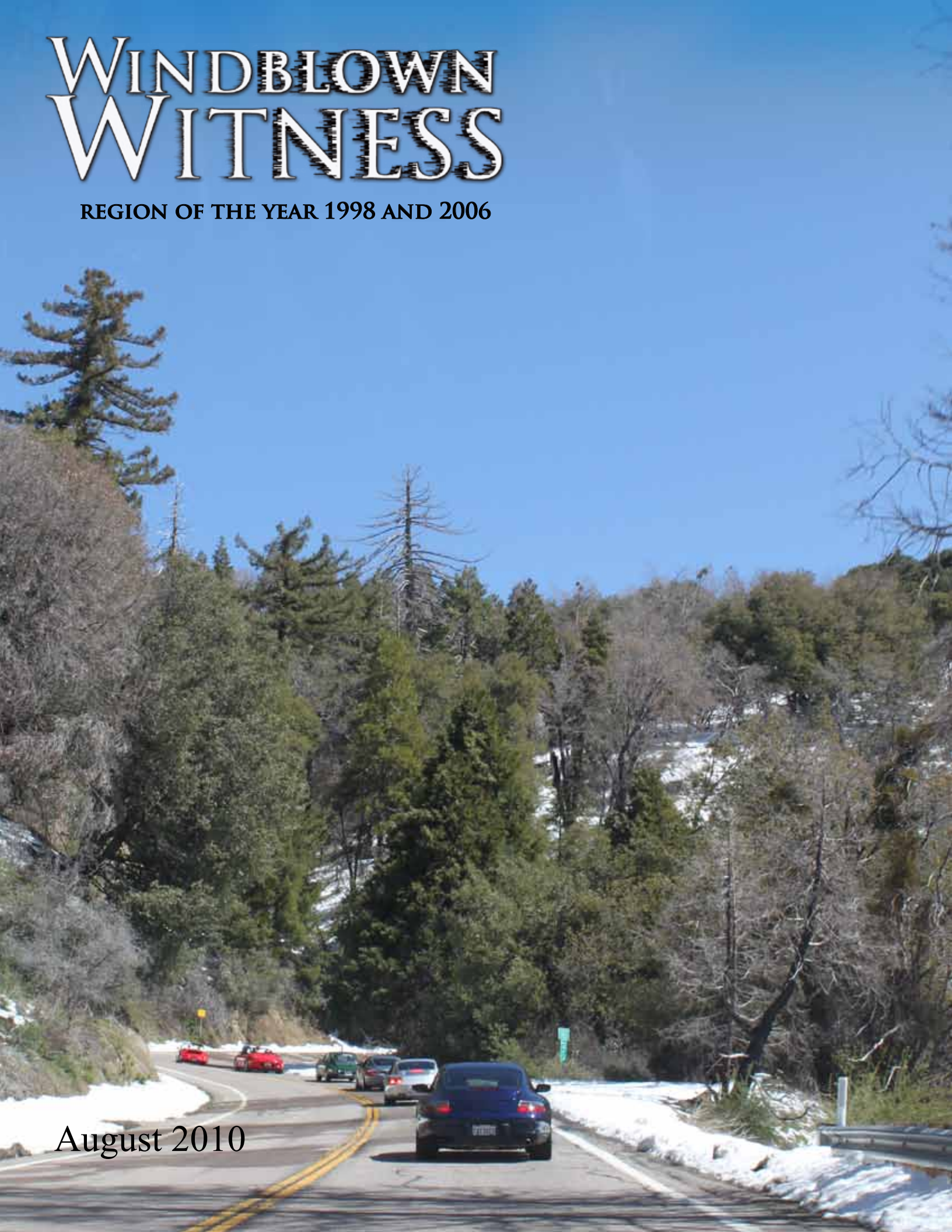


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Volume 51 Number 8

August 2010

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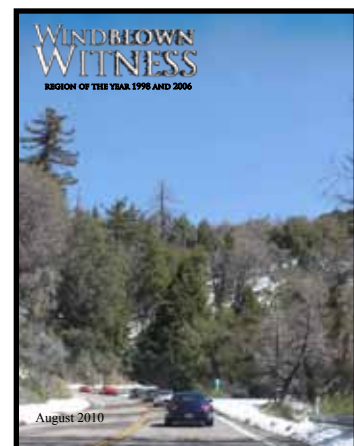
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The "Back Country
Tour" in April.

Photo by Gail Dana



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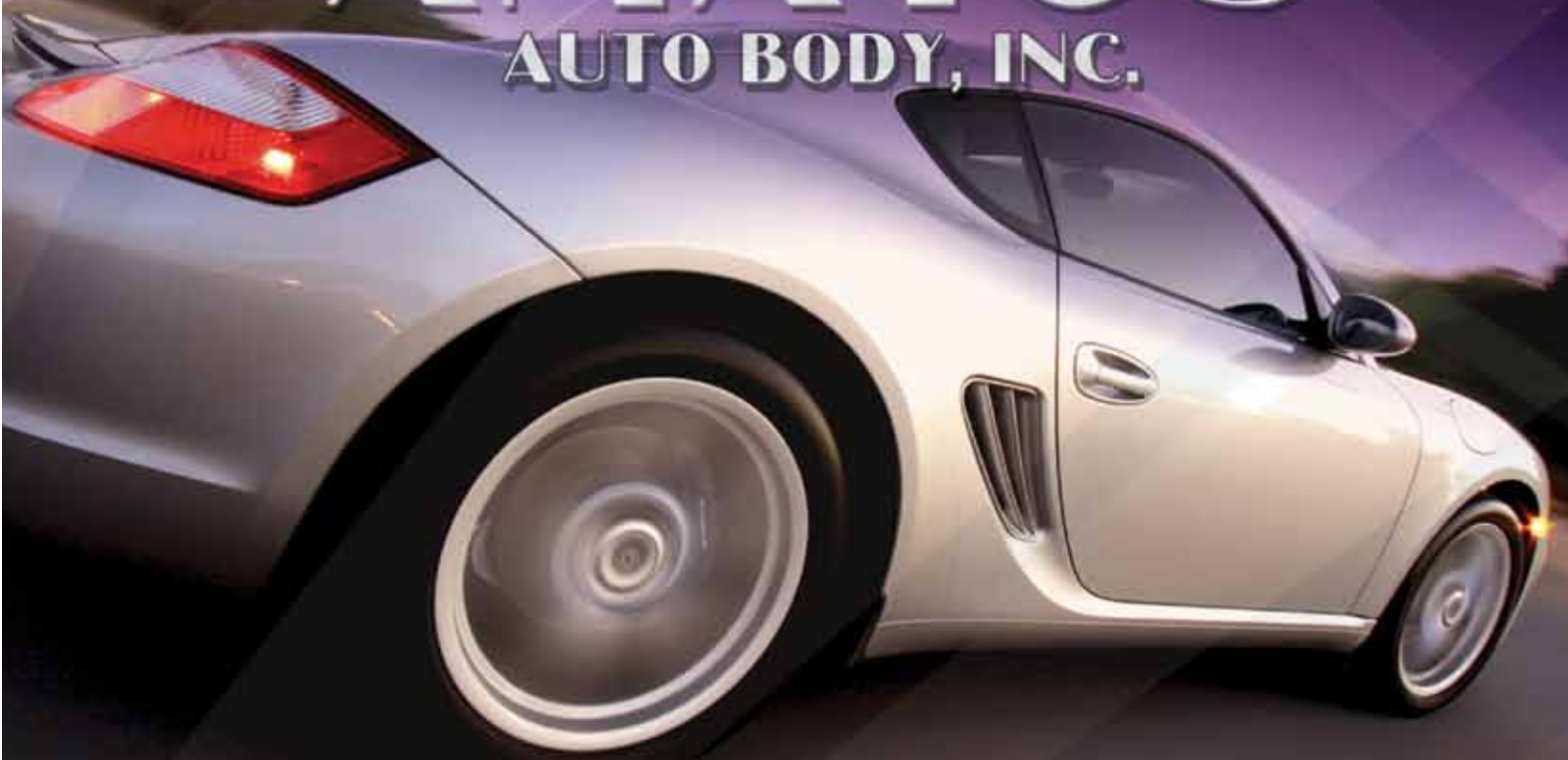
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Tour Time

BY CURT YAWS, PRESIDENT

I'm going to let you in on one of the most enjoyable activities sponsored by the San Diego Region. It's a great replacement for golf. It's usually free. It takes only a few hours on a Saturday or Sunday morning and usually you will be home around noon—still giving you time for the other things in life that take up weekend time. It works well for a single driver, a driver and spouse or significant other, a driver and son or daughter, or a driver and a good friend. The key element is "driver." That would be you.

The tours program has been attracting record crowds this year. Did I mention "free?" The April 25th tour treated 70 drivers to a back country ride through beautiful mountain corners. The June 20th Father's Day Tour teamed with Kathy Alnwick, Social Chair, to host 50 drivers on a trip to the Menghini Winery for a catered omelet breakfast. Tours with breakfast cost a few extra bucks. These tours are not for Grampa in the Buick, but they are not race events either. Team leaders Keith Verlaque, Mike Brown, Ralph Turner and Peter Dorey keep things running like, well, a fine-tuned Porsche.

A typical tour meets at North County Fair Shopping Center (not the Del Mar Fair) in the parking lot at 8 AM. No registration is necessary. The team leaders will present safety and driving directions. A standard PCA release form needs to be signed by each participant. If the group is large enough, it may be split into several smaller driving teams. This allows for better flow through signaled intersections and higher traffic areas. From the parking area, we generally head east through Escondido and quickly are in the back country and some twisty mountain roads. The group drives for 30-45 minutes, and then stops for a mid-morning break at one of the convenient country roadhouses along the way. After a short 15-minute stop, it's off again for session two leading to our destination.

The current SDR tours team concentrates not so much on the destination—but more on the journey, with the focus being on driving your Porsche on lesser known country roads. Having said that, the tours almost always end up at a place serving breakfast or brunch such as the Pine Hills Lodge—a little known weekend getaway near Julian hosted by Hannah and Terry Sheldon. Sometimes the route takes drivers out through Borrego Springs, Palomar Mountain or maybe to Julian, with each one usually involving some of the less travelled back roads that you might never know existed (even if you have lived here for years).

For the Father's Day Tour, I was allowed to attend along with Janet and we drove her Prius. Our GT3 is heavily prepped for the track, sits on a trailer in the garage, and has no current license plates. Every time it's on the street the front lip spoiler gets knocked off. We were thankful for the OK on the Prius, and found that there were several non-Porsches as well as a few motorcycles joining Dad's Porsche for the morning tour. A large group had gathered. Mike Brown provided directions and laid out the program for the drivers. We fell in towards the rear so as not to hold up the faster cars.

We all headed out in one group, with tour team leaders in front, at mid-pack, and doing sweep-up at the rear. Since it's so early on a weekend morning, there is little traffic and we were in the country in no time. Putting the car through the twisties, practicing those late apexes, and enjoying the scenery is a great way to start the morning. We drove for about 45 minutes and stopped at a nice little back country restaurant with a large parking lot. It was time for a break and a bit of conversation. After the rest I took the opportunity to pull in behind Mike Brown's 968 and see how the better drivers do it. Mike's multi-purpose car is well prepped with safety and suspension modifications. Most of the drivers on tours are in showroom stock cars, so don't

let this scare you off. It was a spirited run to Menghini Winery. We pushed the Prius in the corners to see how balanced it was. At Menghini, Chuck Sharp asked "Which came loose first, the front or back?" I had to answer honestly, the front! As expected, a factory stock front wheel drive car should understeer, and it did.

Everyone arrived at the winery, where a large grassy parking area sits next to a group of oak-shaded picnic benches. Kathy Alnwick had arranged a chef to prepare delicious made-to-order omelets, and we had coffee, juices, and pastries as well. Since it was Father's Day, most everyone headed off between 11:00 and 11:30 AM, motoring back to town on their own.

If you are looking for a way to get into a great driving opportunity, maybe some good food, and a lot of wonderful friendship, A San Diego Region Tour is a "Best-Bet" and reminds you why you bought a Porsche in the first place.

Parade Congratulations

At the Porsche Parade this year, SDR won first place for best newsletter and best website. Exceptional thanks to Susan Brown, Witness Editor, and Tom Brown, Webmaster. They have what it takes.

Congratulations to Kelsey Young, who took second in the Women's Tech Quiz.

More congratulations go to Paul Young Jr. and Paul Young Sr. for a third place in the top rally division, with a malfunctioning computer. Way to wing it, guys. The Young's also had success in the AX Cayenne class, with Paul Jr. in second and Paul Sr. in third. Who would have known Hoosiers would fit on a Cayenne?

George Alspaugh took 3rd of 9 cars in 356 pre-B and C class Concours with his 1957 Speedster. It was his first show ever for the car.

Skip Shirley got 3rd in the 356 B and C class with his blue and red 1962.

Thanks for representing SDR at the Parade. It was a wonderful showing all around.



Speaking of tours, here is a great picture of Rich Fatuzzo and his father Salvatore. After almost after two years in the club Rich was finally able to have his father attend a club event—the Father's Day Tour. Salvatore was only two months shy of his 97th birthday and had a wonderful time on the tour.

August 2010

Wednesday, August 4, 2010

Monthly Members and Board Meeting

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

Place: Hartsock's Home
651 Quail Gardens Ln
Encinitas, CA 92024

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.

Friday, August 13, 2010

SDR Monarch School Family Dinner

Details: PCASDR member volunteers will be helping to serve dinner to 75 students and their parents. Sponsored by Roberto Montoya's Mexi-Cocina restaurant. Contact Martha at 619-938-2697 with any questions.

Thursday, August 19, 2010

Encinitas Classic Car Cruise Night

Time: 4:30 p.m. Car Staging
5:00 -7:30 p.m.

Place: Charlie's Foreign Car Service
710 Pacific Coast Hwy 101
Encinitas CA (old gas station lot)

Details: Bring your cars, park them in our lot for prime viewing and there will be a Brat BBQ for Porsche owners only. Please RSVP with number in your party to NikoSougias@gmail.com. See you there!

Sunday, August 22, 2010

SDR Autocross, West Lot

Contact: Online registration at PCASDR.MOTORSPORTREG.COM

Sunday, August 29, 2010

SDR Wine Tasting

Time: 10 a.m.

Place: North County Fair Parking Lot

Details: \$15/person (includes lunch but not wine tasting). RSVP to IMTHEKAPS@YAHOO.COM and send checks to Kathy Alnwick at 7961 Laurelridge Rd., San Diego, CA 92120, payable to PCASDR.

Tuesday, August 31, 2010

SDR Last Tuesday Social

Time: 6:00 p.m.

Place: Tango Restaurant & Lounge
417 West Grand Avenue
Escondido, CA 92025

Details: All members are welcome, no RSVP needed!

*Bring new socks and
underwear for the Monarch
School to all August events!*



PCASDR members chowing down on the Father's Day Tour

S e p t e m b e r 2 0 1 0

Wednesday, September 1, 2010

Monthly Members and Board Meeting

Time: 6:00 p.m. Social hour and food
7:00 p.m. Meeting
Place: Brown's Home
1805 Altamira Place
San Diego, CA 92103

Saturday, September 11, 2010

Tire Rack Street Survival School

Time: 8 a.m. - 5 p.m.
Place: Qualcomm Stadium, West Lot
Details: To register, go to WWW.STREETSSURVIVAL.ORG/SCHOOL-INFORMATION.PHP?ID=260

Saturday-Sunday, September 11-12, 2010

Z8/OCR Time Trial, Autoclub Speedway

Contact: Online registration at PCASDR.MOTORSPORTREG.COM

Saturday-Sunday, September 18-19, 2010

Z8/SDR Time Trial, Buttonwillow

Contact: Online registration at PCASDR.MOTORSPORTREG.COM

Friday-Sunday, September 24-26, 2010

SDR Coronado Speed Festival

Tuesday, September 28, 2010

SDR Last Tuesday Social

Time: 6:00 p.m.
Place: Riviera Supper Club
7777 University Avenue
La Mesa, CA 91941
Details: DIY grilling!



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.

Datsun/Nissan—The American Story

TEXT AND PHOTOS BY MICHAEL HARRIS

Museum Director Paula Brandes reports that July attendance has been brisk due in part to offering adult attendance for only \$5.00 every Monday. Many of the other museums in Balboa Park are closed on Mondays due to low attendance. Paula wants to offer the public an opportunity to see some neat, old cars every day of the week. By reducing the entry fee, she has bucked the trend of one slow day a week. For Porsche Club members who live outside the metropolitan San Diego area, you may be unfamiliar with the many diversions available in the Park. First, there are many museum offerings. Anthropology, (Museum of Man); San Diego History Museum; Art; Photography; Model Railroad; Air and Space; and many more. Houses of Hospitality that offer a home away from home for many different nationalities. These cottages offer a glimpse of Italy, England, Germany and many other countries. Gardens abound in the Park from cacti to roses to ferns to succulents and more. An Arts and Crafts village is located between the museums, the gardens and the zoo. Several nice restaurants offer good food in attractive settings. Smaller food kiosks are also located around the Park. Jogging trails are placed around the Park under shaded mature trees and nicely maintained lawns. A family can spend a most pleasant day here for little or no money.

"Datsun/Nissan-The American Story" continues as the current new display at the San Diego Auto Museum. The display tells the story of how a small automobile producer in Japan was virtually saved from economic extinction by offering several vehicles for sale in California and the rest of America. Datsun helped themselves by offering a well built and durable mini-pickup truck to Californians at a very reasonable price. This in turn helped lead to a demand for more and more pickups. The display also includes several significant if not iconic racing cars. The Museum staff hopes to present one of the BRE (Brock Racing Enterprises) SCCA/IMSA 510 sedans that was driven by John Morton. This car was similar to the BMW 1600/2002 two-door sedan that was built starting in the late 1960s.

Another Datsun racer that should be familiar to most sports car fans is the 280/300ZX turbo racer driven by the late Paul Newman. The display car is a 1985 300ZX Turbo race car driven by Paul Newman under the Bob Sharp Racing banner in red, white and blue color scheme with Canon sponsorship. Newman won the GT-1 championship in 1985, the same year Nissan dropped the Datsun name in favor of Nissan. Newman had a long association with Datsun, racing their cars from the mid 1970s to the early 1990s. Despite not starting racing until the age of 43 when he took driving lessons for his role in the movie "Winning," Newman became a dedicated race driver. It took him three years to obtain his professional racing license, and thereafter he never did a film between April and September or October. Racing was all he did. He won four SCCA professional National Championships between 1979 and 1986. He drove his last race at the Rolex 24 Hours of Daytona at age 81. For all his years with Datsun/Nissan, his greatest professional accomplishment was finishing second at the Le Mans 24 Hour race in 1979, co-driving a 935 Porsche with Dick Barbour. He loved acting and worked extremely hard at his craft. But he loved racing for its simplicity. "Who crosses the finish line first wins." He never used his success as an actor to try for any advantage at the track. He was low key and raced under the name "P. L. Newman," letting his skill as a driver speak for him. One interesting footnote reveals that although Newman was not considered a "car-guy" until his 40s, he owned a VW beetle powered by a Porsche motor years before he became a racer.

The most unusual race car on display is a 1990 purpose-built 240SX race car built for "drifting." This latter car is powered by an inline 4-cylinder racing motor with a huge turbo-charger that produces 475 hp with low boost and a staggering 645hp with high boost. The purpose of "drifting" is to have two or three cars race, brake and drift through corners as close to the other without actually touching while driving in unison nose to tail in a sort of mechanical ballet of blinding acceleration, hard braking then accelerating thereby creating a cacophony of noise and smoke that has to be seen to be believed. You will notice that each race car displays one or two tire company sponsors' names. In the last two Indy Car/IMSA races I have attended at the Long Beach Grand Prix, "the drifters" event was performed in front of a standing room only group of spectators. It is spectacular and must be seen to be believed.

The Museum and the Greater Car Council of San Diego County just completed their annual "Greatest Show on Turf" car show near the Museum. The event helps raise funds for the Museum. Paula described the show as a big success with a turn out of 250-300 cars being displayed. About half the cars were owned by umbrella car club members and about half owned by folks with no car club affiliation.

The next display will be entitled "California Roll." The idiosyncratic title represents cars that are uniquely identified with California, such as Woodies, Low-riders, SCTA salt flats racers, Dune Buggies, a VW Hippie van, and hopefully a "Hollywood" car or two and more. The Museum staff are very excited about some of the cars they have lined up and it should be another fun display.

I will have more for you next month. Please come by and visit this fascinating collection. And mention you are from the Porsche Club.



Dat Man SoCal advertising symbol for Datsun. Cool!



Paul Newman won 4 SCCA championships between 1979-1986. This was his 1985 Nissan mount



Paul Newman drove Nissan racing cars from mid 1970s to early 1990s



Bob Bondurant's Datsun 2000 racer; Drifter in background



Nissan Drifter. Only a AA fuel dragster emits more tire smoke than this Nissan racer



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Summer Daze

By SUSAN BROWN, EDITOR

My, oh my July was busy. The 55th Porsche Parade in St. Charles, IL was a rousing success. As it was the first Parade run by the National team rather than the local regions, no one was quite sure just what would happen. As it turned out, the Chicago area region provided the Parade with a lot of support from designing and throwing the Welcome Party to staffing all the committees with volunteers. And wouldn't you know, San Diego was suffering with "June Gloom" and we had beautiful, hot summer days and nights. And winning first place in the large region newsletter class was icing on the cake. Last year I came in 4th, and I didn't realize how much I cared until I didn't place! This year there was a tie for 3rd place, and when I didn't see my name on that slide, I started to worry (two chances!). Second place came and went. Winning felt good.

One drawback to attending the Parade was that we missed the Pagaent of the Masters and 356 Concours. Thank you Michael

Harris for writing an article about the event. As Curt said in his article, Kathy Alnwick is really on a roll with social events this summer, and it sounds like that trip was another success story.

Tom and I continue to settle into our cozy little house. (I'll take this opportunity to publicly thank Roger Roberts, long time member and *Witness* advertiser for his help in finding the house and closing the deal.) Last month, I made a mistake regarding the number of doors to the outside. I reported there were 7 of them. Nope, there are 8. Everyone is welcome to see for themselves at the September board meeting. Of course we've also realized that we have more doors than chairs for the dining room table. So it could be an adventure trying to fit both the board and committee chairs inside. This could be both a BYOB and BYOC (Bring Your Own Chair) meeting!

Steve Grosekemper's 912 adventure continues this month with a suspension over-

haul. The new 2011 Cayenne is featured in articles by both Chris Huck and Rich Fatuzzo. I really want one, but think that the hybrid might be just the ticket for me. I'm planning on robbing a bank or two before it hits the showroom this Fall.

As always, many thanks to our advertisers and a big welcome to a new sponsor—Konig Motorsport (page 15) in Oceanside. When you visit their shop or showroom be sure to tell them you saw them in the *Witness*.



Street Survivor School

By JACKIE CORWIN

The number of teen fatalities involving cars has reached an all-time high: over 5,000 annually. The facts just don't add up; why does a generation so naturally technological seem to be unable to drive a car? Do they simply have their eyes and minds everywhere but the road?

Having realized an increasing number of fatalities were occurring in our own county, I was moved to action. I knew how effective driving instruction could be, but our programs through PCASDR weren't geared towards teaching teens to control the family SUV. I researched local driving programs but remained dissatisfied. Recently, I was invited by our local BMW club to instruct at a Tire Rack Street Survival school. Their program expertly reinforced safe driving techniques through confidence-boosting repetitiveness.

My student for the day of the event arrived nervous. He had difficulty parking his parents' new Honda. He admitted that this was the first time he had driven in two years. Shortly after he received his license he was involved in an auto accident. He couldn't afford another car and was forbidden to drive the family car. His father had read about the school and thought it might be a good learning opportunity. I reassured his family as they left their teen for the day's lessons. We joined the first classroom session to meet the other drivers in our group.

Teens and adults nursed coffee and muffins as we were given an overview of the course. The instructor asked how many people didn't want to be there and the majority raised their hands. He continued to ask questions that went unanswered. When he threw candy to someone who shouted out a correct answer, the room perked up. The instructor described the first skill set. We were ready and anxious to drive.

In the car, we reviewed the exercise. I drove first to show my student how to execute the maneuver. He was surprised when he knocked over cones the first few laps. Gradually with practice, he built control. Just when things were starting to get fun, we returned to the classroom to discuss what we had learned. Everyone was excited to share their experience.

Throughout the day we rotated through different skill stations. Each one was prefaced by a classroom session that was interesting and brief. One exercise consisted of 12 cars parked around a semi-truck. We were assisted into the cab to see the trucker's view. Despite the elevation from the ground and the multiple mirrors, the cars around us seemed virtually invisible. I had no idea how obstructed their view of the road was.

After finishing the classroom activities, it was time to show the parents what their kids had accomplished. My student didn't disappoint. With parents in tow, he completed the course without hitting any cones. His folks were speechless in the backseat. The family left satisfied. We all got more than we anticipated out of the experience.

Many fellow instructors who volunteered that day agreed that this event deserved our club's support. Please help SDR present our Tire Rack Street Survival school on September 11th at Qualcomm. We need 15 or more instructors and additional help is welcome. This national non-profit program depends on volunteers from our club to succeed. Please contact streetsurvival@pcasdr.org if you can help. Check the link to see the program (<http://streetsurvival.org>). Remember, these kids are out there driving with us.



Pioneer and Hoehn's "Super Saturday"

TEXT AND PHOTOS BY RICH FATUZZO

Saturday, July 10th, became a "Super Saturday" for Porsche car owners and enthusiasts when both San Diego County Porsche dealerships conducted special events. Pioneer, located at 9020 Miramar Road, kicked off the day at 10:00 AM with an informal, catered event that showcased the all-new 2011 Cayenne Sport Utility Vehicles. In addition, Mark Smith, Pioneer's general manager, coordinated their event with our PCASDR chapter, specifically Angela Avitt, our membership chair, for us to conduct a membership drive. This allowed our members, such as Bill Behun, Steve and Trish McKay, Katie Kinninger and Alyson Kelly to talk to approximately 60 event attendees about the many events and social activities that the PCASDR offers to its club members. Our members did this by highlighting our monthly events and social activities through the use of photo presentations and "one on one" conversations with those Porsche enthusiasts who might be interested in joining our Club.

The best part of this event, however, was the all-new 2011 Cayenne SUV models that Pioneer had either inside their showroom or immediately adjacent to it, especially a stunningly beautiful, fully loaded, black Cayenne Turbo with a MSRP of around \$127,000.

For those of us who own a Cayenne you will immediately notice the sleeker looking, more aerodynamic styling changes of the front grill, hood and windshield, and the lower roofline, but especially the side quarter panels, doors and windows and the rear end, including a totally redesigned lighting cluster. What is even more impressive is what Porsche styling engineers did with the Cayenne's interior. This is most evident in viewing the redesigned center console, but even the dashboard looks classier with improved styling and cluster arrangement of all the gauges. The seats also look and feel lower, with added legroom that is more like a Porsche sports car than an SUV, but like an SUV, Porsche engineers still were able to increase the cargo space available.

At first glance, the engineering changes might appear less dramatic, but they are equally dynamic. For instance, comparing these new generation Cayennes to previous models, the fuel consumption has been lowered by up to 23% with more power using less fuel and lower CO2 emissions, thus greater efficiency. This is especially evident in those vehicles that are equipped with the new Tiptronic S eight speed automatic transmissions that have the Auto Start-Stop function. In the engine compartment, the engine sizes and horsepower ratios appear to be about the same: Cayenne 3.6L-V6, 300hp; Cayenne S 4.8L-V8, 400hp; Cayenne Turbo 4.8L-V8 bi-turbo, 500hp, with all having the new Active all-wheel drive. But because they all have lighter curb weights (364 to 408 lb. reductions), the 0-60mph performances have increased with the Cayenne Turbo clocking in at 4.4 seconds. So with the increase in performance, less fuel consumption and emissions, all new styling and comfort changes and greater sportscar-like driving pleasure, what are you waiting for? Test drive one of these Cayenne SUV vehicles at Pioneer, or Hoehn or any of the other Southern California Porsche dealerships. As far as the 2011 Cayenne S Hybrid, you will have to wait until early October for these vehicles to be in our local Porsche showrooms.

At 12:00 noon, I left Pioneer to attend the second half of "Super Saturday", a Porsche Owner's Clinic that was to start at 1:00 PM at the Hoehn Porsche dealership located at 6800 Avenida Encinas in Carlsbad. Matt O'Berry, the Service Manager of the Hoehn Service Department, conducts this semi-monthly Owner's Clinic for those patrons who have recently purchased a New or Certified Pre-owned Porsche vehicle from their dealership. Besides presenting the usual important information about the Hoehn dealership and service department

functions, Matt also discussed the importance of maintenance service intervals, warranties, loaner car policy, battery maintenance, roadside assistance and towing, and then a host of more specific items that new owners should know about, by demonstrating where specific items are located, using a showroom car. Gifts of model cars and other unique Porsche items were given to those participants that asked thought-provoking Porsche car questions.

However, what made this particular catered event even more special were the additional presentations by the Porsche Regional Service Manager, Kerry West, on the uniqueness of the new Porsche hybrids, and Brent Marsh, the Regional Technical Manager on technical issues, and then there was an excellent and very thorough presentation by Paul and Chris Amato of Amato's Auto Body, Inc. The Amato brothers explained the Porsche Certification Program, the "ins and outs" of dealing with insurance companies, the quality of paints used and how they are applied and especially the type of Certified Porsche Collision equipment necessary to "do the job right." They also gave away about a dozen "free dent removal coupons" to those participants who asked questions.

As an additional reward for the 40 people that attended this Event, each person was given a "goodies" gift bag with items worth about \$75, that also included a 20% discount coupon on Porsche items and another coupon for a free 27 Point Porsche vehicle inspection.

Saturday, July 10th: What a great day for owners and Porsche enthusiasts who attended one or both events!



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C-6 911-Carrera & Turbo (964, 993) C-7 911-Carrera & Turbo, GT2, GT3 (996, 997)

C-8 Boxster, Cayman

C-9 914-4, 914-6

C-10 All 924, 928, 944, 968

C-11 Cayenne, Panamera

STREET DIVISION

S-1 All Closed 356

S-2 All Open 356

S-3 911-912 (1965-1973)

S-4 911-911 Turbo, 930, 912E (1974-1983)

S-5 911-Carrera & Turbo (1984-1989)

S-6 911-Carrera & Turbo (964, 993)

S-7 911-Carrera & Turbo, GT2, GT3 (996, 997)

S-8 Boxster, Cayman

S-9 914-4, 914-6

S-10 All 924, 928, 944, 968

S-11 Cayenne, Panamera

UNRESTORED STOCK DIVISION

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W&S-4 911 Carrera & Turbo, GT2, GT3 (996, 997, 1999-On)

W&S-5 All Boxster, Cayman

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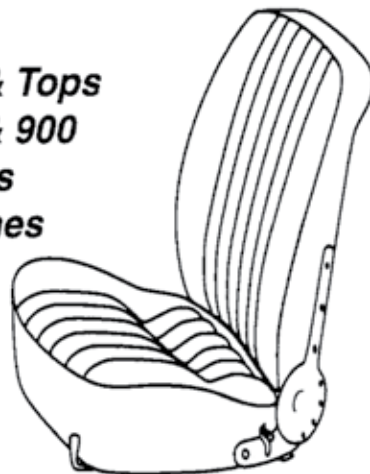
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The 2011 Cayenne

TEXT AND PHOTOS BY CHRIS HUCK, PIONEER PORSCHE

I recently attended 2011 Cayenne training at Barber Motorsports Park and have been trying to distill that terrific 18 hour educational experience into a concise report. It's truly amazing how many changes have been made to the new Cayennes. We're not talking minor cosmetic changes, or just simple improvements to the technology, but a complete and total re-engineering of every component. More power, more fuel efficiency, and more comfort are just the beginning.

It used to be that if you said a vehicle was a "4 wheel drive" that meant it was really rear wheel drive and you had to get out to physically rotate hubs, or maybe push buttons to get into actual 4wd mode, and/or engage low range gears and lock differentials to make it perform off road. "Permanent 4 Wheel Drive" was easier to understand and low versus high range gears were selected electronically. Neither was particularly fun to drive aggressively. "All wheel drive" has always meant the vehicle was more "street" and not designed for off-road purposes as it only had high range gears and no locking axle differentials, but would do well in bad weather.

So what do you call a vehicle that is always in rear wheel drive, to give a more sporty on road "performance" feel, but can automatically send as much as 100% of the power to the front axle when needed either on, or off-road? What if it lets you electronically choose to send 50% of the power to both front and rear axles and has another button to let you lock front and rear axles so now you have 25% of engine power applied to all 4 wheels? What if it has 8 gears (including an ultra-low stump pulling gear) that don't require selecting a "low" range at all, as the proper torque is just there when you need it? The Cayenne's new "Active All Wheel Drive" system makes sure you have the right amount of power being applied to the wheels that need it, providing the very best handling (and traction) whether on road or off.

We got to experience this new technology both on and off-road.



It's no surprise that the Cayenne feels nothing like the average, sloppy SUV. The past generation Cayenne was ruggedly capable off-road and still managed to out-handle every other mid-sized SUV on the market. But no one would ever say it was luxurious. That has really changed with the 2011. The new Cayenne is very quiet now, very smooth, very comfortable and has a much

more agile and nimble feel to drive. All this might make you think it was no longer capable off-road but that couldn't be further from the truth. The new Cayenne WILL go absolutely anywhere the previous Cayenne would. It just does it more capably, more comfortably and in much more style!

Other significant improvements include more occupant and cargo space, yet it also has a huge weight reduction and a much lower center of gravity. Driven on the race track at Barber it felt more like a heavy sports car than an SUV with room for five passengers and gear for a trip to the back country. The new Cayenne can really do it all.

There are a host of new options available too. Porsche's touch screen controls for the navigation, audio and phone systems (Porsche Communication Management) has been available since 2009 and is still the most intuitive and user friendly control system on the market. All new options (shared with the Panamera) include Adaptive Cruise Control, Lane Change Assist, ventilated front seats, power rear window sunscreens, and quite possibly the best stereo system ever brought to an automobile—Burmesters' High End 16-channel sound system puts out over 1,000 watts of power and has been very favorably compared to their in-home system costing over \$300,000!

If you liked the previous Cayenne you'll be thrilled with the improvements. If you didn't like the previous Cayenne, give this new one a chance. I bet you'll be as thrilled with it as I was!



Not just a pretty face, the now luxurious 2011 Cayenne can handle any street or trail condition it comes across.



The new Cayenne is offered in 11 colors, 7 of which are brand new including Auburn, Amethyst, Sand Yellow and here the new Umber Metallic.

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Pageant of the Masters & 356 Concours

TEXT BY MICHAEL HARRIS

PHOTOS BY KATHY ALNWICK, ELEANOR AND TED MYRUS, JERRY SUGARMAN AND NICOLE REGAN

Social and Charity Chair Kathy Alnwick put on her "Social" cap and planned an outstanding weekend for twenty one intrepid SDR travelers for the weekend of July 10-11. The group met at Hoehn Porsche Saturday morning at 9 AM for coffee and a briefing about the weekend's festivities, and an opportunity to look at some beautiful new Porsches. General Manager Tom Brown offered to host our group on the way to Dana Point and Laguna Beach, and his hospitality is always welcome. This event always sells out, and the attractions are many. It is a short drive up the coast along the ocean, and the weather could not have been nicer. There are many nice shops to visit in the Laguna Beach area and a few nice tea shops and taverns to spend some leisure time after one shops until they drop.

Kathy had carefully planned out the event so that every guest couple received a full set of event listings, maps and directions, including a menu for the Saturday evening dinner at the Lumberyard Restaurant on Forest Avenue in Laguna Beach. Kathy had reserved a large table and several smaller ones for the guests. One of the highlights of these social events is meeting the new members who attend. We were introduced to new members Jan and Jerry Sugarman and Randal Kilpatrick and Judy Spuris. Tom Minegar wore his 356 Club cap and told us he is looking for a nice 356 to buy. His spouse Deborah was glad to point out that he had not found one. Yet! Kathy had selected a fine restaurant, the Lumberyard, that not only provided excellent food but was located a short two block walk to the Pageant site. At dinner, she also passed out a "Goodie Bag" of items to sustain us at the evening's performance.

If you have never attended the Pageant of the Masters, you should. The Pageant is housed in the middle of Laguna Beach and the locale reminds one of the Hollywood Bowl, but on a much more intimate scale. The event is out of doors and the performance does not begin until it is completely dark. A full orchestra provides musical accompaniment to the "live" painting displays that are shown during the evening's program. Live models fill in for the subjects of famous artwork and the lighting and backgrounds are fantastic. The backgrounds represent famous paintings and Laguna Beach locals are dressed and made-up to represent the subjects of the paintings. You have never "seen it all" because every year there is a different theme, from Old Masters, different art periods and other themes. This year the theme was "Live, Eat and be Merry" with paintings from the classical period to contemporary pieces. The depiction of Mardi Gras included lively maidens tossing plastic bead necklaces and bracelets to the audience. The orchestra accompanies the displays with music that reflects the subject of the painting. The painting subjects are perfectly still, giving the impression that they are truly painted subjects and not live persons. An announcer comments on the artwork being displayed and the subject matter it depicts. Music also accompanies the scene. Each scene is informative as well as enjoyable to watch and hear. One scene is performed in such a manner as to allow the audience to watch as the actors are placed in position and then the lights are turned off and the surroundings are totally dark. Bright lights illuminate the scene. The result is truly "ooh" and "ah" inspiring. A number of artists display and sell their art works reflecting a variety of mediums and subject matter. The performance ends about 11 PM and we all hurried back to the hotel to be ready for the 356 Concours the following morning.

The 356 Club Concours is at the Marriot-Lantern located off the harbor in Dana Point. If you display or show your car, parking is no problem. If you do not, parking is difficult/impossible to find, so Kathy



did the smart thing. She booked us into a hotel catty-corner to the event. It was a short distance to walk, if you do not mind the 200 or so stairs you have to climb to reach the event. Ted Myrus is always looking for a nice 356, and he was equipped with his camera and taking lots of pictures. His wife Eleanor is usually a picture taker as well but she did not bring her camera. Fortunately for her, she was keeping an eye open while they set up cars for display and judging as a beautiful black 356 Outlaw driven by Jay Leno almost backed over her. He was very apologetic. I wonder if he will offer the Porsche Club tickets to his show? The 356 Club has been staging this event for years, and the event is beyond superlatives. Every model of 356 is here from freshly restored-better-than-new cars, to primo original cars, rat rods, Outlaws, race cars, and more. Kathy's son Marc Alnwick and his friend Nicole Regan were also taking pictures of some of the display cars. It would be impossible to pick a car that was your favorite as there were so many beautiful examples. A freshly redone 356 Speedster in a one-off color similar to Paul Young's 997 "S" stood out. Remember the Speedster was a marketing ploy by US importer Max Hoffman to offer a Porsche soft top at under \$3,000? The fact that the car was listed at \$2,995 without a tachometer was pure marketing. All cars came with a tachometer that was an "extra charge" item so you could not purchase a Speedster for the advertised price. And the standard colors were truly American in red, white or blue.

One of the Outlaws was done in Tuxedo Black with a single red pin-stripe running from the rear of the car behind the rear side window to just beyond the leading edge of the door. Wow! What is an Outlaw? It is a car that looks like a basic stock 356 but has been highly modified and updated to include upgraded brakes, suspension, motor, interior and often including custom design features on the car itself. Many of these cars are built for track purposes. Some have highly modified 356/912/914 4-cylinder motors displacing up to 2.4 litres while others have 911 motors with late model 911 transmissions and suspensions. The 356 cars were not the only stars as there were many 912s, 914s, 911s, Boxsters and a Cayman and Cayenne or two. It is always a delight to not only look at the cars but to converse with the proud owners who are pleased to explain the technical details of how they shoehorned a 3.2 Carrera motor into the back of their 356A coupe. If you love older Porsches, this is truly an event not to be missed. See you here next year.





Everyone enjoys a break



Kathy Alnwick with Jay Leno



Jan Sugarman hopes her husband Jerry doesn't find a 356 to buy!



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For only \$325 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.

Registration will be limited to 48 drivers. We will wait list applicants based upon sign up date and time.

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



Register at 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

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Project 912:

Part 4: Suspension Bushings: Squeak, Squeak, Squeak

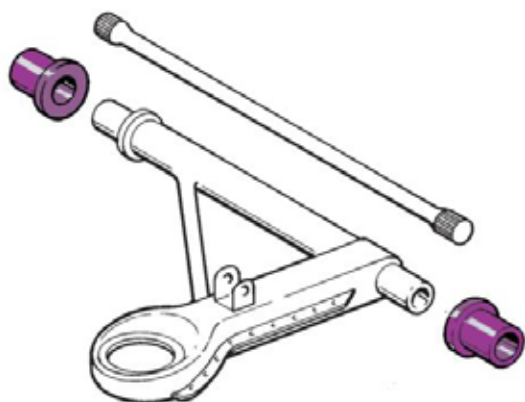
TEXT AND PICTURES BY STEVE GROSEKEMPER

In the previous two installments of our 912 project, the car got cleaned up and we eliminated one of its biggest oil leaks. Since then, the car has been driven quite a bit more, and that is how I came to the subject of this article.

Squeak, squeak, squeak seems to be the mantra of our little 912. After 302,000 miles it seems that the rubber suspension bushings have collapsed and are causing metal-to-metal contact and lots of squeaking.

Front suspension bushings

Looking a little deeper into the situation, I removed the front torsion bars for inspection and found that the torsion bar bushings (dark sleeved parts in the picture below) had collapsed severely. The result of this failure is that the front A-arm and the front torsion bar do not stay in alignment. What happens is that while the torsion bar stays in position, the sagging bushing allows the A-arm to be pushed upward and into the bottom of the torsion bar. The initial result is metal-to-metal contact and squeaking. The next step is wear in the torsion bar that makes a scribe line in the bar resulting in eventual failure from breakage.



When I removed the bar we had metal-to-metal contact and a huge wear mark in the torsion bar. This means we would have to replace the front torsion bars. Another indication of needed torsion bar replacement is that the left side torsion bar had to have considerably more pre-load than the right side in order to get the car to set level. This is caused by age and the fact that this car only ever had a single driver and therefore more weight in the left side.

Bushings are another story... There are lots of options for bushings but no correct option for every situation. For a nice stock car you are always better to replace the bushings with stock rubber units. This once meant that you had to replace the entire A-arm with a new unit. These cost about \$500 per side so it has not been a very popular option. Now Elephant Racing has a kit with special installation tools so you can replace these rubber units yourself for about \$250. If that sounds like too much of a project for you, just send them your A-arms and \$500 and they will send you back a completely rebuilt set. Still for half the price of new ones.

There are various plastic and metal/plastic bushings that offer more precise control of the suspension but these are actually bearings and will include some noise and harshness in the vehicle ride. This is fine for a race car but not so ideal for a street car. Weltmeis-

ter and Racer's Edge have plastic bushings and Elephant Racing has a metal/plastic bushing they call PolyBronze™. This is probably the most popular choice for race/track cars.

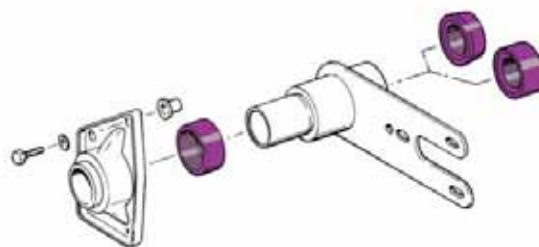
For our 912 project car I decided to go in a slightly different direction. The forward-most front A-arm bushings are only there for location and have virtually no load on them. Because of this they showed no wear so I left them as they were. The rear-most front A-arm bushings were another story. The first step was to remove the A-arm from the car and place it in a vice. The second step was to heat the outside of the rear A-arm bushing sleeve with a torch until the rubber separates from the sleeve as you twist it slightly. This usually happens right after the excessive smoke and first signs of rubber-fueled flame. You will then have a loose smoldering bushing that will easily peel off the A-arm. Did I mention the safety glasses, breathing mask and well-ventilated work area?

Once off, the A-arm and bushing collar needed to be cleaned with solvent and emery cloth to get a nice smooth surface. At this point my suggestion would be to install the rubber bushing kit from Elephant Racing, but I rarely listen to myself. What I did was install a set of Delrin bushings on the rear of the front control arm bushings. If you don't know what Delrin is, you should Google it after reading this article. It is a special polymer developed by DuPont with a higher stiffness and lower friction than nylon. It is also fairly inexpensive and available in rear only sets if you don't want to replace the fronts like me. I have found it to work very well for years of quiet trouble-free service. Racer's Edge sells the Delrin bushing sets for about \$40.

Rear suspension bushings

The rear suspension was kind of a different story—it wasn't so much of a squeak as it was a groan. After removal of the rear spring plates I realized someone had been here before. After some research I discovered that the rear bushings had failed sometime in the early 80s and had been replaced with some sort of nylon bushing. These nylon bushings had long ago lost any lubrication and were binding between the chassis and the spring plates.

(See dark sleeves in the picture below.)



This binding was the source of the excessive squeak/groan in the rear of the car whenever the suspension moved even slightly. If the car still had rubber bushings on the spring plates I would have been able to take a little known short cut. Under certain cases only the upper portion of the bushing will be worn, so switching the spring plates left to right makes the bottom the top and the top the bottom. This gives you a brand new bushing surface on the top of the spring plate where all the wear occurs. Now this doesn't work in cases of severe

wear, but for minor to moderate wear it is a great zero-cost solution.

Since flipping them was not an option for me, I simply removed the old binding bushings and threw them away. My solution was going to be a similar hybrid option to what I did up front. The inner bushing can't be accessed without complete removal from the car so it needs a softer zero maintenance option. That would be rubber, right?

We can always install new factory bushings (free with new factory spring plates) but that would set us back about the same price as the front option and wouldn't be nearly as much fun as a more creative solution.

Well, there is a great solution for this made by Weltmeister. It is called Neatrix, and it looks and feels just like rubber, but is a bit more durable. That is what I used for the inside rear bushing. For the outside, I prefer something that is a bit more rigid for better control of toe settings under hard cornering. So I installed a set of Delrin bushings for the outer rear bushing. These have better stability than rubber, and if they do make noise way down the road, they can be easily removed and lubricated without disturbing any of the suspension settings.

If you are removing the rear spring plate rubber bushings, they come off in the same manner as the front. Just pop out the end plug for ventilation and heat the bushings from the inside until they start to pop and smoke a bit. A quick twist of the bushing with a pair of large channel-lock pliers will peel these right off.

Torsion bars

We talked about how the front torsion bars had sagged over time, and that is what I found in the rear as well, so it was time for some shopping. New torsion bars would be nice but that's expensive. So I did a little shopping at the semi-annual PCASDR swap meet we had on April 25th and found a set of gently used torsion bars from a 1986 Car-

tera. The great thing about old 911/912s is the extensive parts interchangeability. The front torsion bars for all 911/912s are all the same size and dimension (19mm) so that is a no-brainer. The rear bars start at 23mm and will fit any 911/912 from 65-86. They are all 23mm up to 1977 and then grew to 24 mm when the heavier aluminum engines showed up in 1978. In 1986 the torsion bar was increased to 25mm to combat the increasing weight of the 911. The only larger factory bar for a 65-86 911 is the 26mm turbo option. So I was pretty happy to stumble across these like-new 19/25mm torsion bars at the swap meet.

Why do I want bigger torsion bars?

Anyone who has spent any time with older Porsches knows that the difference in suspension setup is dictated by the technology of the tires. As tires get better suspensions work harder. To combat this, suspension systems (springs/shocks/torsion bars) need to be stiffer. The front suspension sees very little weight on this car, so the stock bars usually work fine. Ideally this car should have 21/26mm torsion bars if I was going to aggressively drive and autocross it, but I didn't want to stiffen up the front end too much. I also didn't find any of those at the swap meet for under \$50. So the 19/25mm bars would be the new 912 sport set up.

After the new torsion bars and bushings were installed it was over to the alignment rack for ride height, corner balance and alignment. Now if that was only as easy as typing those few lines....

After very little driving it was clear that the new suspension is now far superior to the current wheel/tire technology. But when you start with 165/80-15s on 4 1/2 inch steel wheels, there's really no place to go but up...well other than out, hopefully.

Stay tuned for Part 4: Wheels and Tires.



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PCA San Diego

Region/Zone 8 DE & Time Trial

Buttonwillow

September 18-19, 2010



- ★ DE format all day Saturday and Sunday through mid-afternoon
- ★ Optional TT timed runs on Sunday afternoon

REQUIREMENTS:

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

EVENT HOTEL:

Buttonwillow Motel 6 Central
(fka Red Roof Inn fka Willow Inn & Suites)
20645 Tracy Ave • Buttonwillow, CA 93206
Tel: (661) 764-5121 • Room: \$45.99 plus tax[†]
Reference the J. Miller room block

[†]Rates subject to change by hotel

Saturday Lunchtime Track Tour!!!

For more information contact Jack Miller at (619) 994-7695 (m) or tt@pcasdr.org

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

September 18-19, 2010 — PCA-SDR/Zone 8 DE & Time Trial — Buttonwillow

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

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

Car Year _____ Model _____

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

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

MAKE CHECKS PAYABLE TO PCA-SDR

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Entry Fees at \$350 per driver (\$320 online)..... \$ _____
-\$25 Discount for Season Pass holders (previous reg. required)..... \$ _____
-\$50 Discount for 1st time drivers (who are PCA members)..... \$ _____
\$25 Late Fee (postmarked/faxed between Sep. 4 and Sep. 13)..... \$ _____
\$100 On-site Registration Fee (if registering after Sep. 13)..... \$ _____
\$30 Transponder Rental (or you MUST enter your # to the right)..... \$ _____
\$10 2010 Zone 8 Competition Permit or Log Book..... \$ _____
TOTAL..... \$ _____

**If no Transponder Rental,
enter your Transponder #**

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Save \$30!!!

Online: <http://pcasdr.motorsportreg.com>

Or Mail to: Jack Miller
6544 Linda Ln
San Diego, CA 92120

Or Fax to: (619) 303-2749 (w/no cover)

★ "Speeding Ticket" - \$10 — Anyone who fills out this form too fast so that it is incomplete, incorrect, or illegible such that it requires a phone call or e-mail to clarify any info, will be charged an additional \$10

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

From age 5

to age 18



The Monarch School is helping kids, but they need your help. Please bring new SOCKS & UNDERWEAR to any PCA-SDR event in July or August.

Monarch School is a school in downtown San Diego dedicated to serving homeless or at-risk kids ranging in ages from 5-18 years old. The school provides education, meals, medical and dental services, and after-school enrichment programs.

For the past two years PCA-SDR has sponsored a new sock and underwear drive to support and aid Monarch School students and this year we're doing it again! At every club event during the month of JULY and AUGUST, please bring new socks and underwear to donate to Monarch School.

The school is in need of new socks and underwear in ALL sizes for kids as young as 5 and as old as 18. Give the items to me or another board member. We will present all items that we collect to Monarch School at the PCA-SDR / Mexi-Cocina hosted Family Dinner in August. Last year we donated more than 625 items. Let's see if we can top that this year.

Thank you all for your generosity.

*Call Martha 619-938-2697 or Kathy 619-992-2439
email prereg1@cox.net or imthekaps@yahoo.com
if you have any questions.*



MONARCH
SCHOOL

THE MONARCH SCHOOL IS
A SCHOOL DEDICATED TO
SERVING KIDS THAT ARE
HOMELESS, RANGING IN AGE
FROM 5-18 YEARS OLD.



New Members

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

Arthur Barbee

Encinitas, CA
1968 912 Coupe

Craig Campbell

San Diego, CA
1975 911S Targa

Cort Collins

Temecula, CA
2002 Carrera 2 Cabriolet

Brian Crouch

Encinitas, CA
2004 Cayenne S

Edwin Davis & Kathy Davis

San Diego, CA
1987 944 Cabriolet

Dan Demers & Arash Aryana

San Diego, CA
1996 993 Cabriolet

Dennis Dorman & Andrew Dorman

Coronado, CA
2010 Boxster Roadster

Eli Glovinsky

San Diego, CA
2004 Boxster Roadster

Dsg Grimes

Oceanside, CA
2003 Boxster S Roadster

Cory Homnick & Angela Homnick

San Diego, CA
2008 Boxster Roadster

Jim Humphrey

Spring Valley, CA
2006 Boxster S

Terry Knoepp

Ramona, CA
2010 Cayman Cab

Cyril Light

La Jolla, CA
2008 Boxster Coupe

Justin Mans

San Diego, CA
1965 356C Coupe

David Martinez

Garza Gacia, Nuevo Leon
1972 911S Coupe

Paul McClure & Marna McClure

El Cajon, CA
1989 911 Carrera Targa

Dan Michaels

Oceanside, CA
2002 996 Cabriolet

Tony Nufer

Poway, CA
1986 944 Spec Coupe

Paul Romero

Coronado, CA
2003 996 C4S Coupe

Daniel Rosenberg

Vista, CA
2010 Panamera Sedan

Jenny Rowland & Richard Engelhardt

Carlsbad, CA
2008 Cayman S Coupe

Stuart Rubin

Rancho Santa Fe, CA
2010 911 Coupe

Stan Scheurman

Cardiff, CA
1980 911 Sc Targa

Peter Shapiro & Kathy Sage

Rancho Santa Fe, CA
2008 Boxster Roadster

Jon Warshawsky

San Diego, CA
1956 356A Speedster

Anniversaries

Five Years...

Mark Gundert
Thomas Janes
Gary Manske
Sean Molloy
Jim Riley
Jorge Rodriguez
Catherine Young
Paul Young Jr

Ten Years...

Kent Baker
Donald Heckman
Jennifer Patrick
Martin Reinhardt
Linda Sinkovic
David Wells
Joshua Zigman

Fifteen Years...

Thomas Comeau
Steven Frankel
Jessie Imanil
Joe Markee
Dave Proctor
James Robinson
Michael Weeldreyer

Twenty Years...

Richard Ollila

Twenty Five Years...

Albert Forster

Thirty Five Years...

Wayne Bostic

Forty Years...

Tom Hauseur

Join, Renew, Update

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

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



Mike Brown, Lori Chesley and Keith Verlaque at the New Member Party

July 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 July 2010 Board of Directors meeting was held at the home of Cathy Young and Mike Buhai. Board members in attendance were Curt Yaws, Neil Heimbuerge, Carl Scragg, Bill Behun, Rikki Schroeder, Mark Rondeau, Monique Straub and Dave Gardner. The meeting was called to order at 7:09. Minutes from the June 2010 meeting were approved unanimously.

President's Report

Curt Yaws noted that through Angela Avitts's efforts, membership is up for the second month in a row. He also thanked Katie Kinninger for her work in organizing the Volunteer party.

Membership Report

Primary	Secondary	Total
1432	1070	2502

Treasurer's Report

Accounts are reconciled as of the end of June.

Bill Behun noted that the Club continues to lose money over previous years. He presented expenses for this year against our expected budget. The current national recession continues to affect Club income and additional ways to cut costs and save money will be sought.

John Straub recommended that we could pull out of the Festival of Speed, which could save the Club roughly \$5,000. A motion is made to approve Straub's recommendation.

A motion is made to form a budget subcommittee that will return to the next meeting with recommendations for cutting costs. All events that are currently subsidized will be scrutinized. Curt Yaws, Bill Behun, Carl Scragg, Cathy Young and John Straub will form the Budget Subcommittee. Motion is unanimously approved.

Major expenses last month included the AX, deposit for the Fall Concours, New Member and Volunteer Dinners, and for Witness Printing. Major sources of income included Witness Advertising and the June AX.

Chair Reports

Autocross. (AX, pre-reg, reg, CW, equip, logistics, safety, tech inspect, tech adv, timing) Jerry Bumpus reported that the AX has about 95 people registered.

Don Auten is requesting that shirts be provided for those who set up the track. There is concern about the cost and for setting a precedent. This issue was tabled until next month and Bumpus will contact Auten so he can make his request at the next meeting.

Auto Museum. Michael Harris reported that the current show is going well. He is requesting \$50 for annual dues which was approved unanimously.

CDIs. Mark Rondeau reported that there are several sign-ups already for the Fall Driving School and anticipates that the event will be sold out.

Charity. The Monarch School dinner will be held on August 13. Martha McGowan asked that the sock and underwear drive be extended through August, which will be done.

DE. (DE, pre-reg, reg, CW, equip, logistics, safety, tech inspect, tech adv) Joel Bowman has posted a request on the Forum looking for volunteers for the DE School. Katina Rondeau Mark Rondeau noted that AX instructors are not certified to instruct at a DE, which is the purpose of the upcoming school.

Membership. Angela Avitt reported that membership is up. Avitt

reported that there was a roughly \$1,000 overrun of the approved budget for the New Member Dinner. The event was attended by 109 members, while attendance had only been projected at 60. Carl Scragg suggested that we need some sort of control on the amount of money spent so the Board can make decisions about spending. Many suggestions were made and will be considered by a new Budget Subcommittee.

Region Rules. Tom Brown noted that there were proposed Rule changes posted on the Zone 8 website. ALL members are urged to review these as they COULD HAVE A MAJOR EFFECT ON DRIVING CLASSIFICATIONS. The entire membership will be notified.

Social. It was reported that there were roughly 30 cars at the Eastlake Village Walk.

Katie Kinninger presented the reconciliation for the Volunteer Party which came in under budget.

Martha McGowan noted that 55 Porsches attended Hot Summer Nights in Fallbrook, and that our Club won the award for the best attendance.

Time Trial. (TT, pre-reg, reg, equip, safety, tech inspect, tech adv, timing) Curt Yaws stated that the Orange County Club has asked if they can rent our timing equipment/transponders for their Time Trial. After much discussion, it was agreed that we would rent the equipment to Orange County for a \$2,000 deposit, with \$500 refundable upon return of all undamaged equipment. The operator would be allowed to attend for free. There will be a written agreement. This is unanimously approved.

Tours. Keith Verlaque requested that a tour be rescheduled to October 24. This was approved unanimously. Verlaque also requested and received approval for a Tour on November 14.

Vintage Racing. After much discussion, John Straub suggested that the Club not pay for and host a tent at the Coronado Festival of Speed given the cost. This was approved. The Corral will still be provided.

Web Team. Curt Yaws reported that both the website and Witness won first place in their class at Parade.

Unfinished Business

Carl Scragg reported that the nominees this year will be Terry Barnum, Pam Becker, Kari Bray, Gary Burch, Aracelli Lopez, Steve McKay, Sean Molloy, Greg Phillips, Leigh Raynor and Cathy Young.

New Business

Martha McGowan noted that the broken helmet has been repaired and would be returned to the trailer.

Curt Yaws asked for approval of Trish McKay at the new Sponsor Liaison. This was unanimously approved. He also noted that McKay had suggested that we seek sponsors for some equipment items such as the rental helmets.

Tom Brown reported that there were three referendums approved at Parade:


Dues will be increased to \$46 per year.

The Executive Committee has been given the authority to purchase a building.

A national committee has been set up to which suspensions of members can be appealed.

-Adjournment/Next Meeting

Mike and Cathy were thanked for hosting the meeting. The meeting was adjourned at 9.44.

The next meeting will be August 4 at the Hartsock home. 

Rentals

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

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

Street Cars

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

1974 914 2.0 Yellow w/ Black Interior. Very good condition. will need paint but has been taken well cared for. \$7,500 OBO.call Clark. (760) 603-8593

1976 911S red coupe street & track. Updated to SC specs with 3.0 motor, flairs, 7&8x16 fuch wheels, new clutch and much more. One owner \$14,900 Tom (619) 283-6528

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

1986 Carrera Black on Black 99K miles, New Wheels and tires, upgraded oil cooler with fan and thermostat, Call for more details, 25,000 or BO, Dan (949) 230-7438

1987 930 factory slant coupe great condition 911 turbo, 63000miles, well maintained at Black Forest. Black/tan, no mods except radio(have original), wheels/tires. asking \$52500. (619) 997-5096

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 911 Speedster \$69,000. 39k miles. New headliner. Serviced at Black Forrest. Private seller. Peter (760) 855-5871

1989 Speedster black w/cashmire leather, factory a/c, short shifter, alarm, ltd. slip. 26000mi, rare & perfect. \$69900 OBO. (909) 376-9536

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. REDUCED \$45,000 Call David (858) 722-4242

1994 C4 Widebody \$29,000/BO Silver/ black; 115K miles; all stock; rebuilt engine, 965 brakes, adj suspension, rebuilt A/ C; beautiful car. endoguess@mac.com (858) 456-2480

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 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

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 996 Turbo Ultra clean, 17k miles, Polar Silver exterior, Boxter Red interior. Immaculate, always garaged, & dealer maintained. \$54k OBO Tony @ (858) 922-1536

2001 Carrera 2 coupe, tiptronic, white/tan, 61k miles, recent 60k svc at black forest, many options. \$23,000 (619) 997-5096

2005 Porsche 997 S One Owner, Special Ordered, Arctic Silver, Sport Seats, Sport Chrono, Bose, 6 Disc, Non-Smoker, 12,400 Pampered Miles, Never Seen Rain! (619) 972-6572

2006 Boxster Silver/Blk, 5-spd, 29,9XX mi, Bose, Xenon, CPO warranty to 2012, clear-bra, Karr-Track. \$28,499 (760) 845-4052

GORGEOUS ZENITH BLUE 993 For Sale, 1997 993 with 45720 original miles. Beautiful Zenith Blue coupe with Linen interior that still smells new. Original San Diego car, always garaged and covered. And you get a license plate that says "DNT LFT". \$36K Call Bob @ (619) 572-2437

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

'87 Martini Livery Coupe REDUCED - \$19,900. Rollcage, harness, new GT3 leather seats, Momo wheel, etc. See autotrader.com for more info and photos. Needs younger owner. Cover Dec 2009 Witness. Andy Shriver (619) 575-0640.

Tow Vehicles

Tow Vehicle Great tow vehicle, great shape, at great price. Please see Craigslist ad placed by my grandson, the owner: <http://sandiego.craigslist.org/nsd/cto/1707067577.html> (858) 204-7919

Track/Race Cars

1973 GT3 911 993 Turbo body 2150lbs. 3.4L JerryWoods engine, 335BHP. Full 930 brakes and suspension w/ coilovers. Tracks like on rails; brick wall braking. Race gears, ZF LSD, squirters/ cooler. Quality engineered, built right, in Calif. \$43,200. <http://911racecar.blogspot.com/> (847) 894-5473

82 911SC coupe Chiffon white, no accidents. orig paint, 180k miles, rebuilt trans. All original street car now but can build for street stock or any class. With stainless headers, big torsion bars and mininum class weight cost would be \$13k Mark Kinnering (619) 733-5500

911 964 3.6 C2 White Top Ten Finisher in PCA & POC, 2540lbs, Hotlap, GT-Diff, Weld-in Rollcage, RSR Clutch-Flywheel, Camber-Plates, CCW Wheels. \$29,000 OBO. (619) 252-8649

93 RSA white/ yellow, 61K with top end at 51K w heavy valve springs and through bolts, Maint. perf. by Black Forrest. This is a proven KI class winner with latest win in 2009. Lowered, adj. Konis, turbo brakes frt., adj.sway bars, AutoAuthority chip, K&N, custom rollbar, Cobra seat with Schroff harness, Hot Lap, Momo steering/ Shift knob, racing clutch / flywheel, headers w custom exhaust, ring&pinion, steel synchros, Kinesis 81/2 frt. 10 rear w spacers. Chrome street wheels with very good rubber. includes all orig. parts except for seats. All maint. records available. Ready to go. 619 440 4124, \$30K obo. (619) 440-4124

'91 Turbo Track car Class winner multiple times in Club Race (now class H), Time Trials (now OP class), numerous Top 10 Times. Ready for anything from Autocross to Club Racing. Turn Key ready with full cage and many safety/ track mods. Serious HP/ weight ratio. \$32,900 (858) 882-7200

'92 C2 Turn key race car. Beautiful new paint. Welded cage. Extra set of wheels, tires, misc. Proven winner. "G" race class with flexibility to move up and down classes. KI autocross, 23 points. \$29,500 OBO. Must sell. Two race cars is 1 too many for me. (619) 994-7695 or jmiller@pacificcollege.edu

Parts

Porsche Cayman S / 987 Seats Black Leather, Silver levers, Side Airbags, Heated, Electric Adj. Back, Manual Height Adj. Pickup Only. Asking. \$1000 OBO (619) 252-8649

Porsche Cayenne Design Wheels 19 x 9 ET 60, like new. >1,000 miles almost full tread Pirelli Scorpion tires. \$1,500/bo (858) 945-4350

TRACK/AX Tires 2Hoosier A6P315/30ZR18 90% tread: \$150. 2MichPilotSportCup 265/35ZR18 50% tread: \$150. Tk all 4 make offer. (760) 223-6678 (760) 223-6678

OEM BMW Wheels Four 7.5Jx17 w/ 235/65/ R17 tires, excellent condition. Off 6 cylinder X-5. \$400. Steve@Wheelerdds.com or call (858) 756-8728

BOXSTER WHEELS OEM wheels w/ caps, 7x17 and 8.5x17 with used tires. Excellent Condition. \$400.00. Steve@Wheelerdds.com or call (858) 756-8728

"6 x 16" Fuchs (x2) I'm selling the front wheels from my 911SC. Black centers. Semi-polished rims. Very good condition. Perfect for an SC or ealier 911. Center caps included. \$500. Photos upon request. Larry Bevins : email : larry911@san.rr.com

4 Nitto NT-05 used tires (2)235/40/18 & (2)275/35/18. Used for AXs. Still have event use left in them, approx 4-5mm left of tread. \$100 (714) 310-1729

Boxster Shock Tower Braces For sale used ZucZ Performance MotorSports Shock Tower Braces, front & rear for Boxster 986 models '97-04. Good Condition. \$200. (714) 310-1729

G-Force Helmet large. snell SA2000 DOT. white with carrying case (619) 405-9582. \$100. used once

Boxster S Chronograph Male- black face. paid new \$778.46. Complete with box/case and manual. \$250.00 obo. pics available 619-405-9582

17" Cup1 Wheels MilleMiglia, Two 9Jx17ET47 wheels. Good condition, no curb rash. Perfect for an extra pair of track wheels. \$250 Russell rd-shon@san.rr.com (858) 442-7466

Brakes, suspension 964 C4 Brakes, shocks, pipes, etc from 964 C4. All reasonable offers considered. Must sell. jmliller@pacificcollege.edu (619) 994-7695

1981 911 SC with Steel Slantnose Conversion. No Engine/trans. Straight Body, Decent red paint. Interior out of car. Fittapaldi Wheels. Engine/Trans available. \$7500/BO John (760) 214-1825

Porsche 996/997 Car Cover. Custom fitting w/ Porsche logo; incl bag. Xlnt condition-used only once. Cost \$275 new, sell \$125 obo. rkobayas-hi@san.rr.com (858) 270-4597

Porsche 996/997 exhaust tips Genuine Porsche stainless steel (R&L). Used for only 200 mi. Cost \$170 new, sell \$100 obo (part 997-111-352-04). rkobayashi@san.rr.com (858) 270-4597

964 Magnesium Cup1 RS Wheels 7.5x9x17et55 good condition no curb rash, true & straight. Very rare. 858/532-2335 \$8,500 firm. marouf_usa@yahoo.com

16" Porsche C2 Cup Wheels - taken off a 968, 205/55-16 front and 225/50-16 rear, email asantana@gmail.com or call (310) 989-6380

Eibach 2.5" Coilover Springs 6"Lx2.5"ID. 2-450lbs, 2-500lbs. Good condition, hardly used. Boxster Spec Racing setup. Includes top hats for Boxster PSS9s. \$240 Russell rdshon@san.rr.com (858) 442-7466

996/997 GT3 Wheel Bolts NEW set 10 factory bolts (w/red aluminum ball seats) 5mm longer than stock. Same bolts as factory spacer kit. \$75. Russell rdshon@san.rr.com (858) 442-7466

Modified 997/987 Shifter OEM 997 shifter w/ shortened stick, 19% shorter throws than stock 986 shifter. Takes stock knob. Fits all Boxster/Cayman/996/997. \$80 Russell rdshon@san.rr.com (858) 442-7466

Boxster S M030 Sway Bars Fits 97-04 Boxsters. Good condition. Includes bushings. \$180 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. \$100 Russell rdshon@san.rr.com (858) 442-7466

Headers for 97-04 Boxster/S NEW, never mounted. 100% polished T304 Stainless steel, merge collectors. Same as Schnell basic. Includes gasket set. \$120 Russell rdshon@san.rr.com (858) 442-7466

2-Michelin PS2 285/30ZR18 50% tread. Wore fronts out before 2nd set of rears! Commuting + AX wear. \$200/both OBO. Can email link w/pics. kjr914 at yahoo

BALL JOINTS lower A arm, 2, 74-89, 911 / 914. near new. \$125.00. (619) 952-3663

997 GT3... front spoiler lip, #99750598392, NEW. \$225.00 (619) 952-3663

Cup 1 wheels for sale Aset of 4 Cup 1 wheels from a 1994 Speedster. 7 J x17 et 55 (965362124.01) and 8j x 17 et 52 (965362126.01). Just recently powdercoated in silver (oem) and not yet mounted to tires. \$1500 or B. O. email: kurtcbicknell@hotmail.com (858) 442-1013 (858) 442-1013

16 x7 BBS Wheels - \$650.00 Lightweight Two piece Magnesium BBS Wheels. Black Honeycomb complete with unobtainium BBS Lug nuts. 52 offset. mrondeau@cox.net (858) 864-3163

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

B&M Short Shift NEW, changes lever ratio at transmission end of shift cable 10/30%. Fits 2002-04 996. 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

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

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

Looking for a Windscreen for a '08 Boxster, Robert Rstwins@cox.net or (619) 462-2223

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

WTB: 996 GT3 Front Sway bar, Tarett droplinks, and Tarett Rear sway bar for 986 Boxster. Rear Tarett adjustable toe-arms wanted as well. (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

G-Force Racing shoes Black hi tops with red lettering. size 9 1/2 manufactured june 04 worn 3 times. look new. pics available \$40. 619-405-9582

NorthParkViewHomeForSale Fourcar+garage, quiet, cul-de-sac. www.2227commonwealthhave.com

TIRES 2Hoosier A6P315/30ZR18 like nu: \$150. 2MichPilotSportCup 265/35ZR18 atleast 1 wk-end on track left: \$150. Tk all 4 make offer. (760) 223-6678

VW Beetle car cover \$50/obo Charlie 619-224-9317.

Yakima Roof Rack System Rack includes Ski, Surf, Snowboard, Mt Bike, Two Road Bike and Wind Fairing attachments. \$250 obo. Bob (619) 448-1604

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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



The Parade Concours. More on the Parade in September...

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).

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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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 National website: WWW.PCA.ORG/
 AX & TT Results: RESULTS.PCASDR.ORG/
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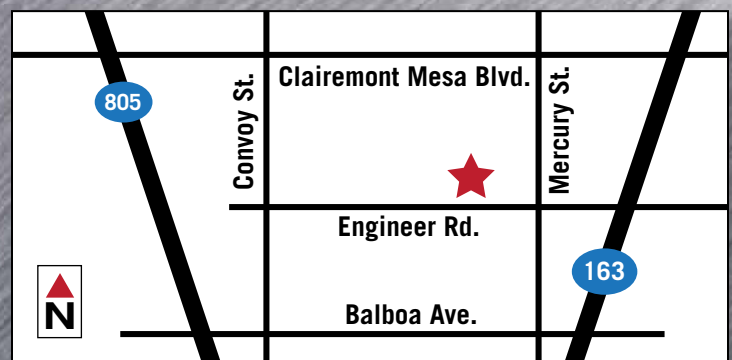
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Susan Brown, Editor

To:

PERIODICALS



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