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WINDBLOWN WITNESS

Volume 51 Number 5

May 2010

FEATURES

16 Concours Judging School

18 Black, Blue and Yellow Plates

20 A Long and Winding Road

26 Project 912--Leaky Clean



A new member is hooked on Porsches!



Blue Plate Special

DEPARTMENTS

2 Board of Directors, Witness Staff

3 Committees

5 Road Trip

6 Event Capsules

8 Auto Museum Report

13 Back in the Day

28 Membership Report

29 Monthly Meeting

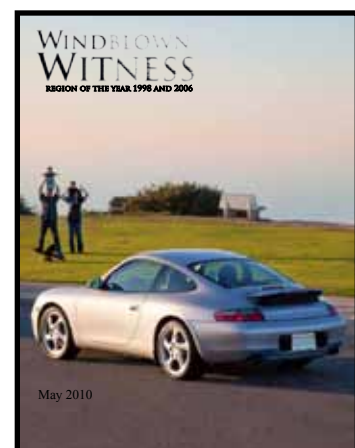
30 Classified Ads

32 Advertising Index, Rates, Policy

COVER PHOTO

Russell Hall and family (wife Amy, daughter Siena, twins Noah & Chase) with their 2000 911 Carrera

Photo by Amanda Dahlgren



WINDBLOWN WITNESS

Editor EDITOR@PCASDR.ORG
Susan Brown 760-942-2706

Photo Editor PHOTOEDITOR@PCASDR.ORG
Greg Phillips 619-429-7700

Advertising WITNESSADS@PCASDR.ORG
Richard Park

Advertiser Distribution
Ted Myrus 858-566-5039

Billing WITNESSBILLING@PCASDR.ORG
Royce Ann Myrick 619-475-1199

Classified Ads CLASSIFIEDS@PCASDR.ORG
AD2AD WWW.AD2AD.COM

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Proofreading
Jennifer Reinhardt Angela Avitt

Martha McGowan Tom Tweed

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San Diego Region 2010 Board of Directors

BOARD@PCASDR.ORG

President

Curt Yaws
3617 Fenelon Street
San Diego, CA 92106
619-228-9678
PRESIDENT@PCASDR.ORG



Vice President

Carl Scragg
3343 Harbor View Drive
San Diego, CA 92106
619-226-6025
VICEPRES@PCASDR.ORG



Secretary

Rikki Schroeder
3344 Purer Rd.
Escondido, CA 92029
760-743-3156
FAX: 760-741-3070
SECRETARY@PCASDR.ORG



Treasurer

Bill Behun
4572 Norma Drive
San Diego, CA 92115
619-284-2123
TREASURER@PCASDR.ORG



Director

Neil Heimburge
6290 Camino Corto
San Diego, CA 92120
619-583-3795
PORSCHEBADBOY@COX.NET



Director

Monique Straub
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La Mesa, CA 91942
619-667-3826
STRAUBSTUDIO@AOL.COM



Director

Mark Rondeau
858-864-3163
MRONDEAU@COX.NET



Past President/Advisor

Dave Gardner
16611 Adrienne Way
Ramona, CA 92065
858-414-4299
DGARDNER6@SAN.RR.COM





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Don't Miss Out!

BY CURT YAWS, PRESIDENT

Here's what you are missing if you are only reading this magazine and not participating. I only tell you this for your own personal benefit.

Tom Gould, our Rally Chair and owner of TCsGarage.com hosted a successful Zone 8 Judging School & Concours Prep School that was well attended by both judges and new participants. These schools are the best way to get involved in showing your car at a Concours event, as they will teach you all the tricks of getting your car to look like new. TCsGarage.com provided classroom space and snacks.

You will have to wait until October for our next SDR Concours, but for a quicker fix, Kathy Alnwick, our Social Chair, will lead a group to Dana Point to the 356 Club Concours July 10–11. A special side trip will be to the Pageant of the Masters. If you haven't been to these events, they are both "must sees." It makes for a wonderful weekend. Cars and culture; it couldn't be better.

Alyson Kelly, Last Tuesday Social Chair, put on a great event at the Firefly Grill and Wine Bar in Encinitas. There was a great crowd and lots of fun. Your next chance will be May 25 at the La Bastide Bistro on Scripps Ranch Blvd.

Chief Driving Instructors Dan Chambers, Mark Rondeau and Joel Bowman held a Per-

formance Driving School that was sold out with a lengthy waiting list of future students. We were all thrilled to see the excitement of the new drivers and the excellent turnout. The event was well supported by our Instructor cadre, the heart and soul of our driving program. Thanks to John Rickard and the Black Forest team for their long and continuing support of our performance driving program.

For experienced AX drivers, our instructing team will hold a Driver Education/Time Trial School this fall. This school will teach the skills necessary to safely drive at speed with multiple cars on the track. The DE/TT school will be a 1.5 day program, with classroom instruction on Friday night at Mirage International. Jad Duncan, arguably our very best driver, developed the curriculum for this school and will be teaching. Day two will be at Qualcomm Stadium with a series of driving exercises to prepare for continuous lapping events. We appreciate Jae Lee providing his shop and his support of our advanced driving program from its conception.

I may stop talking about the California Festival of Speed, but not yet. I just got home from it last night. I brought home no medals, but lots of smiles and a year's worth of memories. In Time Trials, Steve Eguina in his GMG GT2 took top time at 1:49.54, with Peter

Busalacchi in a GT3 and Ron Palmer in a Simone Posse AR2 car close behind. I was fortunate to be watching Ron's taillights when the time sheets came out. After I blew a rear tire at 130 mph heading into the turn 3 braking zone, Greg Phillips suggested I refrain from gambling for a while, as my luck was spent. I felt fortunate indeed, as a race driver in the next session also blew his right rear, just about a quarter mile before where I did, and hit the wall causing major damage to his car. Team RSR was right on the spot checking my car for damage, and I had a small nick in my wheel. They polished up the wheel rim, Topless Performance put on some new Hoosier tires, and I was ready to go. The guys at RSR were also very helpful to Michael Cornelius, who broke the transmission in his 944 turbo. RSR searched the pits for a transmission, and Phil Corwin surprisingly had one at home that he was able to bring up. RSR installed it at the track and Michael was back to work, winning JP class. Our editor won't give me enough space to thank all the volunteers and sponsors who supported the CFoS, but special thanks to Ron Mistak, Vince Knauf, Michael Dolphin, Chris Huck, and the Southern California Porsche Dealers for making it happen!

PCASDR rocks! Be a part of the fun.



California Festival of Speed racers

May 2010

Saturday - Sunday, May 1-2, 2010

SDR Spring Mountain Time Trial

Contact: Online registration at PCASDR.MOTORSPORTREG.COM.

Wednesday, May 5, 2010

Monthly Members and Board Meeting

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

Place: Dave Gardner
16611 Adrienne Way
Ramona, Ca 92065
858-414-4299

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 (BYOB) are available for a \$5 donation. All members are welcome.

Saturday, May 8, 2010

SDR Driver's Ed

Place: Autoclub Speedway
Fontana, CA

Contact: Online registration at PCASDR.MOTORSPORTREG.COM

Saturday, May 15, 2010

SDR Autocross, West Lot

Contact: Online registration at PCASDR.MOTORSPORTREG.COM

Saturday - Sunday May 22-23, 2010

Zone 8 (GGR/GPX) Club Race, DE and TT

Place: Buttonwillow

Contact: Online registration at PCASDR.MOTORSPORTREG.COM for DE and TT. Club race registration at REGISTER.PCA.ORG.

Tuesday, May 25, 2010

SDR Last Tuesday Social

Time: 6:00 p.m.

Place: La Bastide
10006 Scripps Ranch Boulevard
San Diego, CA 92131
858-577-0033

Details: All members are welcome, no RSVP needed. Join us!



Lisa Taylor
Bill Ibbetson
Cathy Young
CJ Caccese

At the Festival of Speed

For email notification of events, please keep your email address current in your account on www.pca.org. For up-to-date event information, see www.pcasdr.org.

Wednesday, June 2, 2010

Monthly Members and Board Meeting

Time: 6:00 p.m. Social hour and food
7:00 p.m. Meeting
Place: Kinninger's Home
1629 Hillsmont Drive
El Cajon, CA 92020
619 562-7161

Saturday, June 5, 2010

SDR Autocross, West Lot

Contact: Online registration at PCASDR.MOTORSPORTREG.COM

Friday, June 11, 2010

Fallbrook Summer Nights Car Show

Time: 4:30 - 8:00 p.m.
Place: Downtown Fallbrook
Details: Hot Summer Nights is an old-fashioned community event. Cars are parked diagonally on the street for viewing and judging. Trophies for Judges' Choice, Best Sports Car and Best Club Effort will be presented. Restaurants and shops will be open.

Saturday, June 12, 2010

New (and Existing) Member Social & Welcome Party

Time: 4:00 p.m. Appetizers
5:00 p.m. Dinner and Dessert
Place: Avitt's Home
2120 Brookhurst Drive
El Cajon, CA 92019
619-447-4709
Details: Come and enjoy an all American BBQ, catered and cooked on-site by the Rotisserie Affair! Cost is \$15/person. Mail a check to the Avitt's, or register at PCASDR.MOTORSPORTREG.COM. Sponsored by RSR Autosport. See page 10 for details.

Sunday, June 13, 2010

Village Walk Eastlake Car Show

Time: 4:00 p.m. Car Setup
5:00 - 7:00 p.m. Display
Place: 878 Eastlake Parkway
Chula Vista, CA 91914
Details: It's Porsche Club Day at Eastlake. We will provide heavy hors d'oeuvres, bring your own beverages. RSVP to Kathy Alnwick at IMTHEKAPS@YAHOO.COM or 619-229-1515.

Sunday, June 20, 2010

Father's Day Tour and Brunch

Time: 8:30 a.m.
Place: North County Fair parking lot
Details: Brunch and tour. \$15/person before June 1st, \$18/person after. Children 5-8 are \$6. RSVP to Kathy Alnwick at IMTHEKAPS@YAHOO.COM. and send checks made out to PCASDR to Kathy at 7961 Laurelridge Road, San Diego, CA 92120.

Tuesday, June 29, 2010

SDR Last Tuesday Social

Time: 6:00 p.m.
Place: Nick's
5083 Santa Monica Avenue
San Diego, CA 92107
619-222-7437



PCA President, Kurt Gibson at the Festival of Speed



Jae Lee at the PDS

Economy of Motion

TEXT AND PHOTOS BY MICHAEL HARRIS

San Diego Auto Museum Director Paula Brandes reports that the City's "Free Tuesday" museum offerings in Balboa Park are an overwhelming success. Every fourth Tuesday of the month, the Auto Museum, Air and Space Museum and the Hall of Champions are free to the public. Even if you arrive early when the museums first open on Free Tuesday, you will find that nearly every parking space in the park is full. Despite the difficult economic times, the City is committed to making the park's museums free once a month. Having been your club's representative to the museum for the past several years, I have come to know the hard-working staff members well and continue to find new "treasures" in the museum's collection. The current display, "Economy of Motion-Fuel Efficient, Small and Micro Cars," features a wide variety of vehicles that are small, inexpensive to produce and operate, and still carry one or more adults. The coming display in the museum's rotation features "Datsun and Nissan: the American Story." Some of the cars will be loaners from the Datsun Heritage Museum, and others will be privately owned. The story of how a small Japanese car company was literally saved from economic collapse because of its forethought in offering small, fuel-efficient and inexpensive cars for sale in Southern California is a fascinating one. The journey from building small, underpowered and underbraked cars to the powerful and fun to drive 240Z (and later 'Z' models) is a story you will want to learn more about. I will have a full report in coming months.

There is more good news about the museum's ever improving facility. The City plans to rehabilitate the exterior of the building and add back much of the Rococo detailing that has been lost over the years. The goal is to refurbish the park's buildings and to bring them back to their original exteriors as they existed when the buildings were created for the 1915 California Exposition. The refurbishment is intended to be completed for the 100th anniversary to be celebrated in 2015.

But let's look at the current display. One of the true icons in the "Economy Car" display is the 2000 Rover Mini, one of the last of the "old" Minis before BMW acquired the marque and built their own version. The original Mini was designed by Sir Alex Issigonis as an economical small car that could still carry four adults. The impetus for the design was the fuel crisis of 1956 brought on by the Suez oil embargo and increasing competition from fuel-efficient German cars. The Mini featured a unique placement of the motor and transmission in a transverse position in the front, thus eliminating the driveline hump and creating substantially more interior space. Early cars were fitted with an 850cc four-cylinder engine and offered for sale as either Morris or Austin cars. Race car builder John Cooper was hired to modify the cars for rally purposes, resulting in the "S" models with 1000 and 1275cc engines, hot cams, high compression heads and dual carburetors. It was great fun seeing such cars on the German autobahns chasing large Mercedes sedans at 100+ MPH.

The 1960 dark green Chevrolet Corvair on display moves the engine from the front to the rear in order to save room and weight. The Corvair was powered by a flat six-cylinder opposed motor, similar to the design in Porsche and Volkswagen autos. The Corvair was offered from 1960 through 1969 in a variety of body designs including vans, pickups, convertibles, coupes and sedans. The car sold well for GM, but their motto always seemed to be bigger and heavier is better.

A new vehicle on display is a medium-green 1951 Kaiser Manhattan four-door sedan. The car features a six-cylinder flathead motor that produced 112 HP, weighed 3,150 pounds and sold for \$2,300. Hardly an econocar. Approximately 70,000 of the cars were built. The cars were the brain child of Henry J. Kaiser, the steel and ship build-



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ing magnate who made a fortune in World War II. The cars lacked the design, style and performance of their competitors and the auto factory closed by the mid-1950s, proving how difficult it is for a new car manufacturer to succeed in the United States.

The museum also offers a video display showing a series of Chevrolet television commercials from the early 1950's to the late 1960's. Wow, talk about nostalgia. Chevrolet sponsored a number of TV shows over these two decades, so some of the ads include Dinah Shore singing "See the USA in your Chevrolet," Bob Hope telling you to see your local Chevrolet dealer, and Lorne Greene and the "Bonanza" crew selling Chevrolets in living color. Commercials of the 1950's and early 60's also show how much clothing styles changed in a decade and a half. In the 1950's and early 60's, all the men are wearing suits and ties with hats, and the women are wearing long dresses, high heels, and white gloves. By the mid 1960's, casual clothes are the standard. And many of the ads remind viewers that new models will be introduced to the public on a specific date, and until then no one can glimpse the new cars. The ads show cars being delivered fully shrouded to dealers with display windows papered over. It reminds you of the excitement that the new models created. People used to line up outside dealer showrooms on new car introduction day. And speed still sells. A num-



1960 Chevrolet Corvair. Many people loved this car built from 1960 to 1969. But GM dropped the brand in favor of larger vehicles



1951 Kaiser Manhattan. Big, heavy and definitely not fuel efficient

ber of the ads show Chevrolet and Ford side by side at the test track performing speed and braking tests. Which car accelerated better and braked better? "Oh how I love my 409."

Speaking of nostalgia, remember carhops? One of the "Economy" display cars carries a drive-in carhop tray with burger, coke and fries. The menu on the tray reminds the driver to put his lights on for service, and to keep "Motors off and no burning rubber." Prices are bargains: burgers 40 cents, cheese burgers 45 cents, french fries 15 cents (with gravy 20 cents), onion rings 10 cents, and Coke or Root Beer a dime.

San Diego's Jack in the Box is also featured. A large Jack display lists food offerings and prices from many decades ago. Jack originated as "Topsy's Drive-in" at 63rd Street and El Cajon Boulevard in 1941. Local businessman Robert O. Peterson was the founder. Topsy's offered carhop and drive-through service. Over the next decade, Topsy's grew into a chain of restaurants and was renamed "Oscar's." (Peterson's middle name was Oscar.) In 1951 the first Jack clown head appeared atop a restaurant in Long Beach and shortly thereafter all Oscar's were renamed Jack in the Box.

A small photo display in the corner by the library features a variety of garage door styles to be seen here in San Diego. The English word "garage" stems from a French word "garer" meaning "to shelter or to protect." Most of the garages are single car ones with either sliding doors or hinged doors that open outward. Apparently overhead opening doors are a more modern advancement. The most unusual single car garage is not from San Diego but from Palo Alto. It is a garage at 367 Addison Avenue that was rented by Bill Hewlett and Dave Packard in 1938. It was used as a research lab, development workshop, and manufacturing facility. Now designated California Historical Landmark Number 976, it is listed as the most significant artifact in Silicon Valley.

Lastly, I am passing along a tip I picked up at the Museum from Research Director Kenn Colclasure. You have probably noted the various posters placed around the displays. If you look carefully, you will never



2000 Rover 40th Anniversary edition Mini.



Businessman Robert O. Peterson changed his Topsy and Oscar's drive-in chain to Jack-in-the-Box. Great prices too

see a lop-sided poster. That is because there are no wires and nails to attach or hang the posters. The artwork is glued to poster board and Velcro fasteners are attached to the poster board's back and to the wall. The posters are then secured to the wall. No leaning or off-center posters. It is easy, inexpensive and great looking. The posters add a nice ambiance to your Porsche's home/garage.

Please stop in and check out the future. And tell them you are from the Porsche Club.



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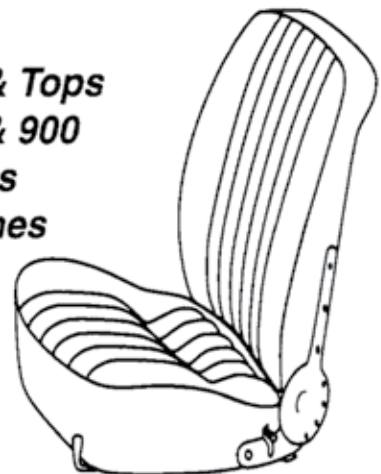
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Pageant of the Masters and 356 Concours

July 10th and 11th 2010

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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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It Was All a Whirl

BY JOHN STRAUB, HISTORIAN

Well here we are again. Last month we started with 1992. In that issue I wrote about how the Windblown Witness received its name. This month let's talk about the events of that year.

At the first of the year, we started off with a Champagne Brunch at the Acapulco Restaurant in Old Town combined with a tour to the San Diego Blood Bank to donate. This event was chaired by Nance Nelson and Nancy Bogusch. As I remember, the turn out was pretty good, with quite a few brave members taking part in this Charity event.

Next up was an Autocross at the stadium. Our Autocross chairs for that year were Jon Wactor and Ron Grabler. At these events the region was holding BBQs after the racing for the members. It kinda' made the events a little more social. Some of the members running 18 years ago were: Bill Myrick, Steve Hall, Steve Grosekemper, Vince Knauf, Jerry Sturm, Al Schlegel, Steve Livelsberger, Mark Kinninger, David Loynd, PJ Nudo, Mark Mitchell, and Pat Norris. Steve Dente took TTOD in his very quick 914/6.

In March of that year our big event was a Weekender. This was comprised of a Rally on Saturday, a dinner that night at the 94th Aero Squadron, and an Autocross on Sunday. We had 34 cars for the rally, 81 members for the dinner, and 99 entrants for the autocross. Believe

it or not, that's more than we get for an autocross today. However we do have more DE's and Time Trials today to draw some members off to those.

April brought with it a Wine Tour as the main event. We headed up I-15 to the Thomas Jaeger Winery and then onto the Menghini Winery in Julian. Just a taste of some of the members taking part were: Royce Ann Myrick, Dick Hofland, Susie Starks, Bill Crosby, Roger and Chrissy Roberts.

Ending off the first 6 months of the year was our annual New Member Pot Luck. These events were always a big hit with the members. One thing for sure...no one ever went away hungry for either food or knowledge about how PCA works...and what each event we put on was all about. Kinda' like a Dinner/Social/School.

With our 2nd Porsche Parade held in July of that year, we were still holding a good number of events for the local members. However, before I stop, just a note: Rocky Mountain Region held the first ever Club Race event in PCA at Second Creek Raceway that June.

Remember, I'm still looking for old photos about the San Diego Region and its members for my blog at WWW.JOHNSTRAUB.BLOGSPOT.COM. Check it out. It's got all kinds of cool stuff on it. If you have any photos I can post, please let me know.



Short and Sweet

BY SUSAN BROWN, EDITOR

So far, no complaints on the leaner, smaller font *Witness*. That's nice! We managed to keep just about everything intact; hopefully you don't even notice what I took out...

We picked up two new advertisers this month, Walter's Porsche in Riverside and Charlie's Foreign Car Service in Encinitas. Those of you in the North County give Charlie's a try and tell them you saw their ad here. Turns out many of you are willing to drive a bit to find that perfect car, and Walter's would like to see even more San Diegans come to Riverside.

Speaking of the perfect car, Tom and I will soon be the proud owners of a new (to us—6000 miles used) Cayenne. But not just ANY Cayenne, this is a fully tricked out Transsyberia model. No, it wasn't my idea, but I have to admit the orange wheels are growing on me. Many thanks to Chris Huck of Pioneer Porsche for finding it in Rhode Island. We're just waiting for the car to arrive, and I'm sure you'll see it at an event soon.



John "back in the day" and now

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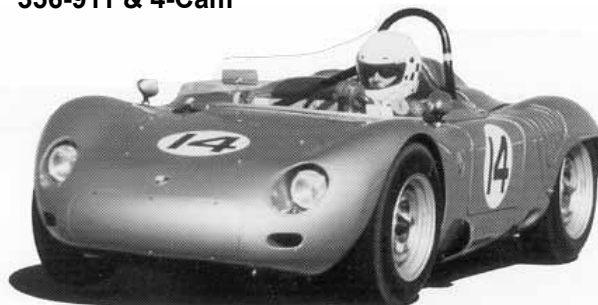
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Concours Judging School

TEXT BY RICH FATUZZO

PHOTOS BY TOM AND BEV GOULD

On a beautiful, sunny Saturday, 35 attendees, about half from the Orange County Region, took advantage of learning “Everything You Wanted to Know” about judging or participating in Zone 8 Concours events. This event was held at Tom and Bev Gould’s facility in Vista.

Some of the non-concours Porsche owners have a love/hate relationship with concours events. They love to see all the beautiful cars at these events, but hate the work involved to make a car near “show-perfect.” While concours participants are not necessarily crazy about all the work involved either, they love the awards given, the admiration received from other participants and event attendees, the competitive spirit of such events, and the camaraderie of all involved.

This half-day event was mainly for prospective judges, but concours participants were able to learn about judging vehicles, and the “inside” secrets of what experienced judges look for in evaluating the various car show categories, from the “Wash and Shine” Division to “Full Concours.” They learned where points (usually in 0.1 increments) would likely be deducted, in each sub-area evaluated, and why.

The event started with a welcome and overview by Joe Nedza, the Zone 8 Concours Chairman. Mr. Nedza highlighted how someone can become a judge, the importance of judges understanding how participants are trying to get their cars to that “state of excellence,” how judges should respect that they are evaluating people’s “pride and joy,” and that judges must be consistent in judging each participant in the respective categories.

Joe Nedza also stated that last year, Zone 8 events experienced a 40% increase in participation over the previous year, and that judges have helped increase participation greatly by encouraging participants to repeat their good experience. He added that Concours events help to develop friendships in a competitive spirit of participation.

The next speaker was Mike Mansolino, who went into a detailed discussion on the “Exterior” judged category. This area has the most amount of points (70) and involves all exterior surfaces such as coachwork, exterior painted areas, glass and mirrored surfaces, metal, plastic and rubber trims, bumper assemblies, and wheels, tires and hubcaps. Mr. Mansolino, like Joe Nedza, stressed the need for judges to be consistent and fair, and not to make comments that “blow anybody out of the water.” Judges need to demonstrate problem areas found and show evidence of it, and state those deficiencies clearly in their written comments. Problem areas, usually on older cars, are dents, scratches and paint touch-up variations, but even newer cars will experience deductions for things like water-spots, smudges, smears, fingerprint marks, etc. Usually the greatest area for deduction is “polish residue buildup”, but for water-spots, Bev Gould mentioned that to help avoid them, use distilled or soft water. Another problem area is too much tire dressing, which might look okay at first, but when the sun hits it—not good!

The next presenter was Ellsworth “Doc” Pryor who has over 15 years of concours judging experience. Doc discussed the engine compartment category (which is 65 points maximum) and includes major sub-areas of the engine itself—all belts, sheet metal, pans and radiator, firewall and side panels, oil filter areas, and hoses, rubber and plastic items, wiring and other electric components. Doc’s slide presentation focused on looking at each of these sub-areas on specific Porsche vehicles, such as 356’s, 911’s, 996’s, etc. Mr. Pryor stressed the importance of participants cleaning all exposed areas for judging, but also paying attention to recessed areas as well. Doc also stressed



Mike Mankarious of EINSZETT discusses the fine art of detailing with presenter Mike Mansolino and attendee Dale Sommerfeld looking on

that older cars like 356’s have problems with leaking or sweating oil, as well as other problem areas such as corrosion from battery acid onto the battery tray or worse.

The final judging presentations were made by Beverly Gould and Linda Cobarrubias on interior areas, and by Joe Nedza on the storage compartments. These categories are 60 and 45 points, respectively. Major interior areas for evaluation are dashboard, doors and compartments, side panels, seats, hinges and all interior glued items, including lights, mirrors and gauges. On storage areas, the major areas are storage compartment walls, covers, lids, molding floor coverings, batteries and tool kits, etc.

Ms. Gould and Mr. Nedza both stressed consistency in judging these areas, and that at any concours event, the head judge “will be your guide.” Beverly also stressed that judges do not move items for inspection, such as seats or floor mats, but might ask participants to do so, if necessary. She also talked in detail about the best cleaning items for participants to use on each area, such as distilled water, different size bottle or paint brushes, Q-tips, micro-fiber cloths and lint brushes. Joe’s presentation was brief but informative on the storage areas.

One of the funniest parts of the event was when Linda Cobarrubias, an experienced concours judge herself, brought her two small dogs, “Porsche” and “Sally Carrera,” and had each dog “bark-out” some very good questions that even the most experienced judges present found difficult to answer.

Two other major highlights of this event were a very detailed presentation by Michael Mankarious, president of the North American headquarters of a German car care products company called Einszett. This German company was founded in 1936, and its North American headquarters is just up the road in Orange, CA. Mike’s presentation highlighted “how to achieve a show finish” by using Einszett products. His excellent, detailed presentation included discussing what products and what applications should be used for washing, interior treatment, exterior treatment, paintwork cleaning and care, and final inspection.

Mike also had a free raffle drawing, where approximately a dozen attendees each won an Einszett product. He also gave key-chains to all attendees. One lucky person even had his 2002 Boxster completely detailed by Mike using the Einszett products, and several other participants had some minor detailing on their cars done.

The day concluded with a complete concours mock judging session of two attendees' vehicles, where the judges showed participants exactly what they had discussed in the classroom and then answered all their questions.

A big thank you goes out to Tom and Bev Gould for sponsoring this event at their facility; to Joe Nedza, the Region 8 Concours Chairman; to all the presenters and experienced judges attending; to Mike Mankarious for his generous contributions; to all the attendees for asking such great questions; and to Linda's dogs, "Porsche" and "Sally Carrera," for making this a fun event for all!



Some of the attendees Porsches looking "showroom perfect" even before the event begins



"Doc" Pryor enjoys watching Jim Alton (SGVR) explain: How did that get there?

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Black and Blue and Yellow, Read all Over!

TEXT AND PHOTOS BY MICHAEL HARRIS

Would you like to have California yellow license plates on your early Porsche (1956-1962) or black plates (1963-1969) or blue plates (1970-on)? While not real easy to do, it can be done. Although it is expensive to buy restored year of manufacture (YOM) plates and original year of manufacture stickers, they are available. It also requires patience to go through registration with DMV. For years, old car hobbyists have lobbied for a bill that enables them to put old plates on old cars, making the cars look even more period correct. If you have ever looked for a 356 or early 911 or 912, you drool when you see an ad that reads in part "original California black plate car." That tells you the car has remained in California since 1963 or so and has been continually registered in California. There is also an issuance pattern executed by DMV that enables you to tell if these are original issue plates or at least plates issued about the time your car was built by the factory.

Before DMV started selling personalized license plates in the 1970s, you had no choice in plate lettering sequences. When you registered your car, you were handed the next set of plates in sequence. California used an oversized (in comparison to what we have now) plate until 1955. In 1956 they reduced the size of the plate and the background was painted chrome yellow with black letters. "CALIFORNIA" was off-center to the left in raised letters painted black. The year "56" was recessed in yellow numbers on a raised rectangular black field at the right upper edge of the plate. The YOM sticker representing the year of manufacture was placed between the year and "California" and above the plate's registration letters. The stickers reflecting month and year of current registration were issued beginning in 1976. Cars sold and registered in 1956 were issued plates starting with the letter A (AAA) and the number 1 (001) and continuing in sequence until 1963, when black plates with yellow letters were first issued. The black plates also started with the sequence of AAA 001 and continued on until 1969 and the end of the alphabet.

Beginning in 1963, cars were issued black plates with yellow lettering. The design was slightly different than for the yellow plates. "CALIFORNIA" was now centered at the top of the plate rather than being offset to the left, and there were two small recessed rectangles at the upper left and right corners of the plate. The area to the upper right contained the numbers "63" pressed into the plate and the upper left indentation was blank. These spaces would later be used for the month and current year stickers.

So how do you find old yellow or black plates to put on your restored 356 or early 911? For years I have seen specialty vendors with old plates displayed for sale at various auto swap meets. Sometimes they would have a single plate and sometimes both plates. As California requires two plates to be displayed on the car, one plate really does you no good, unless you use it solely for display purposes and do not park or drive the car on public streets. (And as all good auto crossers know, if you don't remove your front license plate before an event, the pylons you hit will do it for you.)

An example of a wrong plate is the 1960 registered Metropolitan currently on display at the Auto Museum. It has a yellow UKG 337 plate on the front and a CVJ 189 yellow plate on the rear with a "1960" year sticker on the rear plate. If the "CVJ" plate is original, then the car was built in 1956. If the "UKG" plate is correct, that would indicate the car might have been first registered in California in or around 1960. From personal experience I know a yellow plate AAA001 is an early 1956 registration, NBL418 is on a 1957 356A coupe, and PKW655 is on a 1958 Chevrolet, wherein the plate was first issued in 1958. For

black plates I know 1963 commenced with AAA001, I also know of a 1964 C coupe with GOA742, 1961 Morgan with LWM096 believed registered in 1964, a late '64 registration on a 1964 build 356 C licensed NSD677, a 1964 SC coupe with a January '65 registration yielding plate OZD855, and an early 1969 registration with license XOH455. The moral of the examples is you can find an early model with a later registration number but if you have a later car it better not have an early issued license.

Blue plates with yellow letters were issued beginning 001AAA in 1970. They are similar to the black plates except for the three numbers precede the three letters, such as 691GPJ.

So how do you put "old plates" on your car? First, you have to have a car manufactured before 1963 for yellow plates and one built between 1963 and 1969 for black plates. The plates must be authentic and serviceable as determined by DMV and must have the approval of DMV headquarters. (This means the local office will check them and your registration/title. They will make a copy of your plates and registration sticker and note the correct year and color. For example, if you have a 1958 car the sticker has to say 1958 and be green in color with white lettering). The YOM plate number cannot conflict with any special interest license plate currently in use. Two plates are required and must be compatible (auto to auto, commercial to commercial, etc.)



Example of yellow plate issued in about 1956 that shows 1960 year of manufacture sticker. Either the car was built in 1956 and registered in 1956 but later acquired a later sticker or it is the wrong plate for the car

Because this is a new program with limited application, DMV counter staff and even supervisors do not seem cognizant of all the requirements. The first time I attempted to register my black plates for my 1965 C coupe, I was charged \$10.00 less than required and the package was returned. I sent the package back with an additional \$10.00 check only to have the application rejected again. This time the rejection was based on "YOM year sticker not qualify." This conclusion was based on the counter clerk incorrectly describing the sticker as being "red" when it is in fact orange, as required. Since DMV copies everything in black and white and not color, one must write in the description. Another trip to the counter and a conversation with one of

the supervisors resulted in a resubmission to Sacramento. This is not to criticize staff, as they do a tremendous job all day and still seem to retain their composure and sense of humor. It is to point out that you need to understand the rules and be prepared for delays.

The source used for my YOM plates is "Old California License Plates" in Vacaville. His plates are fully restored to "as new" condition and he guarantees the plates to be "DMV clear for 90 days from date of purchase."

The yellow plate program has been in operation for some years, but the black plate program began only last year, so there still seem to be some bugs to work out. Eventually, my new registration month and current year stickers arrived by mail in the normal course, together with a small aluminum "ear" that you mount the new current year sticker on and place above or below the plate to show the actual date of license expiration, preserving the original YOM registration sticker in its correct place in the upper righthand corner. When I look at the pristine black plate with vintage license plate frame contrasting against the Champagne Yellow of my 'C' coupe, it was well worth the hassle.



Yellow plate attached to the rear of 1958 Chevy wagon



Vintage license plate frame contrasting against the Champagne Yellow of my 'C' coupe



Original blue plate issued on '73 914-2.0

A Long and Winding Road

TEXT AND PHOTOS BY MARK BRAY

I came to Porsches later in life, just a couple of years ago, and since my journey was a bit different, I thought I would share it.

I grew up in cars, almost literally. Though my dad is a retired pastor, when my parents met he was the manager of a Goodyear store in Gardena, CA and worked in that field until I was 5. Some of my very earliest memories are of climbing through stacks of tires, going into the pit with a mechanic as he worked under a car, and bringing foil-covered plates of food to my dad and the various characters who worked with him.

When I was 5, he changed professions, opening a used car lot. It was a family business, so everyday after school we went to the lot. I would do my homework at a desk while mom did the paperwork and dad sold cars. I helped keep things clean around the lot, and eventually earned a set of tires for the Brigs and Stratton powered go-cart dad had up on blocks waiting for me.

I drove on his lap for the first time at age 6, was riding a motorcycle solo by 9, and behind the wheel at 10 (off-road in a dune buggy he had for a short while). I wasn't allowed to drive on the road (in less trafficked areas) until the ripe old age of 12. Cars were our livelihood and made many a memory. Nothing says "family" to me like falling asleep in the back of a car at the San Gabriel dealer's auction, with mom checking on me from time to time as dad bought and sold cars well into the night.

So my view of cars was slightly skewed for most of my life. Cars were not something you owned, not something you fell in love with. They were a commodity, viewed for the value they could bring. You had some you liked more than others, but really, they were always just passing through your life. Profitability was always paramount and everything was for sale. The key, claimed my dad, was finding the right price. He always kept a couple of thousand dollars in cash in his pocket because you never knew when the next deal might come along.

When I was 13, my dad and I stopped at a light and a '65 Chevy El Camino pulled up next to us, orange with black racing stripes, the engine rumbling, Cragar mags gleaming in the sun. I said, "Man LOOK at that car!"

My dad answered, "You like it, huh?"

"Of course!" I said, and with that he rolled down his window and tooted his horn. When the driver rolled the passenger window down, my dad asked him to pull over and sell him the car. A short negotiation later, a drop off at the guy's house, and I was following dad home as he drove the El Camino. He sold it the next week.

At various times we had car lots in Highland Park, Covina, San Dimas, and Running Springs in California, as well as Colorado Springs in Colorado, and dealt in affordable "working class" cars. It was the '60s and '70s, and dad mainly bought American builds, never going for anything more "exotic" than an MG, with the occasional Corvette, T-Bird or GTO tossed in for good measure. Thousands of cars crossed my life through the family business, but Porsches were never considered, nor were Mercedes, or Jags, because the possibility of profit was more risky. As such, they were viewed as a car you could easily "get buried in" (lose money due to costs).

I still have never owned a new car because I can't bring myself to take the initial "hit" of depreciation. In fact, before the PCA, my only personal experience with a Porsche was when my brother bought a new Carrera 2 Cab in the early '90s, and that was a disaster. It spent nearly 8 months in the shop during the year he owned it. Porsche finally took it back under a "lemon" situation. It seemed to me dad had been right after all. Then, in 2008, everything changed.

My youngest daughter Kelsey met a guy named Paul Young (Jr.). When she told me he raced Porsches, many thoughts came to mind. I won't let you in on all of them, but most of them were positive. One of them was, "Races Porsches? Hmmm, this boyfriend could be fun!" We have been overjoyed to find that he is much more than fun, and are proud to have him as our son-in-law.

Our first dinner at the Young's home included viewing the two racing 911s, Butch and Snickers, and firing up Butch with his race exhaust installed. When I saw them, something inside me clicked. These were not "jaunt mildly through the hills with a picnic basket and bottle of red wine" kind of cars. They were "get in, strap down, hold on, and feel the acceleration in the seat of your pants" cars. They looked to be doing about 40 MPH...and weren't even running. I didn't say anything



at the time, but I couldn't wait to get in one!

That opportunity came a year ago when Paul Sr. invited me to something called the Festival of Speed. We could hang out, see the cars, shop the vendors, and even get a "Taste of the Track" experience. What a life-changing day it was. The cars, of course, were glorious, and the people in the PCA were amazingly kind, friendly, giving, and open. I was a bit bowled over simply by how nice and supportive everyone was. Riding with Paul brought no fear or jitters at all. In fact it had the opposite effect. 140 MPH down the straight, I was smiling from ear to ear, pressed into the harness. Pulled by G's in a tight corner just made me happier—spinning out at 55 or so I giggled like a kid and teased Paul, saying "Can we do it again!?"

Riding with Paul awakened something that had lain dormant for many years. So long that I had, in fact, forgotten about it. My dad taught me how to control a car beyond the normal level of operation when I was young, and now I remembered what that felt like. Power. Speed. Acceleration. DRIVING. Oh, how I loved them. What had happened that I had forgotten? All these years I had missed doing this wonderful thing that I had always enjoyed. Something needed to be done.

So I embarked on a hunting expedition. My prey: a Porsche. At that point, ANY Porsche. You would think that having been raised as I was, I would have been cautious. I did, in part, follow my upbringing. As a Pastor I have been blessed with many things, but huge piles of expendable wealth has not been among them, so I was looking for a deal. Not just any run-of-the-mill deal but an amazing deal.

Furthermore, as a Pastor who works with young people, I wanted to share this newly rekindled joy with my teens. I knew we had “car guys” in our church, and I approached them with the idea of helping work on a car and teaching our teens how it’s done. So the car would become a project, and as much as possible, we would pass on knowledge to the young folks in our congregation. With that in mind, I set out on my quest.

The 928

Days turned into weeks. Craigslist, Oodle, Yahoo Autos, Pelician, and Autotrader became my morning coffee haunts, and nighttime relaxation spots. Then, there on Craigslist, was an ‘81 928. The price was good, but he was also willing to negotiate. I wrote him and told him what I had in mind, the project, autocross, all of it. With a prayer I hit send.

A week went by, then two. I had given up and moved on with my search when, one day, I got a phone call. After a short conversation a time was set and a deal was struck. He wasn’t mafia, but it was “an offer I couldn’t refuse.” We brought her home. She had a bit of a shimmy at about 65 but the gent had warned me that he thought there were suspension issues. We rolled up in the driveway and my wife came out to see the 928. I was as happy as could be.

We decided to name her “Leviathan” from the Bible book of Job, because she looked a bit like a long-nosed black sea creature. A few successful work days with the teens cleaned her up a bit, and I started searching for the parts we thought we would need. That’s when reality hit. 928 parts, I came to find, are extremely expensive, so much so that I really couldn’t afford to either bring it back to full beauty for the street or get it ready for the track. So I bundled her up with a cover and set about seeing what could be done.

Since I was now a Porsche owner, Paul Young assisted with getting us settled in the PCA. Kari and I attended the new members’ dinner at the Brown’s and found our earlier impressions of Porsche people confirmed. There was indeed an epidemic of friendliness running rampant among the membership, as we were welcomed and encouraged by everyone we met. I had feelers out to sell Leviathan and also to pick up another Porsche.

In the meantime, I attended a PDS using Paul’s car, “Snickers”, which he graciously loaned me. I had read up for the event and got to the part that said, “Be totally familiar with your Porsche, so that you know where everything is”...“shifting, etc., should be second nature.” I had to chuckle to myself a little because my first time driving Snickers (or any 911 for that matter) would be on the way to the PDS dinner Friday night. I wondered how things would work out, but needless to say, the PDS was not only very informative, it also made me totally rethink how I had approached certain driving situations. It made me want more driving experiences like that, so while I continued to seek a sale, and a purchase, Paul let me run Snickers in the two final regular Autocross events of 2009. At the events, I asked as many questions of as many members as I could about the various models.

At a breakfast with a large group of acquaintances I mentioned

that I was selling a 928 and a gent down the table overheard me. “I know a guy who loves 928s would you like his number?” he asked. A few days later he was at my house with a pile of diagnostic equipment and, after a careful going through, he made me an offer. We negotiated a bit and settled on a price. Now, with some funds in hand, I could seriously look for another Porsche. The questions I had been asking and the advice I received helped me settle on a 944 as the most economical to buy, run, and maintain.

The Search for a 944

While I did look for a 944, what I *really* wanted was a 924S. I liked the slight rarity of them, and something about that sleek little body just spoke to me. Unfortunately every one I saw was out of my price range or on the other side of the country, so I burned up the search engines and test drove several 944s I found. One evening I received a note from Morgan Trotter that read in part: “Okay. I have been watching your threads long enough. I have a car for you. I was hoping to keep the car but in reality I don’t use it, need it, or...sigh...have time for it. I have a 1987 924S. It’s black/black, very nice. clean...NICE!”



Paul Young Jr. giving instructions to his father-in-law (me) in Tuffy. Photo by Tim Maslyk

My pestiness...umm...I mean...persistence...had paid off! Kari and I went to Morgan and Lorri’s one evening and there it was—black, sleek and beautiful in the driveway. My heart was racing a little and I told her as we parked, “I have a good feeling about this.”

After introductions, Morgan showed us the car and told us all about it. I was fairly impressed at the overall shape of the 924S and he pointed out the few cosmetic shortcomings it had. We took it for a drive. I accelerated down the street and it squatted down a little and shot off just like Snickers did. I was impressed. A few corners told me how tight and flat it handled. I was more impressed. I told Kari, “This is the one!” We parked and I tried to remain calm and not show too much excitement, but when Morgan showed me the hand written diary he kept on the vehicle and the receipt history. I was more than impressed. I was in love—not with Morgan, with the car!

Then he asked me an interesting question, which surprised me a bit. “What are your intentions for the car?” It took me a second to answer because it was almost like he was asking me about dating his daughter. I said, “I plan to keep it pretty much stock and street legal.” “Good!” He answered. “I’ve had offers but they wanted to strip it and go racing and I just won’t sell it to you if that’s what you are intending.” Man...I’m glad I answered correctly! As Morgan wanted to help make sure all was well with it passing smog, we didn’t take the 924S home that night, but closed the deal and signed papers. We decided to follow Paul’s inclination of naming cars after dearly departed pets

and dubbed him “Tuffy” after the feisty little black poodle I had as a boy.

Paul Young Sr. and I formed a new racing coalition: “Dead Pets Racing.” It has gone international, as we even have members in Austria. For Tuffy’s number, Debbie helped us land #123, from Samuel 1:23, which fit perfectly with our new racing group’s theme:

*Saul and Jonathan—
in life they were loved and gracious,
and in death they were not parted.
They were swifter than eagles,
they were stronger than lions.*

I made a list of needed items to bring Tuffy a bit further into the AX competitive zone, while still keeping him stock. A race seat, re-positioning the steering wheel/driver relationship, better/wider tires, race harness, and graphics were the basic list. Okay, okay, numbers wouldn’t make him go faster, but he will look faster!

Tuffy has been a hit with the folks at church and so far has only needed a few work sessions. Paul donated a race steering wheel, and I picked up a racing seat and harness from a fellow PCA member for a reasonable price, which were installed with the help of the pit crew. I also needed to check the timing belt tension, but with advice from Tim Comeau, the purchase of a “cricket gauge” and a special wrench, we were able to do that in short order.

I figured if other folks have sponsors, why can’t we? So I started approaching some businesses, and Signs By Tomorrow became our graphics sponsor. Kari and I are fortunate to have talented young men as sons-in-law. Paul (married to our daughter Kelsey) gave instruction and insight as to the working and handling of Porsches, and Trevor


(married to our daughter Rachel) used his graphics training to make a dozen or so variations of how Tuffy could look. We went with a classic-style set up, and a young woman in our congregation who used to work in that field professionally showed us how to apply the graphics.

We nearly had Firestone as a tire sponsor, but it fell through when we all realized that their 15 inch tires only came in a 205 width and we hoped to run 225s. Subsequent conversations with Hankook Tires have been good and we are still hoping to be picked up by them.

Teens from church have attended events, and one budding photographer took some great event shots, so the desired efforts in passing along the joy to our younger people are paying off.

At the PDS last October, Paul and I were working corners and realized that nearly no other car manufacturer could achieve what was happening that day. Take any model in their line up, from any year, bring it to an autocross environment and expect it might not survive, let alone thrive. Yet I watched Porsche after Porsche succeed there on the course.

When I mentioned that to Paul, he said, “Porsche builds all of their cars to race, because they never know which ones will end up on the track.” Tuffy is proof of that. Twenty-three years old, 221,000+ miles, running very well, and even on the mix and match tires is competitive and a total joy to drive!

I now see how these wonderful vehicles get into your blood. So, for us, the road to Zuffenhausen was long and winding, but now we are part of the Porsche family and loving every moment of it. 



Paul and Kelsey Young, Mark and Kari Bray, Trevor and Rachel Keller

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Project 912: Part 2: Leaky Clean

TEXT AND PICTURES BY STEVE GROSEKEMPER

Last month's article started with the introduction of the newest Porsche acquisition in our household. We had just gotten into some heavy cleanup and were pretty happy with how good the car looked under all that dirt, dust and chalky white paint. We are pretty much convinced that if you don't wax a car, the chalky white layer of oxidization will act like a nice SPF 45 to protect the "good" paint that is lying underneath. We felt pretty lucky to find smooth shiny paint under that layer of sunscreen.

We made a reasonable list of items as we were cleaning and running triage. We needed to decide what was going to be first on our list of repairs and what parts we would be bugging the guys at Autobahn Dismantling for on the following Saturday. (Is it a good or bad thing to have a Porsche Dismantler 5-minutes away from your home?)

It was getting past noon and our stomachs were telling us it was way past lunch time. So instead of messing up the kitchen with our polish-impregnated hands and clothes, we decided it was time to take the car for a "test drive." After all, we had to shake out the water trapped in all the nooks and crannies.

Since this was to be the girls' maiden voyage in the car and fast food was involved, it wasn't a difficult sell. So off we went to properly dry out the car. It was a preventative maintenance issue: you know what they say about rust never sleeping. Lunch was pretty tasty and it was fun to watch people stop and look at the car in the parking lot as we sat just inside. It looked almost like a toy as it sat dwarfed in that

parking lot sea of oversized SUVs.

As we pulled back into the driveway we no longer had the burden of deciding what repair would be our first...the tea-saucer sized spot of crud on my perfectly clean driveway was screaming, "Me first, me first. Fix me first!" And so it would be.

I parked the car in a new spot and quickly threw an oil drip pan under it before the 912 could once again mark its territory. I cleaned the driveway while I still had a chance of getting the entire mess up, and put the girls on chrome duty.

Editorial Note: The car sat at work for a month being driven in and out a dozen times, while I battled with DMV on the abnormally difficult paperwork, with nary a drip; until it saw my unmarked driveway—grrr.

Before we knew it, the sun was setting and it was time to call it a day. Nothing like a newly detailed car under the light of a setting sun. Too bad they can't look that good all of the time.

The leak

After a few days of appreciating how good the car now looked, we had to break down and address the oil leak. One quick look and it was obvious we had an issue with the left side valve cover. The issue was that while it covered the valve train, it failed to keep the oil on the inside of the car, and off my driveway.

When removed, it was clear to see what had happened. The valve cover gasket had been sucked in, making a large gap for the oil to leak

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out and onto my driveway. This happens one of several different ways. In my case, the pressed steel valve cover was slightly bent and the gasket was installed with a hair too little gasket adhesive. The result is illustrated in this image:



There are a few different ways to address this problem. The quick and easy repair is to straighten the bent valve cover and install a new gasket. (This time with sufficient gasket adhesive.) But before any re-gluing you must completely remove 100% of the old gasket adhesive. To straighten the valve cover, just put it in the jaws of a vice and tap the lip straight with a ball peen hammer. After a few whacks, pull it off and check for straightness using a straightedge or another known straight item.

This next step is where most people make their error. The new gasket and the valve cover need to have a thin coat of 3M weather-strip adhesive applied to them. After about 10 minutes (depending on the weather) and when the shiny adhesive has become tacky with a satiny finish it is ready to assemble. Many people put these two parts together too quickly while the adhesive is still slippery and the gasket pushes to the inside and creates a leak like in the picture above.

But be careful. When done correctly the adhesive is super sticky and once these two parts touch, they are not going to move. The problem with this quick and easy repair is that when done correctly, the gaskets are there to stay and while that sounds good, it isn't when you have to adjust the valves every 3,000 miles.

These gaskets get very hot and in time become hard and no longer

do a good job of sealing. If you drive the car 1500 miles a year it's not really an issue, but for regular service it's kind of a pain.

The ideal solution is to have a gasket that will stay in place without using any adhesive. To do this you must have a gasket that will not move or a valve cover that holds the gasket in place better. There are companies who make a metal-backed valve cover gasket, and for a car that is rarely used, this is a good way to go. The problem is instead of \$4 for a pair of gaskets they are closer to \$30. These can be found at Zims Autotechnik, WWW.ALLZIM.COM.

I really prefer the third and final option of creating tabs on the inside of the valve cover so you can just peel an un-glued gasket out of the cover, wash and dry the cover and throw it back together with a fresh unglued gasket. I wrote an article about this entire process back in 2003 and it is archived at the Dieter's website for anyone interested in seeing the process. [HTTP://WWW.DIETERSMOTORSPORTS.COM/TECH/2002/03-2003.HTM](http://WWW.DIETERSMOTORSPORTS.COM/TECH/2002/03-2003.HTM).

In short, the process involves installing tabs to the inside of the covers to hold the gasket in place without the benefit of any adhesive. While this modification does take some time the first round, it will save huge amounts of time for the rest of the life of the vehicle. It changes a 45-minute cleanup and re-glue job into about a 4-minute process with a \$4 pair of gaskets.

Stay tuned to see what we cross off the 912 list next month.



Modified valve cover with 3 upper and a single lower tab installed

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

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Encinitas, CA
1986 944 Turbo Coupe

A.B. Bortolin & Janet Bortolin

Carlsbad, CA
2003 996 Targa

Doris Christolear

Oceanside, CA
2007 Cayman

Kimberly Cruikshank & Kristin Cruikshank

San Diego, CA
2004 Boxster S Roadster

John Dantic

San Diego, CA
2004 Boxster Roadster

Antonio Fernandez Palazuelos

Chula Vista, CA
1998 Boxster Speedster

Michael Flores & Julieann Flores

San Diego, CA
1982 911 Coupe

Jim Freese

Lakeside, CA
2003 986 Roadster

Pat Hoy

San Diego, CA
2002 911 Carrera Coupe

Philippe Marchand

Poway, CA
2010 Panamera S Sedan

Jim Mazzola

San Diego, CA
2004 Carrera 4S Coupe

Kyle Nyswonger & Aron Nyswonger

San Diego, CA
2007 911S Cabriolet

Mike O'Halloran

San Diego, CA
2004 Carrera Coupe

Sean Ohara

Valley Center, CA
2003 911 Carrera Cabriolet

Mike Parziale & Yvonne Parziale

San Diego, CA
2010 911 Turbo Cabriolet

Alexi Rahal & Josef Bauer

San Diego, CA
2006 Boxster S Cabriolet

Bruce Russell

Alpine, CA
2005 Boxster Roadster

Phil Strong & Bret Strong

Idyllwild, CA
2006 Carrera 4S Coupe

Caleb Taylor

Carlsbad, CA
2001 Carrera 4 Cabriolet

John Wilks

La Jolla, CA
2005 996 Cabriolet

Fred Yip

San Diego, CA
1983 911 SC Targa

Anniversaries

Five Years...

Jack Brauer
Steve Brown
Owen Coulman
Gunter Enz
David Hansen
Siglinde Mcfadden
Thomas Mercer
Ricky Persky
Mark Rondeau
Mark Teixeira
Jay Tillson

Ten Years...

Donald Elder
Ignacio Iturbe
Anthony Kopacz
Jorge Robles
John Taylor

Fifteen Years...

David Buhain
Jad Duncan
George Hauptman

Twenty Five Years...

Clark Renner

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



Sean Steele posing for Greg Phillips

April 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 April 2010 Board of Directors meeting was held at the home of Curt and Janet Yaws. Board members in attendance were Curt Yaws, Neil Heimburge, Rikki Schroeder, Mark Rondeau, Carl Scragg, Bill Behun, Monique Straub and Dave Gardner. The meeting was called to order at 7:08. Minutes from the March 2010 meeting were approved unanimously.

Number of Members

Primary	Secondary	Total
1,399	1,059	2,458

Treasurer's Report

Accounts are reconciled as of March 31, 2010. Major income sources included Witness advertising. The income from the Driving School will be posted next month. Major expenses included the AX and trailer storage, administration, Driving School and Witness printing. Deposits have been made for the New Member Social, Time Trials, and the Pageant of the Masters.

Chair Reports

Autocross. (AX, pre-reg, reg, CW, equip, logistics, safety, tech inspect, tech adv, timing) Jerry Bumpus reported that noise continues to be an issue. It was also noted that there is no standard procedure for measuring noise. After much discussion, the Board approved the development of a standard noise measuring methodology. This will be finalized at the April AX and applied at events from May on. Bumpus will post the new methodology on the Forum.

CDIs. Several new members signed up in order to attend the driving school. Individual Chairs can keep lists of attendees and send them notices of future events.

Mark Rondeau presented a partial reconciliation of income and revenue from the Driving School. He noted that people really liked the school and thanked all who participated.

DE. (DE, pre-reg, reg, CW, equip, logistics, safety, tech inspect, tech adv) Martin Lipp reviewed the budget for a Qualcomm DE which was approved by the Board. Lipp also presented research showing that events received more notice when posted in several places. This led to discussion about possibly consolidating the many sections of the Forum into one or two sections. This would eliminate the need for double posting and would ensure that all members receive notice of events. This will be discussed with the Forum Team.

Lipp noted that the DE event at Qualcomm is now a DE school. He will bring a revised budget back to the Board. This is approved by the Board.

Equipment. Bill Behun reported that the trailer has been moved. Thanks to Matt Sparks for making all arrangements.

Insurance. Tom Golich reported that he has gotten certificates for upcoming events. Golich also noted that he just received a box of waivers from National in case any are needed for various events. All Chairs are reminded that waivers are needed for any event where cars are driven.

Membership. No report. It was noted that Angela Avitt requested \$500 for new stickers to be given to each new member. This was approved by the Board.

Military Liaison. This is a new position, proposed because of the Club's continued involvement with the military. Don Auten was asked

to assume this position and has accepted.

Social. Alison Kelley noted that the April Last Tuesday Social is at McGregor's, May is at La Bastide. She is looking for a venue for June. July is at the Butcher Shop. There were over 30 attendees at the Firefly Grill in Encinitas. That event was enjoyed by all.

Sponsor Liaison. Curt Yaws will follow up with Steve Snedeker.

Tech Sessions. Martin Lipp noted that the session for April is set. There will be another on May 22 at Better Bodies and one on June 19 at Chase Cams. These dates were approved by the Board.

Tours. Keith Verlaque reported that the April 25 Tour will begin at 8:00 a.m. at North County Fair and will probably end at the Pine Hills Lodge for a brunch. The cost will be \$15 per person. The Chairs have pre-driven the route and all loved it.

Vintage Racing. John Straub reported that there is a cruise night in Encinitas on August 19. They've invited the Club. We just need to show up and park. The organizers will be providing food. This date is approved by the Board. Kathy Alnwick is organizing that plus the Fallbrook Hot Summer Nights.

Witness Team. Tom Brown reported, on behalf of Susan Brown, that the new lean Witness did not require too much revision as changing the font size made a big difference in reducing the overall number of pages. This appears to have been acceptable but Susan Brown is looking for feedback. Articles are needed.

No reports were posted by the Archivist, Charity, Concours, Emaster, Goodie Store, Historian, Legal, Rally, Region Rules, Safety, Time Trials, and the Web Team.

Unfinished Business/Old Business/Announcements

None.

New Business

A new Chair position was suggested by Curt Yaws and approved by the Board. See Military Liaison above.

Adjournment and Next Meeting

The Yaws were thanked for hosting the meeting. The meeting was adjourned at 8:55.

The next meeting will be May 5 at the Gardner and Amundson home.





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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

2002 Carrera Coupe Black/Black, Counours Car, Nav. and upgrade electronics/radio, Tiptronic, outstanding condition, serviced at Dieters, 66,500mi. \$26,900. stephencross@earthlink.net (858) 551-9994

2005 Boxster - \$20,750 OBO Silver w/ Black top and leather interior. Tiptronic, Bose, 6 cd changer, Windstop, Heated seats. All Records mrondeau@cox.net (858) 864-3163

2006 Lotus Elise Starlight Black/Biscuit, 17.5K miles, StarShield, Black Alloy Wheels, Touring Package, Leather Seats, one owner, excellent condition, \$32.5K (858) 997-3955

2007 Cayman \$19k low miles. Beautiful inside and out (gray metallic on gray). Serviced at \$16k mi; bra/ hood cover; bluetooth. Asking \$37,900. Serious inquiries e-mail: Lori@Mendezplc.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

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

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 Carrera 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.

965 Track Car '91 C2 Turbo (965) Race Car. Class winner at multiple PCA Club Races in "D" class, TT "NP" (now "OP") class winner, numerous TT Top 10 TODs. Full cage, turn key race ready with many safety/track mods. \$34,500 torqueand recoil@gmail.com (858) 882-7200

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GT3 class 911 993 Turbo body 2150lbs. 3.4L JerryWoods engine, twin plug, RSR style MFI, 335BHP. Full 930 brakes and suspension w/ coilovers, Smart Racing adj. sway bars. Tracks like on rails; brick wall braking. Race gears, ZF LSD, squirters/ cooler. Quality engineering, built right, in Calif. '73 tub. \$43,200. mercuray1@yahoo.com 847-894-5473

SUNROOF DELETE... Change your sunroof 911 racecar into a non-sunroof coupe. \$800.00 R&R complete w/paint. (one left) 619-281-6024 Ask 4 Mark. QUALTECHAUTOCENTER.COM

'Martini Racing' Carrera 3.2 Many tasteful modifications done-too much to list. See the car at Pioneer Porscheon the showroom. \$27,999.00 (858) 695-3000

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

Hot Lap Timer Great for AX and TT, Receiver and display, works perfectly. \$100 OBO. 949-370-6438

Dunlop Tires Two Dunlop SP Sport 8000 205/50ZR17. 75% (1/4") tread remaining. \$35 each. (619) 258-4209.

993 Right Fender/Rear Wing Used fender, great shape. \$800. Adjustable rear wing (carbon 53" wide), uprights, deck lid. Fits 993. \$1,000 Contact for pictures. (619) 888-1510

Porsche Chrome Exhaust Tip Used Tequipment twin outlet exhaust tip for sale for fitment on 987 model Cayman & Boxsters. \$250. Chula Vista (714) 310-1729

Dunlop SP Sport 8000 Size 205/50ZR17 Two tires with 75% (1/4") tread remaining. Good condition. \$40 each. Call Lee at (619) 258-4209

16 x7 BBS Wheels - \$750.00 Lightweight Two piece Magnesium BBS Wheels. Black Honeycomb complete with unobtainium BBS Lug nuts. 52 offset. mrondeau@cox.net (858) 864-3163

18" Cayman S Wheels 5 spoke wheels with Bridgestone RE050A with about 20% life left. Fit's Boxsters and Caymans. \$750 OBO mrondeau@cox.net (858) 864-3163

993 Turbo Twist Wheels/Tires German made, OEM wheels. 2- 993.362.138.01 8JX18, ET-52. w/225/40ZR18. 2-993.362.140.03 10JX18, ET-40 w/285/30ZR18. 7,000 miles on wheels, 1,000 on Michelin PS tires. Immaculate chrome, no significant surface mars. Check Porsche mech for fitment before buying. No refunds. Cash or Pay Pal only. Pick up in Rancho Santa Fe is OK. For photos contact garyc@centaurinc.com (858) 344-1019

CaymanS 18" Wheels Takeoff OEM wheel set in MINT condition/ no scratches or rash. Very light. Fits all Caymans/ Boxsters \$800 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

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.

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

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

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

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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

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

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! cust-serv@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

The Road to Zuffenhausen by Dennis Adler. Lightly used (duplicate to one I already own). List \$75 - sell for \$45 obo. Nancy (619)258-4209, hauserpress@cox.net

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).



Advertiser Index

356 Services.....	4
All German Auto	24
Autos International.....	10
Beep!, by Stewart Parks	23
Bob Carlseen, Real Estate Broker.....	10
Black Forest Porsche/BMW Service.....	IBC
BumperDoc.....	23
C2 Motorsports	25
Charlie's Foreign Car.....	15
Dieter's Porsche & BMW Service	26
European Motor Sports	15
Executive Detail.....	14
La Jolla Audio	4
Mexi-Cocina Restaurant & Tequileria	14
Mirage International.....	14
Modern Image	24
Motor Works, Inc.	27
Ocean Beach Upholstery.....	15
Pelican Parts	10
Personalized Autohaus.....	14
Pioneer Centres Porsche	BC
Roger Roberts, Realtor.....	25
SpeedZone Paint & Bodyworks.....	10
Supercar Meet.....	23
TCsGarage.....	29
Velvet Touch Wheel Services	12
Volker's German.....	15
Walter's Porsche	IFC
West Coast Specialties.....	12
Wheel Enhancement	27

Special Event Flyers

2010 Porsche Parade.....	11
Pageant of the Masters & 356 Concours.....	11
New Member Social	17
Last Tuesday Social	25
SDR/Zone 8 Time Trial	33

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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 or half-page ads.

Submissions

We prefer that materials be submitted in .JPG, or .PDF formats. 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 tenth of the month preceding the issue date.

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

Link Index

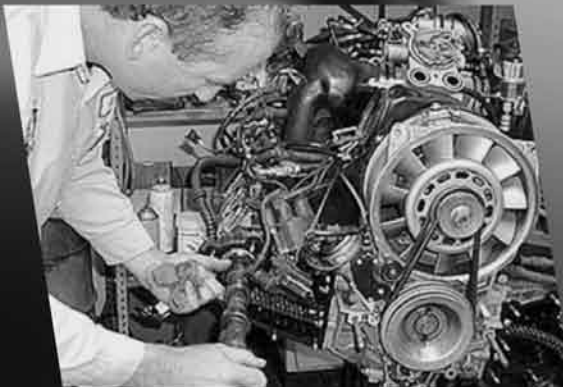
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To:

Susan Brown, Editor



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