carl Scragg and Mark Rondeau. Bill Behun is absent. The meeting was called to order at 8:28.

President's Report

President Curt Yaws welcomed the 2010 Board.

The Chair and Liaison positions for 2010 were reviewed. It was explained that the e-master sends out the notices that go to all members while the Webmaster changes the calendar and will coordinate with Monique Straub. The Webmaster also controls the e-mail alias lists. All liaisons are to contact their respective Chairs and make sure they are still interested in continuing in their positions. If not, they will be asked to find a replacement. These positions need to be filled by January.

Chair Reports

See the 2009 minutes for Chair reports.

Historian. This is a new committee and will be chaired by John Straub. This committee will be involved in providing articles, tours and other activities related to the history of the region. He will try to organize events that were held in the past.

Schedule. Monique Straub distributed the calendar for 2010 as it now stands. There are 41 events already scheduled and several more proposed. David Gardner suggested that the Board consider holding ten AX's given the many events that are already scheduled.

With respect to the schedule, Monique Straub noted that there is a potential conflict between the October 17 Concours and October 16-17 Time Trial. Motion is made to approve the schedule and to contact Steve Lopez and see if he wants to change his date. Approval is unanimous.

Announcements

None

Board Meeting Budget

It was noted that two Board meetings were held, necessitating additional food and drink. A motion was made and approved to increase the budget for this Board meeting dinner to an amount not to exceed \$700.

Adjournment

The meeting was adjourned at 9:26. The Straubs were thanked for hosting the meeting.

The next meeting will be January 6 at the home of Tom and Susan Brown.



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If you need further information, please visit WWW.SANDIEGOBLOODBANK.ORG.



Rentals

Car Trailer For Rent - great open top car trailer, has an optional tire rack, storage box, all equipment, ready to go. lewis@sdgalv.com or (619) 299-6645

RACE CAR RENTAL Local AX, arrive and drive, 944 spec rental. \$300 w/ instruction from 23 yr PCA driver. 944's also available for big track DE's & TT's. Tim Comeau 619.994.0919 timcomeau@cox.net. www.comeauracing.com

Street Cars

1966 912 coupe big bore, new top end, new interior, new clutch, steering box, dual mstr cyl, tires. much more (619) 501-7537

1974 914 2.0 Yellow w/ Black Interior. Very good condition and alot of fun. \$8,500 call Clark. (760) 603-8593

1978 924 Silver Gray Metallic Black leather interior, 4-speed manual, A/C, one owner/ driver, 132K+ miles, good/clean condition, licensed, service records available, \$4,950/ reasonable offer (858) 689-8875

1980 911 SC Original metallic blue, complete exterior restoration, sunroof, sport seats, A/C, limited slip, interior perfect, cleanest you will see. \$22,000 firm (760) 436-1807

1987 Carrera Coupe 26,900 57K MILES, Beautiful original paint, Red with guards. Black leather, , everything looks, works like new. 225/40 and 255/35 F-1 18' turbo wheels (760) 716-4486

1991 911 Carrera 2 - \$15,995 Price reduced again. Green exterior, leather tan interior. Tiptronic, A/ C, sunroof, power seats. 110,000 miles. mickeywalker701@hotmail.com; (760) 294-6270. See ads and photos on autotrader.com and www.expertautos.com

1993 RS America White, 72k; dual purpose competition/ street car; 10k miles on complete engine rebuild, reworked heads w/ titanium springs and retainers, RS cams, RS flywheel and clutch, remapped DME, mass-airflow, B&B headers and exhaust, 993 6-speed, RSR LSD, Bilstein PSS9 coilovers, aligned and balanced to Cup specs, RS swaybar, Big Red brakes, and more. 280+HP at the wheels (330+HP at the crank?), weighs less than 2,700lbs, \$20k+ in upgrades, and \$15k+ complete engine rebuild. \$55,000 Call David (858) 722-4242

1994 RS America Black on black, sunroof, A/C, and Radio. 60k miles, all original, original paint, perfect condition, Black Forest serviced. Call Paul (619) 507-3822

1995 993 Cabriolet 59000 miles, manual, black metallic, Litronic, Carbon Fiber, owned this car for 10 years as a second car., near perfect \$34900 (858) 869-4669

1995 993 Carrera2 78k, Polar Silver/ black interior. 18" Kinesis wheels, Fabspeed exhaust, K&N intake, Turbo tail, Eibach springs, 5-CD changer. Xtras joseg_993@yahoo.com \$29,500 OBO (619) 334-8068

1995 Porsche 993 Cabriolet Red with tan interior, black top with new motor and parts, new Porsche chrome wheels, all original 73k miles. (619) 507-3822

1999 911 Carrera \$16.5k fun, reliable, great gas mileage, no room for new baby. Inspected and worked on by Certified Porsche Mechanic. 123K miles. (702) 279-1555

1999 911 Carrera Coupe 6spd. Speed Yellow w/ black leather interior w/ yellow stitching. Power seats. Black/ yellow cocomats. 18" Turbolook wheels. Hi-Fi Sound w/ remote CD changer. Durametric diagnostic software. Built-in K40 radar detector. LoJack w/ early warning (text or e-mail if car is moved). New Porsche exhaust w/ chrome tips. New coolant tank. Recent tires. Recent service by Pioneer. Excellent condition. Only 19k miles. *** Transferable aftermarket warranty (premium coverage mechanical repair insurance - Vehicle Security Care) with 3 years and 40,000 miles of coverage left to go *** \$25,900. More photos here: <http://www.flickr.com/photos/zbanan-aslug/sets/72157621237015549/show/> Call or text Jon @ 760.297.0744

2000 911 Carrera 4 Coupe Millennium Edition, number 86 of 911, 34k miles, recent tires, new coolant tank, new ignition switch, \$31,000 (760) 546-8201

2002 911 (996) Coupe Exceptional, enthusiast owned. Blk/Blk, 32K mi., Original non-smoking owner. X74 suspension, short shifter, PSE, flared rocker panels, GT3 console delete. Sport seats, Xenon headlights. All factory maintenance performed by Pioneer and Dennis Sherman. No accidents, all service records and window sticker. Mobil 1 every 5000. \$34,500. Jason. jmills808@cox.net. La Mesa. (619) 723-5140

2004 Carrera Coupe Grey/Black, Tiptronic, 33k mi, pwr seats, orig. (80+ year old) owner, never track/AX driven, new tires, 30k mi svc. \$33,000 jtillson@san.rr.com 858-205-5357

C-2 Turbo Look For Sale, C-2 Turbo look conversion. Built on a 911 SC chassis. The car was taken completely apart, restored and updated to a C-2 Turbo look. Original fenders, hood, doors retained and used to build up the C-2 Turbo body. Original 3.0 Ltr engine and 915 gear box. Upgraded suspension to street/ track specs. New HRE three piece wheels (18"X9's and 18" X 11's) W/Khumo Escata rubber. All records, well maintained and documented California car. Beautiful metallic blue paint. Needs nothing, put gas in it and go have fun. Call or e-mail John Simone for all details and price. Will consider partial trade for any running or non running original 70's 911. (760) 940-1244

2001 911 Carera Coupe Jungle green/light tan. Most options, well maintained, 6 speed, recent rear tires, 70k miles, \$35K, Carlsbad, CA (760) 602-0664

MERCEDES-BENZ SL500 Roadster Cnv SL 500 Convertible. Red with Hard Top and Black Soft Top. 16,000 miles. 1995 Mint condition. Best offer. (858) 454-3113

1984 Europ. Spec. 911 Carerra Tar- ga-231 hp 3.2 Liter. Orig registered in Zurich, Switzerland. Garage kept, excellent condition, well maintained show/weekender, black \$26,500 (619) 850-5885

Track/Race Cars

-89 944 Turbo Well sorted PCA POC time trial or club racer. Street setup / legal. Too much to list goto www.geocities.com/mats@att.net/main.html \$20k mats@att.net (858) 794-6910

1984 Euro 911 Carrera TurnKey race package, Car/ trailer/40Tires New Recaro/ Hans seat, More information at Face Book & MySpace 1stName-Porsche Last Name-Carrera \$37,500 BruceWells (909) 987-0199

1993 RSA D/ E T/ T RACE ready. Needs nothing. OEM & BBS wheels. New 710's. Sparco 6pt. Bar, fire system...needs to get out there. 619-952-3663. \$33,000.

911 Race Car Chassis For Sale: If you've seen any of the cars I've built over the years running at a PCA or POC event you already know the craftsmanship and detail that goes into each car I build. Here is your chance to own a Top Performing Class Winning car. Ready to go with all the modifications needed to take you as far as you want to go, complete with 993 Evo II Body. Being sold "As is", or optioned to your specific needs. Finished in Gloss White powder coat finish. For information, details, and photos contact John Simone. (760) 940-1244

95-993 Reduced to: 25K Exterior, GT2 Evo 2pc Front Splitter, 3.8 RSR Rear Wing, Lexan F, R, Side Windows , BBS Porsche Cup Wheels - 9x18/11x18, 993 Turbo Brake Kit - F& R, F Pagid Yellow, R Black Brake Pads, Carbon Fiber Lid , Interior, Two-way radio - crew chief head set & case, Race ready, Suspension, Double-Adjustable JRZ and Eibach springs, TRG Upper Camber Plates , F and R Upper Shock Monoballs, TRG Adjustable Front and Rear Sway Bars, Evo Uprights with ERP Bump Steer Kit, Bray Krause Strut Brace, Engine & Driveline, TRG Solid Engine Mounts , TRG Solid Transmission Mounts, Custom Gears (stock 1, 2; short ratios 3-6), Lightweight RS Flywheel Kit with Centerforce Clutch, Enlarged Throttle Body, Supercup Exhaust, Unichip with 270hp at rear wheels; 310 at motor, ; trailer included (760) 223-6678: Steve ,

For Sale: AR-2 /GT-2 Class winning race car. A proven formula of performance, functionality, and looks, class winning performer in both PCA and POC. For a listing of equipment and additional photos contact John Simone. (760) 940-1244

Trailers

Featherlite Open Trailer 2006 Featherlite 3110 in excellent condition. New Goodyear Marathons this year with small Pit Pal tool box up front. \$ 4,500. (310) 990-9449

Parts

993 Mirrors Factory 993 power mirrors (pair). \$300. Forrest 619.992.4378 Very good condition. (760) 598-8118

993 Supercup Wing Good Shape. CF blade, Big turbo grill. End plates. \$600. Forrest 619.992.4378

911 Roll Bar Autopower w/harness-bar & cross-brace, fits 911, 964 sunroof coupe. Bolt-in, all hardware included. \$300 Rick@thekor-fins.com 619-884-8705.

B&M Short Shift NEW, changes lever ratio at transmission end of shift cable 10/30%. Fits 2002-05 996. All metal parts+hardware. \$65 Russell rdshon@san.rr.com (858) 442-7466

Track Steel Lug Nuts NEW 14x1.5/Porsche ball seat, Gold Zinc plated, required by many racing sanctioning bodies. \$15for10 or \$25for20. Russell rdshon@san.rr.com (858) 442-7466

HANS Helmet Anchor Set NEW in package, latest version HANS Standard Post Anchor Set. Includes installation kit/ wrench/ sticker. \$45 Russell rdshon@san.rr.com (858) 442-7466

Stebro Boxster Racing Muffler NEW, never mounted. 100% Stainless steel, thru-mufflers, minimal weight, perfect for 986 Boxster Spec or track car. \$550 Russell rdshon@san.rr.com (858) 442-7466

Bridgestone RE-01Rs 235/40-17 2 Bridgestone RE-01R tires, size 235/40-17, ~70% tread (6/32"), great condition. Great street/track tire. \$150 Russell rdshon@san.rr.com (858) 442-7466

Engine 2000 2.7L Boxster engine runs has suspected rod knock \$3000.00 (928) 208-8404

Tires Good for Autocross Used Hoosiers (4)275/40/17 (2) 245/40/17 \$25 each, Used street tires Michelin Pilot SX (2) 255/40/ZR17 205 50/ZR17 \$50 each (928) 208-8404

Wheels and Tires Set of four OEM Porsche wheels 17X7.5 65 & 17X9 55 with Khumo Victoracer V700 245/45 ZR17& 255/40 ZR17, \$1000.00. (928) 208-8404

Tires: Hankook RS-2 available: 4 tires, 225/50/16's. 2 in great shape, 2 slightly worn. 2 Fuchs 7/16's, too. B/O (tires maybe free ;-). DWChambers@hotmail.com

Harness Bar Weltmeister 914 bolt-in harness bar. 1" dia., gold cad. finish, exec. cond., 6/20/90 date code. \$50. (858) 453-2909

Fore Sale: Original Fuchs wheels off of a 1979 911 SC. Black centers, Great Condition. Tires mounted on the wheels are in good condition as well. \$800.00 (760) 940-1244

964 SS Headers w/ pipes. Stainless steel headers (used twice) and basic straight pipes for 964. \$300. Email kurquhar "at" yahoo.com or call Kris @ (858) 775-8744

Safety Devices 964 Cage Bolt-in cage; PCA POC race legal. Half price of new: \$850. San Diego pickup only (858) 456-2480

Parting out 93 C2 Excellent running gear, test drivable. Body damage RF fender, LR fender & bumpers Greg Smith gdsmitmd@sbcglobal.net (760) 480-6050

Cobra Race Seat Black/Red Evolution "S" Kevlar race seat. Used for 2 TT and 3 DE's. Great condition. New \$1,000, sell \$650. Randy (619) 888-1510

Fuchs, 15x7 & 15x8 Great condition, both platinum and black centers, will sell in pairs, contact Don Middleton - email: Don@midkam.com, or phone: (619) 668-4822

B&M Short Shifter Kit Brand New, fits all 986/987 Boxster, Cayman, 996/997 Carrera/Turbo/ GT2/ GT3. Still sealed complete kit with two sets bushings and grease. \$200/ obo. (619) 302-2136

Schroth harness pads Set of four used Schroth racing harness shoulder pads. Black with yellow logos. \$10. Call Kris @ (858) 775-8744

996 2003 Carrera Targa wheels two front 8J x 18 H2 50 mm offset, two rear 11JX18 H2 63 mm offset. \$800 tartanstar@earthlink.net (760) 643-9495

FUEL PUMP 1975 came off a 911s, oem, works great, this is cheap, help a member out. \$100.00. 619-952-3663.

Wanted

'65-73 911 Wanted Looking for a coupe or Targa for a reasonable price, nice example or a project considered, call (909)583-1894

looking for a 2.4 6 cil 911 targa complete engine email olivasba@hotmail.com

Wanted: Truman Motors, San Diego Motor Imports or other Porsche Dealer License Frames. Porsche books, Posters. Also Minilite 8X15 or 9X15 wheels. (619) 667-4423

Wanted dead or alive 3.2 Carrera coupe. High miles ok. I also buy race cars. Mark Kinninger (619)733-5500 kinninger@cox.net

WTB 16x8 Fuchs Am looking for a pair of reasonable condition 16x8 Fuchs for an 87 911. Black center or polished petals OK. (760) 944-9576

WTB: 03/04 Boxster Conv Top: Looking to buy a complete convertible top from 2003-2004 Boxster, black top preferred. (619) 302-2136

Miscellaneous

85 Honda XR250 pit/dirt/fun bike. 0mi on rebuilt carbs/forks/valve adj newer plastics. \$700obo need \$ for 924S project. Perfect Christmas present! mmagusb@hotmail.com Pastor Mark (951) 294-7717

Aerial Photography and Video Low level aerial photography and High Definition video service. Remote Control Helicam allows the capturing of unique aerial photography. (858) 248-2719

Best Performing Engine Oil Amsoil Synthetics: Synpsg.com! Best Performance and Wear Protection! 5W-40 European Blend and 0W-30 in stock: Local Delivery! Call/email today! custserv@synpsg.com (951) 479-8483

Boxster car bra \$75 and VW Beetle car cover \$75 obo. Charlie 619-224-9317.

Yakima Roof Rack System Rack includes Ski, Surf, Snowboard, Mt Bike, Two Road Bike and Wind Fairing attachments. \$400 obo. Bob (619) 448-1604

Business Directory

High Performance Motorsports Porsche, BMW, etc. Buy any new (Factory), used, leased, auctioned vehicles at Dealer Wholesale pricing. All Vehicles. (858) 735-1013

High Performance Motorsports Buy Porsches w inspection reports, carfax receipts under blue book. Porsches Approx 10% to 50% under KBB www.hpmsd.com (858) 735-1013

Classified Ad Policies

Members of San Diego Region PCA may place, at no cost, ads of up to 25 words to buy, sell, or trade specific items. Member ads of more than 25 words are charged at 20 cents per additional word.

Non-member, business, or commercial ads are charged at 40 cents per word.

All classified ads must be placed through the club's web site: www.pcasdr.org.

The classified ads service is managed by the AD2AD Network (www.ad2ad.com).

Performance Driving Events

PCA-SDR offers a variety of performance driving events for drivers of all skill levels.

Autocross (AX)

An autocross is a fun, competitive event, normally held on a large parking lot such as the ones at Qualcomm. Traffic cones are used to define a twisty course, which drivers attempt to navigate, one car at a time, as quickly as possible.

You'll need only your car's normal equipment (seat belts, etc.), plus a helmet that meets Snell 2000 safety standards or better. The club offers helmets for rent. Plan to arrive early with a full tank of gas, and remove anything that's loose from the car's interior. Your car must pass a brief safety inspection.

Inexperienced autocrossers will be provided with instructors at no additional cost. The club also offers a biannual Performance Driving School, which teaches techniques that are useful in autocross.

The standard autocross registration fee is \$45 per car if pre-registered (by the Tuesday before the event), or \$60 after that.

Driver Education (DE)

Driver Education is the next step beyond autocross. A DE lets you experience continuous lap-ping and limited passing in a highly structured fashion. Speeds are generally faster than in autocross, but DEs are not timed.

DEs are usually run in large parking lots or other open areas, using traffic cones; occasionally they are run on race tracks. Unlike autocrosses, where cars exit the track after each lap, DE cars remain on the course for an entire session. Since they run the course in groups, not individually, they must also deal with traffic. Limited passing is expected.

DEs are not entry-level events. At least eight days of autocross experience is required. Safety equipment requirements are more stringent than for autocross. Instructors are always available to assist students or those wishing to improve their skills.

The entry fee is normally \$60 per car if pre-registered, or \$80 after that.

Time Trial (TT)

A time trial is a competitive driving-education event, often run on a major race track over a week-end. During practice runs, multiple cars are on the course simultaneously, running continuous laps, just as in a DE. Passing is expected and required.

Saturday's program usually provides practice runs. Sunday offers practice runs in the morning and timed runs without traffic later in the afternoon. Although this is a competitive event against the clock, it is not wheel-to-wheel racing.

Time trials are not entry-level events. Safety equipment requirements are more stringent than for autocross. Participation is limited to licensed participants or students, who must have at least eight days of autocross experience. Instructors are available to assist new student drivers.

Time trials typically cost \$295, with a \$50 discount for first-time drivers; late registration fees apply.

For complete information on all types of events, including safety requirements, rules, and eligibility, consult the club's web site, WWW.PCASDR.ORG, and the Zone 8 web site, ZONE8.PCA.ORG.

Policies for Stadium Events

- Car must be completely empty, tires changed, and ready to go when you arrive at the Tech Inspection line.
- A \$10 late fee will be assessed if your car is not in tech line by 7:30 a.m.
- You will not be allowed to register if your car is not in the Tech Inspection line by 8:00 a.m.
- All cars must have a car number and class designation on both sides at all practice and timed laps. Shoe polish may not be used for numbers.
- Helmets must meet Snell SA00 or M00 requirements or newer.

Stadium Schedule

6:30–7:30	Tech Inspection
6:45–8:00	Registration
7:25	Track Walk
8:30	Drivers Meeting
9:00	First car out

Contact the Chairs

Autocross	AX@PCASDR.ORG
Driver Ed	DE@PCASDR.ORG
Time Trial	TT@PCASDR.ORG
Performance Driving School	CDI@PCASDR.ORG

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Display

Advertising

For display advertising contracts and billing information, please contact:

Richard Park

WITNESSADS@PCASDR.ORG

Rates

All rates are quoted per month with a minimum commitment of three months. Ads may be prepaid or automatically billed to credit cards.

Type	Width x Height	Monthly
Full	7¼ x 9¾"	\$200
Half	7¼ x 4¾"	\$125
Quarter	3½ x 4¾"	\$75
Eighth	3½ x 2¼"	\$50
Key Position		\$325

Sizes are strictly maintained. Bleeds are available only on full-page ads.

Submissions

We prefer that materials be submitted in .JPG, .TIF, .EPS or .PDF format. Please send files to EDITOR@PCASDR.ORG. We reserve the right to edit or refuse to print any ad.

Deadline for submitting new ads or changing existing ads is the first of the month preceding the issue date. To start, cancel, or inquire about an ad, contact the Windblown Witness editor, Susan Brown at EDITOR@PCASDR.ORG.

NOTE: Information in this section applies to display ads only. For information on classified ads, please see the sidebar within the classified listings.



Drivers Award Dinner

Basic
410 10th Ave
San Diego, CA 92101
between Island & J St
619.531.8869
www.barbasic.com

Sponsored by



February 7th. 2010 5:30 PM – 9:30 PM

Basic - Urban Kitchen and Bar

Attention in the pits: Gourmet Pizza Pies, Salad, Italian Gelato & 2 hr. Open Bar. Basic is located in the East Village section of Downtown San Diego. Converted from a circa 1912 warehouse, Basic is left open and raw with original brick walls, high ceilings and industrial garage doors. \$5 parking available at Cox Communication building, between J & K on 10th street.

* Bar atmosphere with limited seating *

\$25 PER PERSON –Limited to 130 people

Sign-up at:

Motorsport.reg.com

For more info, please contact:

Katina "Speedy" Rondeau

619.934.6554



To:

Susan Brown, Editor

PERIODICALS



MOVING? Send change of address for the *Windblown Witness* to:

PCA Executive Office, P.O. Box 5900, Springfield, VA 22150 or submit change via WWW.PCA.ORG.

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The sleek arcing roofline. The alluring hips. They're almost enough to make you forget what sits underneath. Almost. What you'll really fall for is the powerful mid-mounted engine that keeps you balanced around every curve. The Cayman. Let the seduction begin.

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