

# WINDBLOWN WITNESS

REGION OF THE YEAR 1998 AND 2006



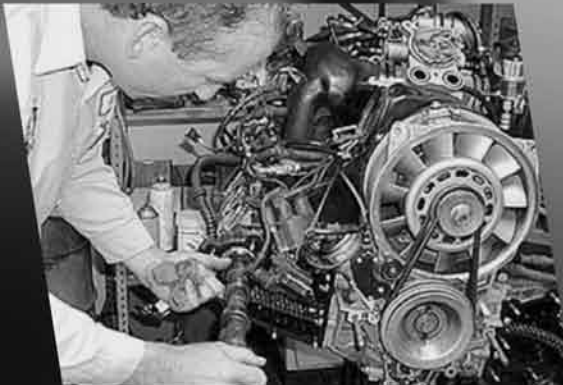
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# WINDBLOWN WITNESS

Volume 51 Number 3

March 2010

## FEATURES

**11** The Last “First Impression”

**24** Correctly Checking Your Oil Level

**30** Sixty-Two and Counting!



Tom Brown's first Porsche



Just one of the sixty-two

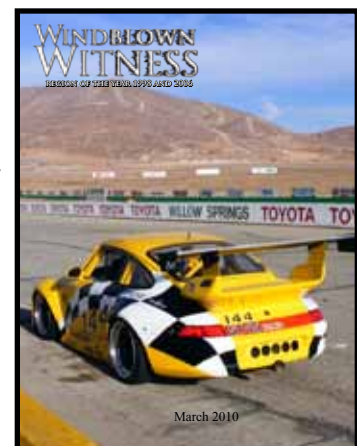
## DEPARTMENTS

- 2** Board of Directors, Witness Staff
- 3** Committees
- 5** Road Trip
- 7** Editor's Turn
- 8** Event Capsules
- 15** Back in the Day
- 16** Auto Museum Report
- 34** Membership Report
- 35** Monthly Meeting
- 37** Classified Ads
- 40** Advertising Index, Rates, Policy

## COVER PHOTO

John Payne, in his  
“Killer Bee” at Willow  
Springs

Photo by Greg  
Phillips



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\* denotes committee chair

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# Budget Challenges

BY CURT YAWS, PRESIDENT

**O**h, I hate having to budget! The latest topic of conversation for the SDR board and committee chairs has been the budget for the year, and how we can be prudent with the expenses and continue to produce the enjoyable events that our members look forward to.

## Our Budget Goals

Our goals are to run the club at a break-even financial result. Some years we do better, some years worse. From 2005-2007 we were running good surpluses due to high attendance at driving events, additional advertising in the Witness, and some non-recurring income such as Parade and donations that were unexpected. Driving events tend to have high fixed costs for track rental and insurance, and any income over the cost generally falls to the bottom line. The monthly social events typically fund themselves at no cost to the club. Events such as the annual installation dinner and the volunteer recognition dinner, as well as the driver dinner, tend to be partially funded by the club, historically with funds generated by those driving events that were making surpluses.

With the decline of the economy causing many of our members to watch their wallets a bit closer, attendance at the driving events has fallen. Those donations are just a pleasant memory now.

So where does that leave us? We have to be careful with club funds, and make sure we fit into that break-even cash-flow model, without the significant additional cash inflows we were accustomed to the past few years.

Here's what to expect: The 2011 installation dinner will be a more ca-

sual affair put on by Kathy Alnwick, our returning social chair. It will be nicer than beer and pretzels, but won't be at the Del this year. The driver dinner will be just as fun, but you may have to pay for entry and buy your own drinks as Katina Rondeau negotiates a different deal for next year. All those delicious dinners you receive at the board meetings may have a kitty jar at the table to help fund the evening. Some changes might occur with this Windblown Witness in your hands, as Susan Brown trims the publishing budget. Think tiny print in a paperback size format...no, just kidding, but we may cut back the number of pages to more closely tie to our advertising content.

There will be a number of changes, all we hope for the better as we navigate these challenging times. The tough times won't last, much like the good times we thought would never end. We'll all be the better for it, and the club will be stronger than ever.

## Time Trial at Willow

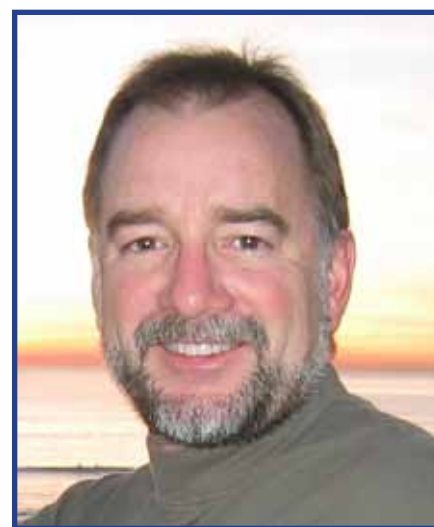
And that brings me to my next topic, the January Time Trials at Willow Springs. I'll leave the results to another reporter (no, I wasn't even in the top 5, no matter how much help I got). The best comment I heard about the weekend was in a Forum posting by Steve Grosekemper, our TT Tech Advisor: "This was a really great event... The comradery and PCA family attitude is what really came across to me. People sharing track knowledge, parts, tools and smack talk." Steve hit it on the nose. We had about 60 drivers, with many POC friends, Orange Coast, and Grand Prix Region members. It was a remarkably relaxed event in beautiful weather, and there was minimal

wear and tear to the cars. Jack Miller and Robert Bazier have been producing some wonderful weekends, and you ought to check them out. If you're not a driver at this level, we have a "Taste of the Track" program that allows you seat time in some very fast instructor cars. There were two "Track Tasters", OCR member Marie GrosJean and SDR member Choongyeob Choi (CY). It appeared as though they both had a great time, and we're looking forward to their return.

This all brings me back to Steve Grosekemper's statement: the club really is like a big family, helping each other out, learning and teaching, enjoying some time and a few meals together. We'll make it through these tough economic times with no problems, and maybe more fun.

## Shameless Plug

The Zone 8 California Festival of Speed, will be held April 9-11 at Auto Club Speedway in Fontana. Fast cars, beautiful concours cars, vendor row. This thing is great! Drive up for the day.







# *Pageant of the Masters and 356 Concours*

July 10<sup>th</sup> and 11<sup>th</sup> 2010

*This is a great weekend event. The Pageant of the Masters on Saturday night, and the 356 Concours on Sunday morning.*

*Tickets are limited and a \$100 non refundable deposit is required to reserve your seats.*

- ♦ One person: \$255. (Ticket to the Pageant, hotel room, and continental breakfast)
- ♦ Two persons: \$355. (Same as above)
- ♦ Two singles sharing the same room: \$355. (Same as above, but sharing a room)

*Note: No other meals are included in this package. If later, participants would like me to arrange a dinner for the group I can do that, but additional fees would be incurred.*

To reserve your spot please call Katherine Alnwick 619-992-2439  
imthekaps@yahoo.com



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# Changes are Coming!

BY SUSAN BROWN, EDITOR

**A**s Curt said in his column this month, times are tough all around. Many of our long time advertisers in the *Witness* are watching their costs very carefully, and advertising is an easy expense to cut. It's hard to measure the cost/benefit ratio accurately as the merchants generally rely on their customers to tell them how they found their business. So, if you do frequent a business which advertises in the *Witness*, let them know! I have the luxury of always having a few extra copies of the magazine around and when asked by co-workers or neighbors where to go to get their Porsche serviced I just whip out a copy of the *Witness* and tell them to go to someone in the book!

The sad reality is that right now, the *Witness* costs more to produce and mail than it brings in through advertising revenue. As a result, we're going to make some changes. Starting with next month's edition we will go to 32 pages each month. It's a lot more cost effective to print magazines in 16 page increments. So when I build a 40 or 44 page magazine because that's the right size for the number of articles I have, it adds quite a bit of cost. (Math whizzes will realize that a 48 page magazine is divisible by 16, and you're right – but each 16 page increment adds up.)

That is going to mean saying fare-

well to some of the things you might like reading. Curt and I will share a page. (I figure you will miss our columns least of all!) Tom Brown's column is ending this month so that frees up a page. Don't miss his farewell column this month—all about him!

In deciding what to cut and what to leave, I'm making decisions you might not agree with. The entire Board meeting minutes—out of here. (Our bylaws say we have to print a summary of the minutes.) Same with the classifieds which I think may be a more controversial cut. The new member list also will be going. If you hate one of these changes, write to EDITOR@PCASDR.ORG and tell me about it. But, we can't have it all. If we go to a larger, bi-monthly magazine we still have the costs of a larger mag, and half the ad revenue. On-line is cheap, but many of us like having something to hold. Speak up and let me know what you think.

## Porsche News

On a lighter note, did you see that Porsche has developed a hybrid GT3? I find this very cool:

*In the case of the 911 GT3 R Hybrid, the front axle features two electric motors, each developing*

*60 kW and supplement the 480 hp, naturally aspirated four-liter flat-six that drives the rear wheels. Instead of the heavy batteries usually found in a hybrid road car, an electrical flywheel power generator is installed inside next to the driver delivering energy to the electric motors.*

*The flywheel generator is also an electric motor, with its rotor spinning at speeds of up to 40,000 rpm while mechanically storing energy. The flywheel generator is charged whenever the driver applies the brakes, as the two front axle electric motors reverse their role and act as generators. Then, when accelerating out of a bend or while overtaking, the driver can use the extra energy from the charged flywheel generator, sending up to 120 kW of stored kinetic energy to the motors. This additional power is available after each charge for approximately six to eight seconds.*

And...the first new 911 Turbo S in five years will provide 530 hp and 24 mpg and debut in Geneva. See the picture below, and get to your local dealer this spring to see the real deal!

*Taking its place at the top of the Porsche 911 line-up, the new 911 Turbo S will deliver exclusivity along with 530 hp, 516 lb ft of torque and an impressive 24 miles per gallon highway. It will be available in both Coupe and Cabriolet form, with the range-topping 911 to feature a remarkable list of standard equipment including the seven-speed PDK, PCCB brakes, Sport Chrono Package Turbo and more. The 2011 911 Turbo S Coupe and Cabriolet will be available in May, 2010 with a MSRP of \$159,100 and \$170,200 respectively.*



# March 2010

## Wednesday, March 3, 2010

### Monthly Members and Board Meeting

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

**Place:** Heimburge Home  
6290 Camino Corto  
San Diego, CA  
619-583-3795

**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, March 6, 2010

### SDR Tech Session

**Time:** 10:00 a.m.

**Place:** Brecht BMW  
1557 Auto Park Way  
Escondido, CA 92029  
760-291-2893

**Details:** Featuring Chuckwalla Raceway and possibly Nitto. They will host a presentation on their new race track that our DE will be using October 30th. The Chuckwalla Valley Raceway ( CVR ) is an exclusive, member only world-class road course racing facility that provides an unparalleled racing experience for both the new racing student and the experienced professional-level driver. CVR's operational philosophy is one of uncompromising commitment to driver safety. CVR's facilities will be constructed in a natural setting with little to no effect on the surrounding environment. See page 27.

## Saturday, March 6, 2010

### Porsche & Vintage VW Swap Meet

**Time:** 9:00 a.m. - 2:00 p.m. Early bird 7:00 a.m.

**Place:** Hilton Hotel at LAX  
5711 West Century Blvd.  
Los Angeles, CA

**Details:** Annual Porsche Literature, Toy/Model and Memorabilia swap meet. \$30 for early bird admission, \$10 at 9 a.m. Vendors, contact Wayne Callaway at 909-930-1999. LALITANDTOYSHOW.COM

## Friday - Sunday, March 19-21, 2010

### Performance Driving School, West Lot

**Details:** See inside front cover.

**Contact:** Registration at PCASDR.MOTORSPORTREG.COM

## Monday, March 22, 2010

### Zone 8 Autocross/GPX DE

**Place:** Streets of Willow

**Details:** To avoid late registration fee, mail completed form and entry fee by March 15 PCA GPX c/o Suesan Way, 10385 Bonnie Lane, La Mesa, CA 91941 (make check to PCA GPX). See PCASDR.ORG calendar for flyer.

## Saturday, March 27, 2010

### Zone 8 Judges and Concours School

**Time:** 9:00 a.m. - 1:00 p.m.

**Place:** 1315 Hot Springs Way, Suite #105  
Vista, CA 92081  
760-295-3330

**Details:** This is a great event if you are interested in cleaning or showing your car, becoming a Zone 8 Judge or fulfilling your education requirements as a Zone 8 Judge. The judges will give insights on what criteria is used for judging, tips on cleaning, shortcut secrets and more. Michael Mankarious from Einszett car care products will be our guest speaker and demonstrate some car prep secrets and products. Michael will use one or two volunteer's automobiles for demonstration. Plus there will be a Q&A session with the judges, judging demonstration and instruction, and more. Coffee & donuts will be available to get you started; lunch is included in the price of \$25. For more info, contact Zone 8 Concours Chair, Joe Nedza, JCSNEDZA@AOL.COM. See page 33.

## Sunday, March 28, 2010

### Zone 8/SBR Autocross

**Place:** The Earl Warren Showgrounds in Santa Barbara  
Exit Las Positas off the 101 Freeway, go North  
toward mountain

**Details:** \$75 per person includes lunch. email Dan Byers at DAN\_BYERS@MAC.COM for more information.

## Tuesday, March 30, 2010

### SDR Last Tuesday Social

**Time:** 6:00 p.m.

**Place:** Firefly Grill and Wine Bar  
251 North El Camino Real  
Encinitas, CA 92024  
(760) 635-1066

**Details:** Come on out and join your fellow members for food and fun! See page 33.

# A p r i l 2 0 1 0

## **Wednesday, April 7, 2010**

### **Monthly Members and Board Meeting**

**Time:** 6:00 p.m. Social hour and food  
7:00 p.m. Meeting  
**Place:** Curt and Janet Yaws  
3617 Fenelon Street  
San Diego, CA  
619-228-9678

**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.

## **Friday - Sunday, April 9-11, 2010**

### **California Festival of Speed**

**Place:** Autoclub Speedway  
Fontana, CA

**Details:** For more information please visit [www.CALFESTIVAL.ORG](http://www.CALFESTIVAL.ORG). This is a great opportunity to see the MOST fabulous collections of Porsches you'll find on the West Coast. Join us! See page 25.

## **Saturday, April 17, 2010**

### **SDR Autocross, West Lot**

**Details:** See page 39.  
**Contact:** Registration at [PCASDR.MOTORSPORTREG.COM](http://PCASDR.MOTORSPORTREG.COM)

## **Monday, April 19, 2010**

### **Motorhead Monday**

**Time:** 6:00 p.m.  
**Place:** Mandarin Garden Restaurant  
8242 Mira Mesa Blvd  
San Diego, CA  
858-566-4720

**Details:** See page 22 for details. Join your racing buddies to watch in-car videos and do some "trash talking" about the last 3 time trials. All members welcome.

## **Wednesday, April 21, 2010**

### **Tech Session**

**Time:** 6:00 p.m.  
**Place:** C2 Motorsports  
8380 Vickers Street  
San Diego, CA  
858-495-9200

**Details:** 2000 helmets are expiring! C2 hosts a discussion on the new helmet rules.

## **Sunday, April 25, 2010**

### **Tour—Back Country Roads**

**Time:** 8:00 a.m.  
**Place:** Depart from the southwest corner of the North County Fair parking lot  
**Details:** Come on out and join your fellow members for a jaunt through the countryside!

## **Tuesday, April 27, 2010**

### **SDR Last Tuesday Social**



*For email notification of events please send your email address with a request to join the PCASDR eList to: [EMASTER@PCASDR.ORG](mailto:EMASTER@PCASDR.ORG). For up to date information on events, go to [www.pcasdr.org](http://www.pcasdr.org)*



# Make it Personal

TEXT AND PHOTOS BY TOM BROWN

Sixty columns. Can you believe it? This is my sixtieth column. It has been five years already. Amazing. Sadly, all good things must come to an end, and after five years, I think it is time to make room for new ideas in the newsletter. Of course, there are other reasons. The Parade, for one. My duties as the national Parade chair will only increase over time. And my role as the region's IT chair seems to as well, despite that position's very unofficial status. There is only so much time in the day. This anniversary seems like as good a time as any to move on to other things.

When I asked Susan (our editor and my wife) what to do for my final column, I suggested two options – continue with the same formula, but find my absolute favorite cover of all time (that I haven't already used, of course) OR use the covers that contained our cars; do something a little more personal. Her response was an immediate and emphatic "Make It Personal!" Ok, that was easy; this column will be different, it will be about us. It will read like an installment of the "What's in your Garage?" series of articles. (By the way, anybody can submit one of those...take some pictures and start writing! Susan loves article submissions, especially those from the general membership.)

## Carrera Once

Our cars have been featured on the cover of the Witness four times. The first time, September 1993, featured the crest of the 1989 Carrera, and interestingly enough, it didn't even belong to us (yet). At the time it was still owned by my father. Like most men, he has always appreciated fine automobiles, especially sports cars. When I was very young, we had an MGB, followed by a Fiat, the exact model of which I can't recall, and probably never knew. When I was in high school, it was a 1967 Corvette convertible. Now that was fun. Luckily for me, he was very trusting, and consequently I drove that car more than he did throughout my senior year. It was newly restored when he bought it: beautiful, fast and fun!

After graduating from college, I'd become a big fan of Porsche and at some point along the way (with my influence, I'm sure) Dad decided to give Porsche a try. Thus the 1989 black on black Carrera came into the family. I think it only had 15,000 miles on it when dad bought it. The cover photo was taken by my friend Brent Kish in the summer of '93 when the two of us went to visit my parents for the weekend. I hadn't seen much of the new car yet (they live in Tacoma, WA) and as Brent and I were

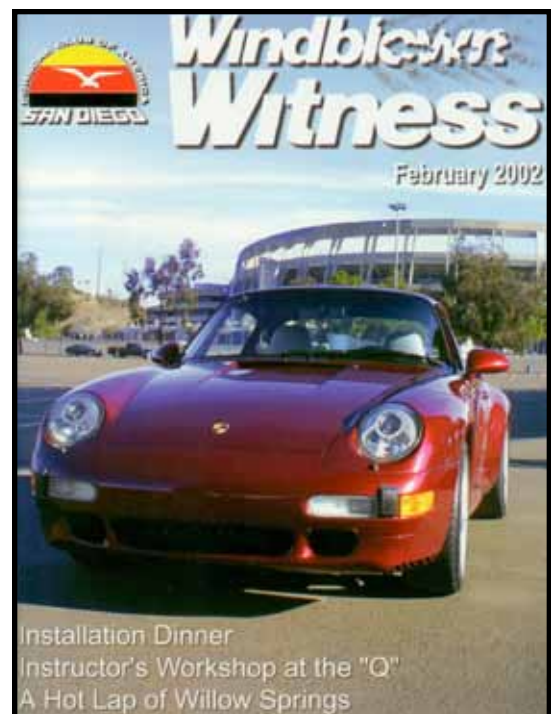
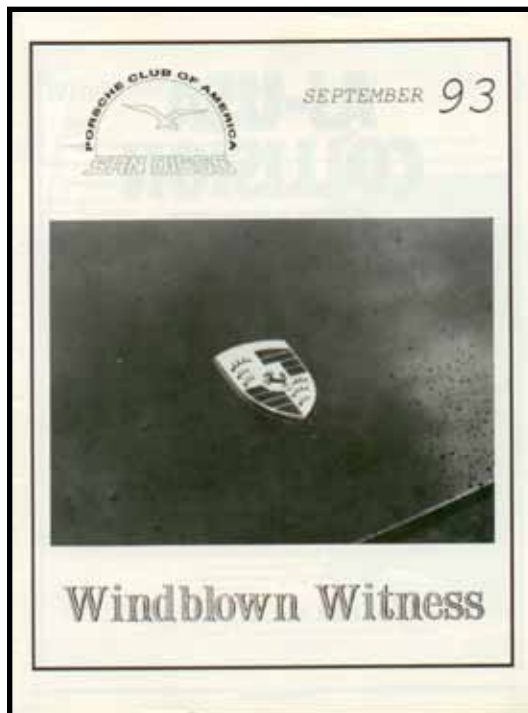
regular autocrossers at the time, we figured we needed to go see what the car could do. Brent snapped the photo of the Porsche crest right after we got caught in a rain shower as we were exploring the back roads outside of town that Saturday. You should see some of the other photos that Brent took. What a weekend. It was quite a sight, seeing the Carrera next to the Corvette in the garage. I think it was the last time I drove the Corvette; dad sold it not too long after our visit.

## 914 Days

My choice to live in San Diego after college was heavily influenced by a high school buddy, Dave McAlexander, who was stationed here by the Navy. (I'm sure Dave has more passenger seat time in the Corvette than anybody else.) At the time, he owned a 914 which the two of us raced on a regular basis. It wasn't too long after Susan and I got married that I felt the need for a Porsche to call our own and the search was on for a 914.

A 914 was the perfect car. Cheap to buy, cheap to maintain (all relative, of course) and a blast to drive. I didn't see that many here in San Diego; every one that was interesting was in Orange or LA county. Fortunately, I didn't have to look for long, or to drive up there too many times. I think it was only the third car we saw, and I knew right away. A 1973 2.0 with 93,000 original miles; a second owner car, with the second owner in possession for only nine or ten months. As I think about it now, I remember we almost lost the car. The seller took a few weeks to think about our offer, losing our phone number in the process. Fortunately I had the presence of mind to call him up and check on how things were going. No other offers, the car was ours! It's a good thing I didn't just wait for the call that would never have come.

The car was gorgeous, in beautiful condition, with an all original interior, including the stock stereo. Very rare in a 914. It was ready for a Concours. Not! I hate washing cars. But we did quickly replace the factory original springs and torsion bars and head for the nearest autocross. Susan and I raced that car for several years and had a great time. I love how nimble and responsive the 914 is. So easy to drive. This car was featured on the July 1996 cover, (photo by Skip Carter) and although you can't tell from the black and white photo, it was Olympic Blue (with a black interior). Sky blue for those of you who don't know 1973 factory color names. So many Porsches are black, silver, white or red that I just love the unique colors.





## Carrera Twice

Fast forward a few years and as much as I loved driving the 914, the urge for a 911 was growing. The 911 has always been my favorite model, the quintessential Porsche. Who doesn't want a 911? About the same time, dad seemed to be mentioning selling the 911 more and more in our conversations. As much as my dad loves sports cars, his true passion is the outdoors. He is at home in a pick-up truck, where he can bounce along a dirt road and have plenty of room for his shotguns, fishing poles, tents, sleeping bags and hunting dogs. The 911 was languishing in the garage and he knew it. Didn't take too many comments like that from him before I mentioned that he had to offer it to me first! After all, the car was 10 years old with less than 30,000 miles. It was in great condition and I would love to have it!

The seed was planted and it wasn't too long before the phone call came. The 911 would be ours. The terms of the sale were interesting; in a way that only a parent can make it. No, it wasn't an outright gift; it wasn't going to be free. Let me explain—my father is a strong believer in fiscal responsibility and financial independence. What made this interesting was that the price of the car had to be applied to our mortgage. True, they received no money for the car, but my parent's real gift to us was to accelerate our freedom from the burden of a house payment.

Soon we would have two Porsches in the garage. It was just a matter of picking a weekend when Dad and I were both free and flying up for the road trip back. It was an exciting weekend, I'm sure you can imagine. Two days of driving spread over two nights. Left mid-day on a Friday and stopped in Portland to have dinner with Brent (who'd moved there for graduate school). Made another stop to visit a gunsmith friend of dad's that he uses for custom gun work. The weirdest thing that happened was the first night, in a motel in some little town in Oregon, somewhere along I-5. We went to sleep, fitfully, to the sound of freight trains rushing past every so

often, only to be awakened in the middle of the night to the exhaust of some very loud motorcycles. They went on-and-on blasting through the night. The next day, tired as we were, we asked the waitress serving us breakfast what the heck that was all about. Turns out a Harley club meets there once a year and has a night driving tradition (drag racing?) and this just happened to be the weekend. We pushed on and spent a quieter, more relaxing night in Fresno.

The Carrera was featured (again) on the January 1999 cover, (photo by Skip Carter) this time with Katie & Philip joining us in the photo. What you can't see in the picture was the 914 parked right behind it. This was taken just after a "Tour of the Town" event (remember those?) and we needed both cars to take the whole family. The 914 would continue as our "track" car (despite its great condition) while the 911 was our new rally and tour car.

## Turbo Dreams

The 993 version of the 911 came out about the time the dream of my first Porsche was becoming a reality. The 914 was great, but we all knew the 993 was to be the last air-cooled Porsche and it seemed to be the ultimate. Both the best and the last of the line. Though it wasn't possible at the time, I definitely dreamed about it. And of course, I dreamed about the Turbo. The 993 Turbo was the 959 for the common man. Many of the innovations of that factory exotic became production model standards in the 993. And the Turbo with 400 HP and 400 ft/lbs of torque was definitely the best of breed. Quite a dream indeed; and quite unimaginable and completely impossible at the time.

As we entered the new century, the 996 was firmly entrenched in the Porsche line-up and the air-cooled cars were a thing of the seemingly distant past. The recession that started in 2001 put some downward pressure on car prices, including the 993, which was starting to show its age. I hadn't forgotten staring wistfully at one for the first time in 1994 and was thinking that maybe the time was



right. So began the search. Finding a car was easier now, with the power of the internet at our disposal. The offerings of the whole country were at our finger tips. There were many to choose between; with so many places to look, and I was checking them all.

Before long I noticed a few people were harder hit by the recession than others. A few cars that looked incredible by all appearances were offered at fire sale prices. A thought began to form in the back of my mind. Need I go for just a regular 993? Or is there more opportunity here than meets the eye? I was expecting to pay X, but X can now buy so much more! Found one in Denver. A 993 C2S. Rare car, fancy version, wide body. Even had a factory turbo tail to complete the look. Talked to the owner, he might have a buyer lined up, but he was doubtful. I'm not ready to commit. Then came a taste of the ultimate. San Francisco. Guards Red, turbo, same price as the C2S. Lower mileage. But Guards Red? My least favorite of all the colors. Emailed the owner. He's desperate. He'll take the Carrera as a trade-in, doesn't need a 100% cash sale. But Guard's Red? Shreveport, LA, (Shreveport, where the heck is that?) Another turbo. A 1996. Same price. Arena Red. Now you're talking. An interesting color! Mileage was a bit higher (35k vs. 25K) but low mileage goes away and Guard's Red is forever.

Called the owner. Not desperate, but wants a new turbo, a 996. I'm the only caller so far, despite the car having been on the market for several weeks. Perhaps I wouldn't tell him he picked a web site that specialized in Italian cars. I don't even know how I found it, but it truly was the only Porsche on the site. I never really understood why he priced it so low, but I'm not complaining. A phone call or two later and a deposit was in the mail to hold it until I could fly out and look at it. Trip went smoothly and quickly, talked to his mechanic, had some good Cajun food and bought a car. A couple of weeks later the shipping company dropped it off at 11 PM one night (I'm sure the neighbors appreciated them getting a car off a transport at that hour) and before long it appeared on the February 2002 cover. (photo by Chris Huck) Wow, from dream to reality. Don't pinch me!

### Our Garage: Then & Now

So there it was. Our three car garage had three Porsches in it! But that was not to last. My agreement with Susan to get the new one was that the other two had to go. Shouldn't be too hard, both cars were in great shape and had low mileage for their age. The 914 went quickly, to local club member Chris Huck, a sales manager at Pioneer Porsche. He had a 968 but wanted a second Porsche for his wife. A few years later he sold the 914, surprisingly to my old high school buddy Dave, who is now a member of the San Gabriel Valley Region. Dave had long since gotten rid of the 914 we raced together and always regretted it.

(A feeling I can now sympathize with.)

The 911 took a little more work. Less rare than the 914, and considerably more expensive, the economy which benefitted me with the 993 was now working against me. It took a couple of months, but finally went right before Christmas in 2001. I love this story. It was purchased as a Christmas present for the buyer's husband. (As coincidence would have it, they are also in the San Gabriel Valley region.) The husband had previously owned two Porsches but both had to be sold for one reason or another. It had been ten years or so and she knew he kept dreaming of owning one again someday. Since she had just come into some money, she thought the perfect Christmas present would be to surprise him with a Porsche! Our Porsche! A year or so later an article about them and the story of the car was published in their region newsletter. It was quite a surprise to me, but as a member of the Zone staff, I receive most of the Zone 8 region newsletters and just happened to flip through that one and find the article. I really enjoyed reading it; it was great to learn about the events of that Christmas morning, knowing it was our car that was the surprise sitting in his driveway. (I still have that issue in my records.)

Both cars ended up in the San Gabriel Valley region. Weird, isn't it? As I was writing this, I was reminded that I don't have any pictures of all three cars together. Like I said, the 914 went quickly, so quickly I didn't have the thought in time. But one day when I was preparing the '89 for a visit by a potential buyer, it occurred to me to snap pictures of the two 911s together. There you have it: what is, and was, in our garage. You won't see it on the track, but the 993 Turbo does show up for rallies and tours or just to be driven. Now it is time to sign off and to say thanks for reading my column for five years. What is in your garage?





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# A Retrospective of Late 1991

BY JOHN STRAUB, HISTORIAN

Well let's see. This month's article is going to return to covering a six month period in the club. We left off at the end of the first six months in 1991.

So here we go. Our membership was at 841, today it is about 1400. We were about a year away from putting on the 1992 Porsche Parade. That would be our second, the first being 1977. Tom Hauseur Jr. was the chairman and the Parade committee was in full swing with planning. At that point the committee was meeting about every two weeks.

In August of that year we held a driver's school, chaired by Steve Dente. Also that month was our Zone 8 Concours chaired by Ernie Paschoal and held at Marina Village. Some of our members showing were Dave Walker, Joe Fritzenkotter, Keith Nelson, Pat and Debi Norris, and Steve Dente.

September brought with it our annual Progressive Dinner. This event was chaired by the social committee of Debby Okleshen and P.J. Feldman. The cost was \$25 per person. I believe we had about 100 members at this event; it was a great success. Next up in September was an autocross at the stadium. One note to the current autocrossers—the DB level was set at 93. The chairs were Borden Covell and Al Schlegel. One thing we did at the autocrosses back then was to hold barbecues, including refreshments that the social committee would host. Some of the members driving were Paul Young, Pat Norris, Jon Wactor, Bob Albrecht, Steve Livelsberger, Roger Roberts, Ken Rumbaugh, P.J. Nudo, with Steve Dente taking TTOD in his 914-6. Our autocross events at this time in our history were drawing about 80 to 90 participants per event.

In October, the big event was our Holtville autocross. Friday evening was tech inspection, followed by one of our famous Margarita parties. Saturday was practice laps all day, followed by a BBQ dinner next to the hotel swimming pool, organized by the social committee. And lastly, timed runs on Sunday afternoon. Cost for the weekend of driving was \$50.

The first part of November ushered in our fourth annual Deutsch Marque Weekend, chaired by Vince and Cecelia Knauf. This was a wonderful event with both the BMW and Mercedes Benz clubs participating along with us. For this event we had a tech session at Black Forest hosted by John and Bonnie Rickard. Then a Saturday rally organized by Pat and Debi Norris, followed by a Saturday night social at the 32nd Street Navy facility. Sunday con-



cluded with a combined marque autocross. With Vince and Cecelia's dedication, this became one of San Diego's hallmark events of the past.

To end the year, our 1991 Installation Dinner was held at the Town & Country Hotel on December 7th. We started with a social hour featuring year-in-review pictures and videos. After dinner and the transfer of officers, the autocross awards were given out. To finish off the night we had door prizes and dancing. The cost that year was \$25 per person.

So there you have it, another great year in San Diego Region's history book.





# History of Small, Fuel Efficient Vehicles

TEXT AND PHOTOS BY MICHAEL HARRIS

The new display at the San Diego Auto Museum features the "History of Small, Fuel Efficient Vehicles." The vehicles range from a three wheeled "spring car" designed by Leonardo da Vinci to a modern Chinese built electric bicycle. In between we have a Smart Car, several VWs including an electric car; Citroen 2CV; 1932 Morgan 3-wheeler and a modern 3-wheeler that is electric powered; a 1936 Datsun (seeing is believing); Bantam pickup truck; English Mini; Crosley Hot Shot; an English Bond 3-wheeler; Isetta; Messerschmitt; and more—with a total of just under 20 vehicles.

Also new to the museum is an interesting display featuring a racing bike driven by Steve McQueen, a video



VW Electric car. Note the Electric Usage Meter on the front bonnet. The meter really works!

about his motorcycle racing and film exploits riding bikes, his racing gear and a large photo of Steve at the races with his son standing next to him. The video is really worth a visit. Also new is a racing simulator that offers a variety of race tracks for you wannabe racers to try out. Save thousands, even hundreds of thousands, and drive Daytona for just a couple of bucks. Check at the museum store when you first come in for details. While the Green Cars will run through May, the next display at the end of May will feature "Datsun and Nissan: The American Story." In the late 1950s, Nissan had fallen on hard times. One of the executives had the foresight to look at the American market. The Company sent a small group of Japanese executives to attend the Los Angeles Auto



1960 Nash Metropolitan



The 1932 Morgan is powered by a big V-twin AJS motorcycle engine and the Special to the right is powered by a motorcycle engine running on electricity. In fact, the 1932 Morgan is very similar to its 1910 prototype, so the technology is separated by almost 100 years.



What is it? A Leonardo da Vinci "spring car" of course. (The supporting dolly is not OE.) Next month I will explain how it works.

Show in 1957. They took several Nissan cars and trucks with them and did their vehicle testing on Southern Californian roads and highways. They also thought the name Nissan sounded too Japanese and renamed their cars Datsun. But I digress. We will have more about that story in June.

One of the first “green” cars to catch your attention is a light blue VW bug with a lightning bolt painted on the side. The car also has an unusual feature—an electric meter sticking through the front bonnet. (Actually works, I am told.) When you look inside you note that the back seat has been removed and in its place are about 20 batteries hooked together. The car is an experiment offered by the North Dakota Power Company. The vehicle’s range is said to be about 40 miles. Another familiar vehicle is a bright orange “Honda Car” so named because at the time, Honda only sold motorcycles in the US. So the vehicle was referred to as the Honda CAR so you knew the reference was to the four wheeled car and not the two wheeled motorcycle. It is amazing how successful Honda has become from such humble beginnings. The display is not limited to 4-wheeled vehicles either. One of the newest concepts is an electric bicycle from China. It sells for about \$2,500 and can cover 20 miles, more or less, depending on how much you pedal and how much you rely on the electric power. Ivan “Iron Man” Stewart of Mexican off road race fame was unloading the bike from his truck while I was visiting the display. He told us he has a dealership in the Little Italy neighborhood of San Diego and offered us a ride. He said they were great fun and good exercise, yet with the motor they were very practical transportation alternatives. A volunteer was helping unload the bike and I noted he wore an “American Classics” sweat shirt with two high powered C-1 Corvettes displayed on the shirt. Big difference between 2hp and 270hp, but you just can’t get the Corvette to pass a gas station.

In another corner is a bright blue 1960 Nash Metropolitan with white wall tires. Nash did not last much longer as a car company, later becoming AMC and hanging on for a few more years. Three-wheeled vehicles are also very much in vogue. The oldest model on display was a da Vinci designed “spring car.” Next month I will explain how it works. Another old car is the 1932 Morgan 3-wheeler Super Sport powered by an AJS V-twin motorcycle engine. It is next to a motorcycle-powered modern 3-wheeler run by electricity. The front half of this vehicle looks like a little plastic sports racer while the back end looks like a dirt bike. Ah, ingenuity. Other display cars include a British Mini, a new 2010 Smart Car offered through Roger Penske, another VW bug, and a Citroen 2CV, France’s answer to the VW Bug. The Smart Car has an extremely short wheelbase which gives one the im-

pression the car would not handle or ride well. Yet the inside is very roomy for two adults and in Europe, where parking space is non-existent, you find the cars parked everywhere, including sidewalks.

### Thank You Party

The museum staff held their Porsche “Thank You Party” and Fund Raiser on Saturday evening, January 23rd at the Auto Museum in Balboa Park. The food, wine, and



A beautiful black and maroon Citroen 2CV shares the stand with a black VW bug, two cars that led the way for small, fuel and material efficient vehicles in the 1950s and beyond



Even the Auto Museum Parking lot features interesting autos. A BMC Mini Moke Beach Cruiser with California plates barely covering the British plates



beer was very good. Director Paula Brandes was hostess and M.C. for the evening. She introduced and thanked the Porsche contributors who attended, including Jim and Linda Peasley, Rich and Nancy Caccese with son CJ, Richard Park and and Jennie Best, Steve and Maria Lopez, the Kinninger family of Mark, Katie, Erik and Ryan, David Loynd, and John and Monique Straub. After everyone had been softened up with wine and beer, she started the bidding by offering for sale the seven vinyl Porsche wall banners that were created for the Porsche display. The largest was the 917 banner that hung from the front of the Museum at about 12 feet in length. This was the banner that your intrepid reporter wanted. I thought we



One of Steve McQueen's competition bikes at appropriate attitude.

could hang it from our daughter's old bedroom window on the second floor. Somewhere between my second bid and Tom Malloy's bid, reason returned. I did not think my wife would find a compelling reason to hang the banner from the second story of our house. Mr. Malloy owns a large car collection (he of the Leyton House 962C/GTP) and the banner will look great hanging in his building. All the banners sold, as did the Beck 550 Spyder. In fact, the bidding for the 550 replica was spirited. The car had some history, being Beck's #10 Spyder, (as in 10th built) and the motor and transaxle were 356 Porsche units. One of the Museum Directors (Morgan racer Ron Carrico) had test driven the car and touted its virtues with gusto. Paula started the bidding on the low side and I threw in a bid of \$10,000 (Mr. High Roller) and the bidding quickly



Orange "Honda Car" so noted because at the time, Honda sold only motorcycles. From this diminutive car, Honda has grown to become one of the automotive power houses in the world.



New Steve McQueen display. Photo of Steve on bike with son Chad. Video display presents Steve's passion for motorcycles and display includes riding gear and bike.

climbed. Three or four serious bidders bid to \$25,000. After that, there were no more bids and Paula announced "sold." The Museum made over \$27,000 clear, and everyone went home in a happy mood. The successful bidder appeared several days later to retrieve his car. He drove it onto Park Boulevard where he was stopped by a police officer who pointed out that the California license plate had expired tags. No good deed goes unpunished!

Please stop in and try your hand at Daytona, check out the Steve McQueen video, and check out the future. And tell them you are from the Porsche Club.





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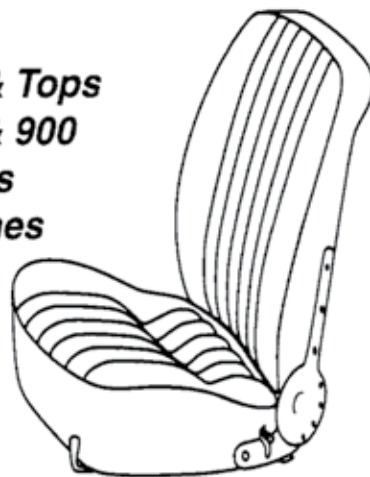
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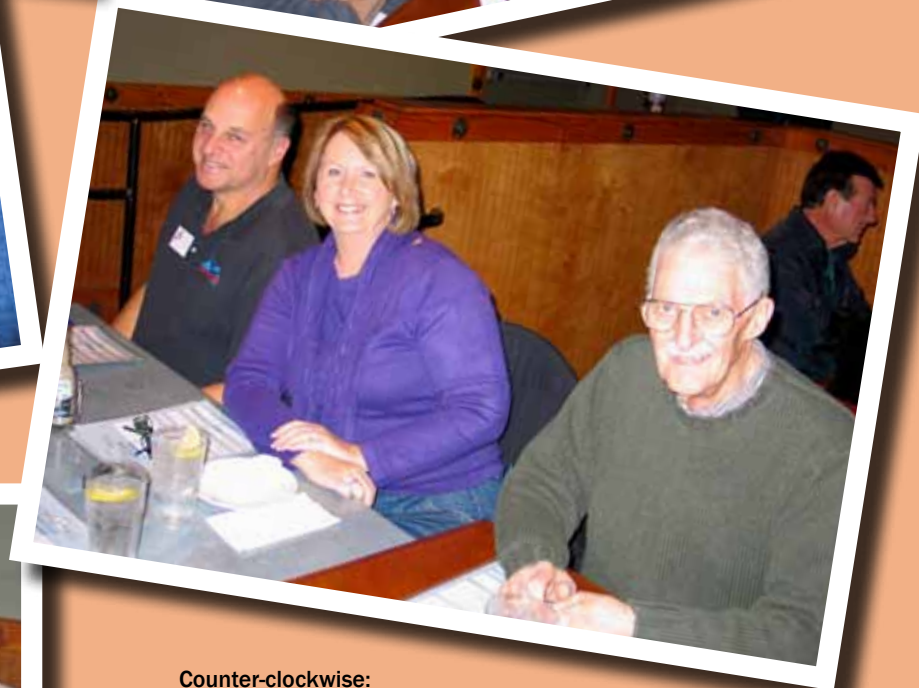
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# January Last Tuesday

There were over 36 brave souls who ventured out into the rainy weather to meet at the Bay Park Fish Co. for the January 26th Last Tuesday Social. It was a great way to start out the New Year. Some club members, who eat there every couple of weeks, said that this was the best seafood in town. No one was disappointed. It was almost a festive atmosphere as everyone was engaged in conversations as they enjoy their favorite beverages and dinner entrees. Don't let just a few club members have all the fun, come out and join them at the next Last Tuesday Social March 30th to be held at Firefly in Encinitas.



Counter-clockwise:  
Alyson Kelly, the 2010 LTS Chair  
Andrew & Esta Hearsum  
Bob Holzinger & Julie Heimburge  
Jan Bennet, Jennie Best & Richard Park  
Tom & Bev Gould, Bob Bennett  
Bill Fisher, Shirley Yost & John Bell



# Tuesday Social



Clockwise:  
Monique & John Straub, George Georgalis  
Pat Locantone, Ralph & Carol Turner, Keith Varlaque, Maxine Allen  
Brenda & Jim Richmond  
The Gang!







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# Motorhead Monday #1

Join us at the Mandarin Garden on April 19, 2010 to celebrate and/or make excuses for the first three time trials of the 2010 season. Whether it was the sun in your eyes at the Streets of Willow, the planets aligning at Big Willow or the tire problems at the Festival of Speed, bring your stories, videos and pictures along with your best excuses for everyone to enjoy. You are welcome to join us, even if you didn't attend any of these events, for the fun and stories.

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# Checking Your Oil Level

By TOM GOULD

A common question I get from new owners of older 911's is how to check the oil level. This article addresses checking the oil level on '65-'89 911s and 914-6s.

Owners of these cars are confused by the oil level gauge on the dash (the oil level gauge is in the same instrument face as the fuel gauge—the 914-6 and some early 911's don't have this gauge), and by the fact the engine has to be running to check the level on the dipstick.

A couple of things that should help:

There should be a decal on the rear engine compart-



ment sheet metal that has the oil level checking instructions and the owner's manual also explains how to check the oil.

Guidelines for checking your oil level:

- The engine has to be warm (about 170-180F) and running at idle to get an accurate reading.
- Never try to check the oil level with the engine cold or not running!
- Always trust the dipstick reading over the oil level gauge reading.
- Never overfill the oil tank!

Ignore the oil level gauge while you are driving. It is common for it to read empty, full, or bounce around in between while you are driving around. This is normal and not indicative of what the correct oil level is.

The only time you should be reading the gauge is when the engine is warm and has been idling for at least 30 seconds.

## How to Check the Oil Level

Warm the engine up until the oil temperature gauge just gets up to the 180 degree mark (80 if your gauge reads in Centigrade), or until it just gets up to the first white line (about 8 o'clock) on those gauges that don't have a numerical reading. It will generally take at least 5-10 miles of driving to get the engine warmed up to that temperature.

Park the car on level ground, put the parking brake on,



and let the engine idle.

Open the engine compartment and remove the oil cap (remember that things are spinning and things are hot!) (If you have a '72, the oil tank dipstick is accessed through the flap in the right rear fender, not the engine compartment.)

Pull out the dipstick and wipe it clean. Insert the dipstick back in the filler neck (there is a little tube it goes into), and then pull it back out and look at the oil level on the dipstick. If it is between the two marks, then your oil level is fine. If it is at the lower level or below, you can safely add a quart, and then recheck the level. You want the level to read somewhere near the middle of the two marks. The difference between the 2 marks is 1.5–2 quarts, depending on the year of car. Don't over fill the oil tank! Excessive oil in the tank could cause rough running and a smoking exhaust.

As you check your oil on the dipstick, look at your oil level gauge and see what it reads. Make a mental note of what the oil level gauge reads compared to the level on the dipstick.

Over time you can get a good idea what the oil level gauge is actually telling you. Remember that the dipstick is always correct, so if you get a funny gauge reading check the dipstick for the correct level.

Make sure you put the dipstick back in the tube and put the oil cap back on!

If you don't have a dipstick, make sure you get the correct one for your tank.

There are 5 different dipsticks for the 65-89 911's: 65-71, 72, 73, 74-80, 81-89. The 914-6 uses a different dipstick, too. Finally, the 73-80 911's use the later (81-89) dipstick if the oil level sending unit in the oil tank has been replaced. If you have any questions, you can reach Tom at 760-295-3330 during business hours or e-mail him at [TOM@TCSGARAGE.COM](mailto:TOM@TCSGARAGE.COM).





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# Sixty-Two

TEXT AND PHOTOS BY TED MYRUS

Before I begin, I must preface my story by confessing to being a car dealer at an earlier period of my life. In the mid-sixties I bought an interest in an imported car repair shop. The town where the business was located did not permit stand-alone used car lots. In order to sell used cars you had to be a new car dealer. My partner had addressed this issue by having a Wartburg franchise. Wartburg was an East German car. We had one unit, a Model 311. It was an "estate" (station wagon) 3 cylinder, 992cc, 2 stroke cycle, front wheel drive. This thing made Trabants and Ladas look good! After a couple of years of deteriorating on the showroom floor the town fathers saw the scam and said it would no longer do. So I went off to the New York Automobile Show in search of a new franchise. Keep in mind at that time Datsun and Toyota were making these awful Hillman clones. I decided on a marque I thought had tremendous promise. I bought an NSU franchise. NSU was a very old line German motorcycle/car manufacturer. I bought the whole package, signs, tools, parts, and a truck load of cars. The cars were great. The little Sport Prinz was air cooled, 2 cylinder, 600cc of fun. The Wankel Spider was unique. It was the first production car powered by a rotary engine. The Prinz 1000, 1000TT, and TT/S were great little sports sedans on the order of BMW's. I was correct in seeing the promise of this brand. However, the Volkswagen Group saw it as well. They bought NSU, merged it with Auto Union and DKW and it became Audi.

My next endeavor was a repair shop/car lot in Southampton specializing in imported cars. I surmised that Southampton being affluent, having a college, hospital, and being in close proximity to Bridgehampton Raceway would make it an ideal location. To enhance the business' status I began to pursue a Lotus franchise. That took an inordinate amount of time. The Hamptons are a playground in the summer, a ghost town in the off season, and Eastern Long Island is harsh in the winter. I closed the business and spent most of the next year wholesaling cars from my home in preparation for my migration to California.

I'm saying all this because I didn't want you to confuse what I did commercially with what I have done personally. I have owned/driven sixty-two vehicles to date. Plus a sprinkling of motorcycles. Attached is an inventory in no particular order.

I bought my first car, a 1936 Ford coupe, before I could drive. One weekend my older brother, a Manhattan resident, came out to the Island, a rare occurrence, to



Bug-eyed Sprite

visit. He looked at my car and asked what was I doing? I proudly showed him my ¾ race Mercury-flathead with Offenhauser manifold and two Stromberg 97's. He told me I was heading in the wrong direction. What he recommended was a sports car. Bucket seats, floor shift, multiple carbs, goes well, handles well, and stops. He then began a campaign to turn my head. I'd get articles from the N.Y. Times on F1 and endurance races around the World. For Christmas I received a couple of LPs, among them a narrative from Count de Portago, another the Sounds of Sebring. He was successful. My first new car was a '61 Sprite. I've had five Sprites, three road cars and two track cars. In the early years I vacillated from having little money to no money. As a consequence many of my purchases were desperate attempts at providing needed transportation. Often I would be offered more than I paid for a car and it was gone to pay the rent, or for food, or a race entry.

Other cars I bought because I thought they were significant. A 1954 Doretto—an Italian designed, aluminum bodied roadster, on a Triumph TR2 chassis, built by Swallow Coach Craft in England. I have a passion for 356's, to date two C's and an "A". A Honda CRX Si, because it was a rice rocket, a '90 Miata because it reminded me of a Lotus Elan, a '61 Sunbeam Alpine Harrington Le Mans, a fast back GT built to contest its class at Le Mans, a '64 Sunbeam Imp because it had a Coventry Climax engine, a '61 Lincoln Continental 4-door convertible with suicide doors, I thought it was unique, (JFK probably disagreed), a '65 Sunbeam Tiger because it was Ford powered and



more civilized than a Cobra, a '84 Pontiac Fiero because it had plastic body panels, a '82 DeLorean DMC-12, because it had gullwing doors, and a stainless steel body—it had Lotus Engineering finger prints all over it, however Lotus was invited to this party too late to save this significant car, a '67 Lotus Europa, an affordable mid-engine GT, two Jaguar XKE roadsters because they're just beautiful, a '97 Boxster for all the right reasons.

What's residing at my garage now? A BMW 325; a Porsche 914-6 track car; a Ferrari GT4; a Dodge 3500 pick-up; and a Mighty Mover enclosed trailer. They're all for sale as I'm at sixty-two and counting. So many cars, so little time.



# Ted's List

'61 Lincoln Continental convertible  
'60 Plymouth Valiant convertible  
'59 AH Sprite yellow  
'62 V.W. sedan  
'60 AH Sprite blue  
'63 Jaguar XKE Series I red  
'61 AH Sprite white (N)  
'66 Jaguar XKE Series I green  
'61 AH Sprite green  
'65 Jaguar MK 10  
'84 Pontiac Fiero 2M4 (N)  
'58 Chevrolet Biscayne wagon  
'36 Ford coupe  
'60 Mercury Comet station wagon  
'52 MG TD MKII  
'65 Triumph TR6 IRS  
'49 Ford 4 door  
'67 Lotus Europa SI  
'50 Ford 4 door  
'74 Ford Pinto wagon  
'59 Fiat 600 blue  
'62 AH Sprite MKII red  
'03 Dodge 1500 pick-up (N)  
'63 V.W. sedan red  
'05 Dodge 3500 pick-up (N)  
'59 Ford F100 pick-up  
'60 Fiat 600 white  
'59 Ford Consul MKII  
'59 Renault Dauphine  
'56 Ford 2 door  
'56 Chevrolet 2 door  
'64 Sunbeam IMP (N)  
'65 Sunbeam Tiger (N)  
'59 Ford station wagon  
'59 Volvo 544

'61 Rambler Classic  
'67 Ford Country Squire  
'61 Sunbeam Alpine Harrington Le Mans  
'63 AH 3000 MKII  
'61 AH 3000 BN7  
'82 DeLorean DMC-12  
'90 Mazda Miata (N)  
'97 Porsche Boxster (N)  
'94 Honda Civic EX (N)  
'88 Honda CRX SI (N)  
'76 Chevrolet Nova 4 door (N)  
'60 Ford Falcon Ranchero  
'82 Porsche 928 Weissach  
'73 Porsche 914-6  
'65 Ford Mustang  
'64 Porsche 356C  
'87 Chevrolet El Camino  
'40 Ford pick-up  
'75 Plymouth van  
'86 Dodge van (N)  
'59 Porsche 356A  
'59 V.W. Karmann Ghia  
'64 V.W. sedan  
'65 NSU 1000 (N)  
'68 Renault R10 (N)  
'69 Renault R16 (N)  
'87 Mitsubishi Mirage  
'70 Toyota Corona MKII  
'04 BMW325i (N)  
'75 Ferrari 308 GT4  
'54 Swallow Doretti  
(N) purchased new



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(760) 295-3330



**Directions:** From 5 fwy: Go East on 78 fwy to Melrose Drive. Right on Melrose, go about 3.7 miles, then left on Sycamore, then right at first signal on Hot Spring Way. Right into first driveway. Look for PCA signs. From 15 fwy: Go West on 78 fwy to Sycamore Ave. Left on Sycamore, then go about 2.2 miles, then left at Hot Spring Way. Right into first driveway. Look for PCA signs.

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

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San Diego, CA  
2005 Boxster Roadster

### Diane Bricco & Rowdy Bricco

San Diego, CA  
2006 Cayman S Coupe

### Jim Buell & Joanna Buell

Oceanside, CA  
1970 914 Targa

### Rich Codington & Laura Codington

San Diego, CA  
2003 Carrera Coupe

### Richard Crossland

San Diego, CA  
2005 911 Coupe

### Rudy Erm

Chula Vista, CA  
2006 911 Coupe

### Richie Farler

La Mesa, CA  
1998 Boxster Roadster

### Annie Finch & Doug Carlson

Rancho Santa Fe, CA  
2010 Carrera S Coupe

### Jim Herman

San Diego, CA  
2009 Cayman S Coupe

### Doug Knox & Sunny Pak

San Diego, CA  
1979 930 Coupe

## Ehtisham Mahmud

San Diego, CA  
2009 C4S Cab

## Marcelo Marino & Pam Marino

Escondido, CA  
2007 Boxster S Roadster

## Marylinn Munson & Steve Johnson

San Diego, CA  
2009 Carrera S Cabriolet

## Derek Paulson

Palm Springs, CA  
2010 Panamera Sedan

## Ferrell Reed

San Diego, CA  
2004 GT3 Coupe

## Leo Sismani & Marnie Sismani

Del Mar, CA  
2008 GT3 RS Coupe

## Preetham Suresh

San Diego, CA  
2005 Carrera Roadster

## Roger Zucchet

San Diego, CA  
2003 986 Roadster

## Anniversaries

### Five Years...

Chuck Hargrave  
Phil Harris  
Arturo Sazon  
Robert Stonebreaker  
Mark Sturhann  
Ted Thompson  
Joe Yeates

### Ten Years...

Alan Cornell  
Kim Crosser  
Brian Henderson  
Mats Lindstrom  
William Osborne

### Fifteen Years...

Cyril Gostich

### Twenty Years...

Ed Bohorquez  
Woody Hays

## 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](http://WWW.PCA.ORG).

For questions about your membership status or delivery of your Windblown Witness, send e-mail to [MEMBERSHIP@PCASDR.ORG](mailto:MEMBERSHIP@PCASDR.ORG).



# February Meeting

*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 February 2010 Board of Directors meeting was held at the home of Keith Verlaque and Martha McGowan. Board members in attendance were Curt Yaws, Neil Heimburge, Rikki Schroeder, Mark Rondeau, Carl Scragg, Monique Straub, Bill Behun and Dave Gardner. The meeting was called to order at 7:04. Minutes from the January 2010 meeting were approved unanimously.

## President's Report

Neil Heimburge presents Zone 8 award to the Club for most innovative practices related to AX.

President Curt Yaws reported that the Club's expenses are exceeding our income. This is a trend that will continue given the economy. A special meeting was held to discuss the potential problems and potential solutions that can equalize income and expenses. Major expenses include administration (Board meetings, equipment, awards, etc.), various dinners and parties, and the Windblown Witness. Carl Scragg presented recommendations to allow expenses to more closely approach income. There was much discussion of the suggested cost-cutting measures and many additional suggestions were received from those members present. These included elimination of beer and wine at events, elimination of dinner at Board meetings, eliminating any subsidy for social events with the exception of the Installation Dinner, charging a fee for a paper copy of the Witness, and increasing entry fees for driving events. Elimination of appreciation gifts, reducing the number of Witness issues, and converting the Witness to on-line only were also discussed.

It was moved and seconded that the Board adopt the initial recommendations for cutting subsidies for events, and return with a complete set of recommendations in March. Bill Behun asked each committee chair to develop a budget for the year. He will send an e-mail to each Chair.

## Number of members

Primary	Secondary	Total
1,388	1,056	2,444

## Treasurer's Report

Accounts are reconciled as of 1/31/10. A net loss was posted for January. Major income sources last month included the December and January AX, Festival of Speed post event distribution, and the installation dinner.

Major expenses last month included the January Au-

tocross, Installation Dinner, Streets of Willow Time Trial track rental, and Witness printing.

## Chair Reports

**Archivist.** Tom Brown reported that all material has been moved to new unit.

**Autocross.** (AX, pre-reg, reg, CW, equip, logistics, safety, tech inspect, tech adv, timing) Jerry Bumpus reported that all went well at the last event. Reconciliation has been turned in. Sound levels will be discussed at the next meeting.

**Auto Museum.** Michael Harris reported that the Porsche Display and fund raiser generated \$27,000 for the Museum.

**CDIs.** Dan Chambers noted that there are still spaces available for the March Driving School which will be capped at 44 students. He's optimistic that the school will sell out.

Martin Lipp is proceeding with establishing joint events with the BMW Club. Tom Brown noted that a vote of the Board will be needed to change by-laws if other clubs are allowed to attend certain Club events.

**Charity.** Katina Rondeau reported that the Installation Dinner auction raised \$3,820 for the Club's selected charities.

**Concours.** Steve and Aracelli Lopez reported that they may change the concours location. Details to follow.

**DE.** (DE, pre-reg, reg, CW, equip, logistics, safety, tech inspect, tech adv) Martin Lipp reported that Coronado is scheduled for 9/25-26/2010. Martin Lipp and Peter Bussalachi recommended that no DE be held at Coronado this year. They are checking out a new venue in Palm Desert. Peter Bussalachi asked if instructors were interested in participating in a Teen Street Survival program. Curt Yaws notes that this was discussed last year and logistically it did not work. A notice will be posted encouraging involvement by all instructors, but this is not a PCA event.

**eMaster.** No report.

**Equipment.** No report.

**Goodie Store.** Steve Snedeker has volunteered to take over the Goodie Store. Snedeker noted that remaining merchandise has been inventoried. He is in the process of trying to value the merchandise, some of which is dated. He presented a marketing plan for possible merchandise. On dated merchandise, Snedeker was asked to bring back a proposal to the Board.

**Historian.** No report.

**Insurance.** Tom Golich reported that all insurance certificates for the first half of the year have been received and will be sent to the Stadium.

**Legal Affairs.** No report.

**Membership.** Angela Avitt is the Volunteer Liason/contact for the CFOS. Volunteers are needed to transport cases of water to the track. Other Volunteer jobs are available in 3 hour shifts.

Angela Avitt suggested adding two additional Motorhead Monday meetings on April 19th and November 1st.

Angela Avitt submitted a budget for a New Member party. There would not be any beer or wine; it would be BYOB. A motion to keep the budget within a \$1,000 limit is made and seconded. Motion passed unanimously.

**Rally.** No report.

**Region Rules.** No report.

**Safety.** No report.

**Social.** Kathy Alnwick reminded all that tickets for the Pageant of the Masters and the 356 Concours have been purchased. She's arranged a Valentine Dinner at Kip's, a new restaurant in Hillcrest.

David Gardner presented the budget reconciliation for the Installation Dinner. It was a great event that was well attended and enjoyed.

Neil Heimburge reported that the Last Tuesday Social was attended by 36 people. The next event will be held at Bing Crosby's in Fashion Valley.

**Sponsor Liaison.** No report.

**Tech Sessions.** No report.

**Time Trial.** (TT, pre-reg, reg, equip, safety, tech inspect, tech adv, timing) Vince Knauf has asked to rent radios

and headsets for Time Trials. A motion to rent out the radios and headsets was made, seconded and unanimously approved.

Robert Baizer suggested that Autocrossers be allowed free entry in a Time Trial or Taste of the Track upon completion of their eighth AX. Other conditions and time limits are included in his recommendation. This was approved by consensus.

**Tours.** Keith Verlaque volunteered to arrange four tours this year. The Board approved April 25 as the date for the first tour by consensus.

**Vintage Racing.** No report.

**Web Team.** No report.

**Witness Team.** No report

## New Business

Curt Yaws noted that a new shopping center in Eastlake has asked the Club to show their cars. Kathy Alnwick will contact the event organizer and make arrangements.

Tom Brown reported that the Club currently purchases an e-mail service. He noted that National has a service that any Club can use. This allows messages to be sent to all members. He suggested that we switch to the National service. Angela Avitt is willing to help manage the information. Motion is made, seconded and approved unanimously.

## Old Business/Announcements

None

## Adjournment

The meeting was adjourned at 9:44. The next meeting will be March 3 at the Heimburge home.





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**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

**1964 Slate Gray 356C Coupe** Nicely restored "C" w/ optional headlight grills, luggage rack. Dark red interior. Correct to Porsche Certificate of Authenticity. 75 BHP "C" engine w/ Zenith Carbs. Ready for historic rallies, tours, 356 club gatherings. For more info: www.grandprixclassics.com, email info@grandprixclassics.com or (858) 459-3500

**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

**1981 Ferrari 308** Heavily modified. Fresh engine with forged high compression pistons and EFI. Adjustable coil overs and swaybars. \$35k or ? (760) 751-9354

**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

**1989 928 GT Coupe** Guards Red/black leather, 39,697 miles, very rare 1989 GT, five speed, sunroof, completely stock and all original, always garaged, immaculate condition inside and out, concours-winning car, meticulously maintained and serviced, \$29,900, Don Anderson, dladds71@yahoo.com (619) 469-1249

**1990 928GT 5-sp** Red/ Tan 116K mi, new leather & carpet, cold AC, koni shocks, exInt condition, major servicing done. \$ 20,000 obo, (619) 440-3627

**1990 Porsche Carrera 4** - Guards red, Alpine CD. linen leather int. Cup wheels, 67,000 mi. sun roof, 95' air foil & tail, very good tires, bullet proof 1995 engine. Smog legal xln't int and ext, 25 mpg, everything works, show quality. \$18,500.00 OBO (619) 266-2025

**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

**1993 RS america** set up now for T/ T, D/ E, club race. You can bring it back to street. Track / Race car section.

**1994 PORSCHE 964 "RS America."** 15,950 miles (not a misprint). Guards Red / Black. All 4 Factory options: 220: Limited Slip Differential, 331: CR-1 Cassette Radio, 573: Air Conditioning & 650: Sunroof. 1 of only 84 MY 1994 RSAs. Finest Available. \$59,995. 858/454-9898 (9am-9pm PST). Serious Inquiries Only.

**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 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 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

**1999 Boxster 986** white/ gry. 92K miles, wrnty until Oct 2010. 5 spd 18 RH turbo whls, spd-str humps, lowrd ready for track. 619 405 9582 \$10,995

**1999 Boxster REDUCED!** Ocean Blue, Graphite Gray, Manual, 79K miles. Garaged, non-smoker kit. New engine at 28K miles. \$10,800 BOXSTER SPEC DONOR? (619) 226-7690

**1999 Carrera Cab Tiptronic** Triple black, 34k miles. No track/ AX, full leather, top excellent, PZeros, 30k svc completed. Coolant tank replaced 11/09. \$24500 jabrams7@san.rr.com (760) 409-0774

**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

**2001 Boxster S.** Seal gray, graphite gray top and interior. Six-speed, full leather, memory seats, 18 inch wheels, PSM, aftermarket audio, other options and extras. Excellent con-

dition--as new, original owner, 72,000 miles. \$16,245. jdknoke@att.net. (760) 751-1523

**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 911 Cab** black/ black, new tires, battery. 19,000 miles. ALI services, Immaculate. Always garaged & covered, never tracked. \$40,000 OBO, Don Anderson, 858-922-9514 or ConnieAnde@aol.com.

**2008 911 TURBO** Black on Black excellent cond, many extras. 7400 mi, purchase price 158,000 asking 110,000 (661) 333-6448 (661) 333-6448

**93 RS America** Red 52K miles, street and DE/ TT set up. Fast and reliable. 280+hp at wheels with 993 heads, carrillo rods, Aase springs & titanium retainers, extra engine oil cooler, B&B headers & exhaust, Short gear transmission with tranny cooler, Eibach coilovers with valved Bilstein shocks, 3.8 wing with additional carbon fiber wing for track, second set light Fiske rims & tires, more, \$45,000 call Jim (760) 728-6393

**98 Boxster w/Hardtop** 102k. 5spd. Hardtop. Black leather. new cats/02's/ maf. Runs great. \$9000. Great daily driver or turn it into a track toy. 714-280-3608

**993 GT2 RSR CUSTOM 911** "Arancio Borealis" metallic pearl orange paint, with black custom interior. Charcoal gunmetal roll bar, Sparco adjustable seats w/ matching 5 point harness belts. Momo "Competition" steering wheel, custom silver gauges with blue tick marks. Fire extinguisher, custom A/ C, RSR light weight door panels and RSR carpet. 500+HP Twin Plug Turbo 3.5 liter engine. RUF racing cams, K&N filter, custom polished/ fabricated intercooler. Twin frontal oil coolers and stainless steel braded oil lines. \$8000 Three piece Kinesis wheel and Michelin PS2 package. Stainless steel headers and exhaust, racing fuel cell, and lots of Carbon fiber, including roof and wing. Stereo and power window delete. 3 years to build this car with all receipts, over \$130k invested. Light weight, and a real drivers car. 3000 miles and only just broken in. SO-CAL, multiple Best of Show winner. New project underway, must sell. clintwaves@hotmail.com Clint Eagar 949-910-0004 \$68,500 (949) 910-0004

**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** Targa-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

**1993 RSA D/ E T/ T RACE** ready. Needs nothing. OEM & BBS wheels. NEW PRICE. Sparco 6pt. Bar, fire system...needs to get out there. 619-952-3663. \$31,000.

**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

## Trailers

**SMALL UTILITY TRAILER \$350** Holds 4 Wheels, Storage for Jack, Tools, Holder for 5 Gal Fuel Jug, Spare Tire, Toe Hitch 858 356-7325

## Parts

**CaymanS 18" Wheels** Takeoff wheel set in MINT condition/no scratches. Don't run your AX/Track tires on the street! Fits all Caymans/Boxsters \$850 Russell rdshon@san.rr.com (858)-442-7466

**2.7 RS-Spec Motor** Mahle Nikasil pistons. S-cams. 7R. Ollies case and heads. Headers/megaphones. Tall PMOs. \$7500 w/o carbs/MFI negotiable. Rod (technical) 619 218-2464. Jim Noe (760) 436-4286

**17" Wheels & Tires** Four Silver Mille Miglia Cup3 wheels mounted with Bridgestone Potenza S03 tires: 17X7.5 et 52 with 225/45 ZR 17's and 17X9 et 47 with 255/40 ZR 17's. Wheels like new, tires 90% tread. Fits 944, 928 and many 911 models. \$1350, Don Anderson, dladds71@yahoo.com (619) 469-1249

**Sale/Trade: '02-05 911T Wheels** Looking to trade for a set of 996 wheels and tires. Email me for info: mriesenberg at gmail dot com.

**1983 3.0L Engine** 186K mi. Carrera tensioners. 175+HP@ wheels. 174 -176 compression. SSI exhaust & muffler + oil lines. Backdated heater system. Asking \$6500.00. DWChambers@Hotmail.com.

**Reduced: TRE 964 Front Spoiler** TRE front spoiler w/ aluminum splitter extension (removable) for 964. \$50. Call Kris @ (858) 775-8744

**HOT LAP TIMER -- \$110** Display timer unit is mounted onto a windshield suction cup style mount for ease of use. Peter (619) 433-4100

**2.2 w/Webers** Complete engine runs strong, \$4000, Jamie (619) 341-0832

**H&R Lug Bolts** 20 lug bolts for sale. 19mm head size, 14x1.5mm thread type. 10 are 52mm length,

10 are 63mm length. \$20. (714) 310-1729 Chula Vista

**NEW Boxster S Wheel** New in box/never used/never mounted 8.5Jx17ET50 Boxster S (00-03) Rear Wheel. Concourse quality for your creampuff. \$275 Russell rdshon@san.rr.com (858) 442-7466

**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

**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

**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

**Parting out 93 C2** Excellent running gear, test drivable. Body damage RF fender, LR fender & bumpers Greg Smith gdsmithmd@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. Free to PCA member. 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: 03/04 Boxster Conv Top:** Looking to buy a complete convertible top from 2003-2004 Boxster, black top preferred. (619) 302-2136

## Miscellaneous

**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.

**Porsche Pano** 1989 thru 2008. Excellent condition. Free. (858) 453-2909

**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](http://WWW.PCASDR.ORG), and the Zone 8 web site, [ZONE8.PCA.ORG](http://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 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



# Advertiser Index

356 Services .....	4
All German Auto.....	23
Autos International.....	19
Bob Carlseen, Real Estate Broker.....	26
Black Forest Porsche/BMW Service .....	IFC
BumperDoc .....	29
C2 Motorsports.....	19
Dieter's Porsche & BMW Service .....	6
European Motor Sports.....	29
Euro-Trim Upholstery .....	26
Executive Detail.....	28
La Jolla Audio .....	4
Mexi-Cocina Restaurant & Tequileria.....	28
Mirage International.....	28
Modern Image .....	22
Motor Works, Inc.....	26
Ocean Beach Upholstery .....	25
Pelican Parts .....	19
Personalized Autohaus.....	28
Pioneer Centres Porsche.....	BC
Roger Roberts, Realtor.....	19
SpeedZone Paint & Bodyworks .....	26
TCsGarage.....	26
Velvet Touch Wheel Services.....	14
Volker's German.....	29
West Coast Specialties .....	14
Wheel Enhancement .....	26

## Special Event Fliers

Pageant of the Masters & 356 Concours .....	6
Motorhead Monday .....	22
2010 Porsche Parade.....	23
California Festival of Speed.....	25
Brecht BMW Tech Session.....	27
Zone 8 Judging School.....	33
March LTS .....	33
Performance Driving Events .....	39
Performance Driving School.....	IBC

# 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.**

**"Sometimes in order to find your limits you have to exceed them."**



## **PERFORMANCE DRIVING SCHOOL SPRING 2010 - March 19th, 20th & 21th**

For only \$300 per driver (includes food) this three-day school is your opportunity to learn driving skills that can be applied to any driving situation in any vehicle. You'll safely learn the limits of your Porsche in a controlled environment with the guidance of experienced instructors. Add to your Porsche driving enjoyment with significantly improved road skills.

**No prior performance driving experience required but you must be a PCA member.**



**Register at [www.pcasdr.motorsportreg.com](http://www.pcasdr.motorsportreg.com)**

**FRIDAY "Chalk-talk"** (classroom instruction)  
6:00 pm - 9:00 pm at Black Forest (Engineer Rd.- Kearney Mesa)

**SATURDAY Driving exercises**, many performed on a skid pad.  
7:00 am - 5:00 pm at Qualcomm Stadium's West Lot

**SUNDAY Non-competitive autocross**, with full day instruction.  
7:00 am - 5:00 pm at Qualcomm Stadium's West Lot

### **For Further Information:**

**Contact PCA-San Diego Region Chief Driving Instructors-**

Dan Chambers 858.277.6854

Mark Rondeau 858.864.3163

Joel Bowman 619.540.1771

or [cdi@pcasdr.org](mailto:cdi@pcasdr.org)

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Susan Brown, Editor

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**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](http://WWW.PCA.ORG).

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