



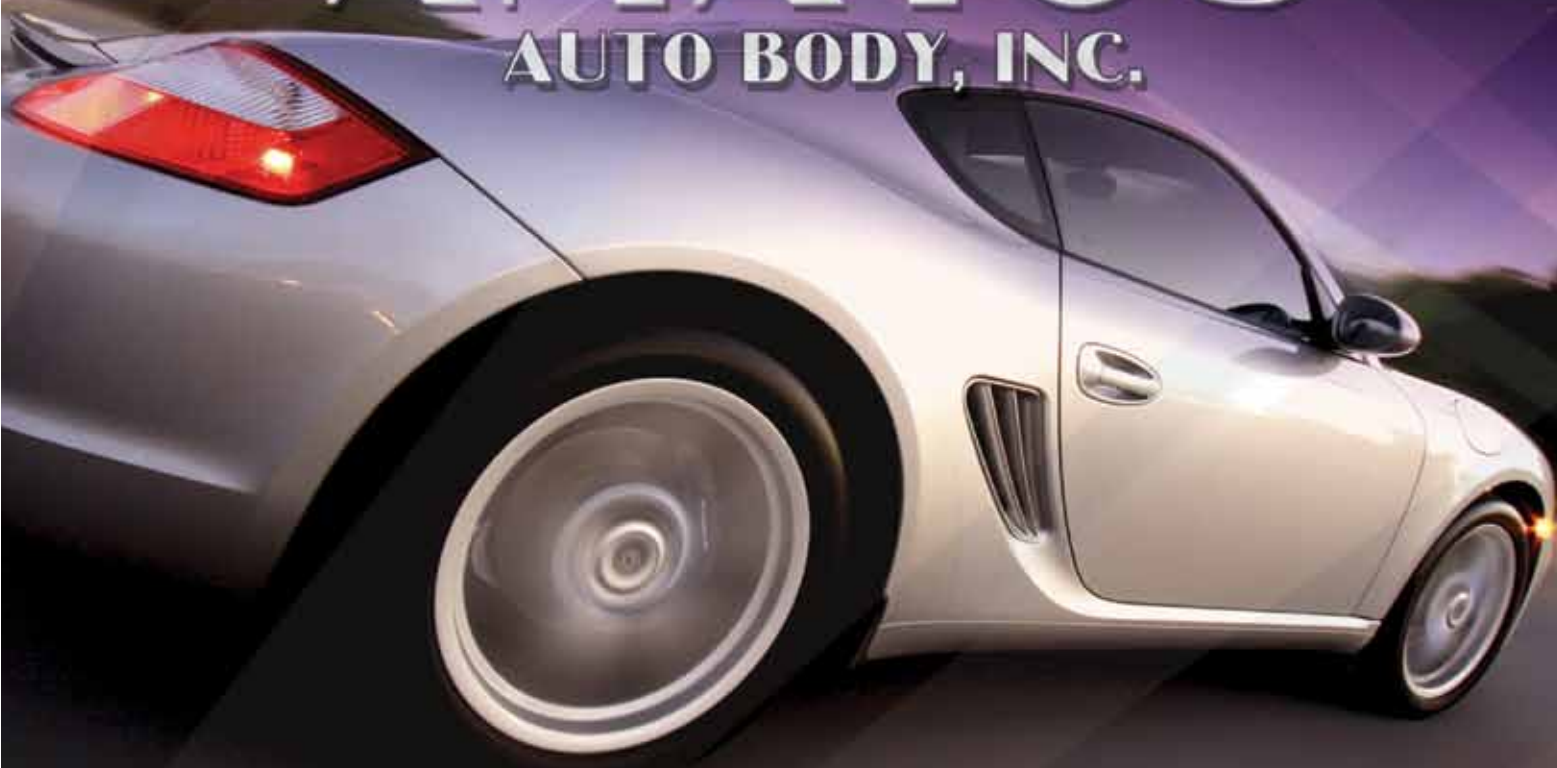
WINDBLOWN WITNESS

The official publication of the San Diego Region Porsche Club of America
May 2011



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On the Cover



Lining up at the California Festival of Speed. Photo by Greg Phillips

WINDBLOWN WITNESS

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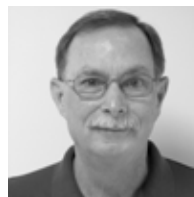
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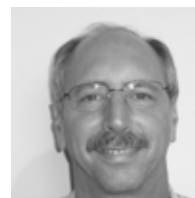
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SDR email addresses are located on page 29

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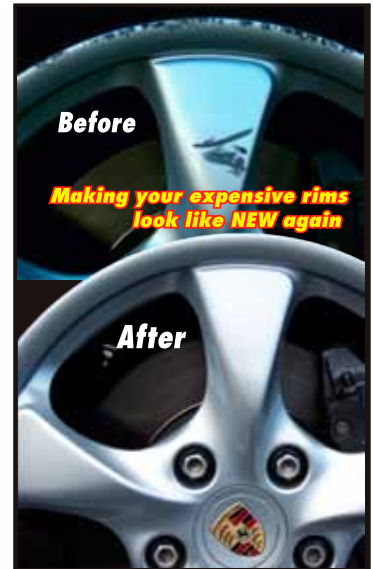
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Porsche and the San Diego Auto Show

By Carl Scragg, President

For the April Board meeting we tried something new. For the first time we met on a Saturday morning rather than our usual Wednesday evening meeting. The idea was to see if we could get some new participation by members who find it difficult to attend on a weeknight. The meeting was held at the SD Auto Museum and it also coincided with the La Jolla Classics cars and coffee event. In spite of all the attractions, the turnout for the Saturday morning meeting was disappointing. I think it's too early to tell whether the poor turnout was due to our inadequately publicizing the event, or due to conflicts with other events in town, or just lack of interest. But for those who did make it, we had some lively discussions about exciting opportunities that have been presented to PCA-SDR.

I doubt that I'm the only one in the Club to notice the conspicuous lack of Porsches at the San Diego Auto Show this past year. I do remember that there was one pretty cool all-electric 914 that some electric-car club had on display, but other than that, Porsche seemed to be AWOL.

Apparently the missing marque did generate some comments and the organizers of the San Diego Auto Show are eager to have a Porsche presence in the show this year. Unfortunately for San Diego, the only auto show west of the Mississippi supported by Porsche (PCNA) is in Los Angeles. As a consequence, the San Diego Region of PCA has been approached by the San Diego Auto Show management and invited to display our own cars at the show this year (Dec. 29–Jan. 1). They have offered us approximately 7,500 square feet on the floor of the Convention Center—enough to display 15-18 cars. We have had several different meetings with the director of the SD Auto Show and I've come away with the impression that he is quite eager to have us participate and he appears to be quite accommodating to our concerns. The SD Diego Auto Show came under a

completely new management structure a few years ago, and the new management appears to be dedicated to making this a positive experience for PCA-SDR.

PCA-SDR will be the sole Porsche presence at the Auto Show, and with that comes both opportunity and responsibility. Michael Harris, John Straub, and Skip Shirley have volunteered to put together a unique and exciting exhibit that features both the history of the marque as well as the variety of Porsches and activities enjoyed by our club members. They are in the early planning stages, but I'm already excited about the possibility of displaying some of the rare and collectible Porsches that they are discussing. Our Club's exhibit could well be the high point of the entire show, at least for a Porscheophile.


In terms of attendance, the SD Auto Show is the second largest event held at the Convention Center each year, right behind Comic-Con. With a few hundred thousand car enthusiasts strolling by our exhibit, there should be quite a few Porsche owners who have yet to join the Club. Our membership chair, Angela Avitt, is planning on having someone from the membership committee on site at all times. Angela will need several volunteers to be able to cover the 4-day event, so please contact her at membership@pcasdr.org if you are interested in helping. We will have lots of copies of both the *Windblown Witness* and *Panorama* to show prospective new members the quality of the information that they will receive as members. We will even have a computer set up so they can immediately sign-up on line.

We are planning on having a continuously running video display to show people who we are and what we do as a club. We are planning on setting aside a small area with a few chairs so that people can rest their feet while enjoying our club video—can you say captive audience? We hope to put together video of our various driving events, from tours to autocross to big-track events. If you have any good video that you'd be

willing to share, please contact our VP Greg Phillips (in-car cameras always seem popular). We'd also like to feature the Performance Driving School, so we'll be collecting video of those events as well. There should even be the opportunity for some of our club sponsors to get some visibility on our video screen.

We have also been given permission for retail sales at the event, so our Goodie Store will be up and operating throughout the event. This could be a big money maker for the club. Skip and Leslie Shirley will be leading this effort and I'm sure that they too will be looking for volunteers to help out during the show. You can contact them at store@pcasdr.org if you're willing to pitch in. And of course, all our volunteers will receive free admission to the SD Auto Show.

One more exciting benefit of our involvement with the SD Auto Show will be the private cocktail reception offered to our members. Kathy Alnwick, one of our Social Chairs has negotiated this special event. On New Year's Eve, the Auto Show closes a little earlier than usual. Then, an hour or so later, our members will be allowed entrance to the venue for a private viewing of all the cars while they enjoy cocktails and hors d'oeuvres. This will be in conjunction with a charity event to benefit SD Firefighters. I'm sure that you don't want to miss this.

As of this writing, we are still early in the planning stages and new ideas are being suggested regularly. We're starting to line up volunteers for the various challenging tasks involved. Martha McGowan has taken on the task of volunteer coordinator. I've got to believe that there are a lot more novel suggestions roaming around in the minds of our club members. If you've read this far, perhaps you too have a suggestion of something that could make for an even better event. A good idea is always valuable and an offer to help out is even more appreciated. I look forward to hearing from you. 

May 2011

04 Wednesday Monthly Members and Board Meeting

Time:

6:00 P.M. . Social hour and food

7:00 P.M. . Meeting

Place:

Cathy Young's House
12653 Crest Knolls Ct
San Diego, CA 92130

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.

07 Saturday SDR Autocross

Place:

Qualcomm, West Lot

Details:

Online registration at pcasdr.motorsportreg.com

15 Sunday SDR Porsche Swap Meet

Place:

Chambers Motorsports
1555 South Coast Hwy
Oceanside, CA 92054
858-521-0883

Details:

Free admission for spectators and buyers. Vendors \$25 prereg, \$30 day of event. For more info contact John Chambers at john.chambers@att.net or 760-214-1825. See page 15 for details.

21-22 Saturday-Sunday Driver's Ed & TT

Place:

Chuckwalla

Details:

Our DE/TT series continues at one of the most popular tracks of 2010. Don't miss it! Online registration at pcasdr.motorsportreg.com

28-29 Saturday-Sunday GPX/GGR Driver's Ed & TT

Place:

Buttonwillow

Details:

See page 23 for more information.

31 Tuesday Last Tuesday Social

Time:

6:00 P.M. .

Place:

Hacienda Casa Blanca
700 North Johnson Ave
El Cajon, CA, 92020

Details:

All members are invited!

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



Kathy Alnwick and Eleanor Myrus at March's LTS

Blue skies at the Festival of Speed



June 2011

01 Wednesday Monthly Members and Board Meeting

Time:
6:00 P.M. . Social hour and food
7:00 P.M. . Meeting

Place:
Mike & Lori's House
8849 Diamondback Drive
Santee, CA 92071

04 Saturday SDR Autocross

Place:
Qualcomm, West Lot

Details:
Online registration at pcasdr.motorsport-treg.com

10 Friday Hot Summer Nights

Place:
Fallbrook

Details:
Once again, SDR takes on the other car clubs of the county in a dog-eat-dog competition for which is th best car club! Be there and bring your car!

19 Sunday Father's Day Tour

26 Sunday Eastlake Walk & Car Show

28 Tuesday Last Tuesday Social

Time:
6:00 P.M. .

Place:
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**Thank You San Diego Region
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Featured Project: Family Room, Rancho San Diego

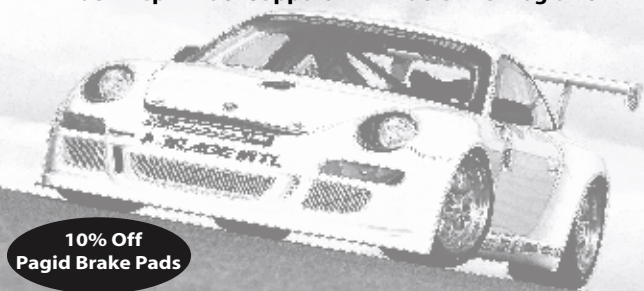
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PCA Member

Glitz and Glam: April Report

Text by Michael Harris

Photos by Greg Phillips

May is the last full month to enjoy the San Diego Auto Museum's display of classic luxury automobiles. The display, labeled "Glitz and Glam: All about Luxury" ends this month. The display features classic Cadillacs, Packards, Lincolns, a Cord, Rolls Royce and a whole lot more. SDR members had a first hand opportunity to visit the San Diego Auto Museum collection this past April 2nd as we were guests of the Museum for our monthly Board Meeting. PCASDR members had the good fortune to actually meet and greet the Museum's Executive Director, Paula Brandes, at the club's April Meeting held at the Museum on a Saturday morning.

SDR President Carl Scragg and the Board decided to hold a board meeting on a non-workday at a venue different from members' homes. The La Jolla Classic Car Club also held a Rally starting at Balboa Park in front of the Auto Museum at the same time, so Porsche Club members had a chance to look at a variety of exotic machinery from competition Ferraris to late model Bentleys, several Cobras, a pre-Cobra AC Ace powered by a Bristol motor, a one off MG TD panel truck and many other exotic cars. Coffee and rolls were also served by SDR so members could skip breakfast at home and get to the Museum in time to enjoy the cars before the Meeting. Carl gaveled the meeting to order slightly after 9 AM. Paula was able to get away from the La Jolla crowd after the Rally set off, and joined our group to give the monthly "Auto Museum Report." Paula told us she had worked for the Museum for the past six years. She said she enjoyed cars but was not the usual type of gearhead. She tried to present featured cars in a more interesting setting than simply placing them wheel to wheel, as often occurs in museum situations. She also informed us that revolving

displays used to be every three months but due to financial costs, the Museum now changes displays only three times a year, or at four month intervals. She also opined that her efforts in placing display cars in more interesting settings was paying dividends as recent displays had drawn more visitors than in the past. She is also proud of the fact that the Auto Museum was on sound financial footing as their income had exceeded their expenses so they had not had to cut back on staff.

In years past the Auto Museum had sponsored an annual car show, "The Greatest Show on Turf." This event is jointly sponsored with the assistance of the Greater San Diego Car Club Council. The event will no longer be held in June but will take place at Liberty Station (the former Naval Training Center) on September 11th. Difficulty with finding sufficient space around the Museum for the display cars and financial costs imposed by the City of San Diego resulted in the move. The Museum's Annual Fundraiser will be held Saturday evening May 14th, from 5:30-9:00 PM. The theme is "Glitz and Glam, Speakeasy Night." Cost is \$50.00 per person or \$80.00 a couple. Dress is "vintage 1920's and 1930's." Great food, entertainment and some amazing auction items will be featured. (Last year's fundraiser featured the auction of an early Beck 550 Spyder with a 356 'B' Porsche engine and transaxle). Please contact Faye at 619-398-0307 for reservations.

"Glitz & Glam" will run through May and a new display, "Pontiac, the Rise and Fall" will open June 4th, a Saturday. The San Diego County Fair has also requested that the Auto Museum provide an automobile display at this year's County Fair to match the theme of "Race to the Fair." Come on by and see what the Museum comes up with. Lastly, the Car Club Council will designate a car from a different participating club (such as the Porsche

Club) to display a member's car for a one month period on a rotating basis. Details to follow.

Your Club has also been requested to participate in the San Diego Auto Show. The Auto Show returns to the Convention Center downtown every December and runs four days until either December 31st or January 1st, depending on when Sunday falls. President Carl Scragg, Restoration Guru/Goodie Store Chair Skip Shirley and Vintage Racing Chair John Straub have met with the group who have requested some classic Porsches be displayed, along with some newer cars as well. The Auto Show people have promised us a generous block of display space, room to sell items from the Goodie Store and the opportunity to introduce thousands of visitors to the enjoyment of owning and driving a fine Porsche automobile. We hope to recruit new members to join with San Diego Region members in driving, tech, display and social events. What can you do? We are looking for distinctive and representative models of various touring and racing Porsches. Everything from early 550 Spyders to late model Carrera Cup and GT cars with a few 906, 910, 935, 956 and others would be wonderful. Passes for entrants and participants with full security have been promised. Please contact this writer, Carl, John, or Skip if you have such a car or know of such a car. This is an event that could really enable us to expand our membership and proudly display our cars as well. And thank you for your interest.

And now for something completely different, a definition of "acceleration." A 2011 Porsche 911 Turbo S will complete a standing quarter mile in 10.9 seconds, a phenomenal time for a stock car. With this in mind, a friend recently published some data concerning a 500 cubic inch double-A fuel dragster running on 90% nitro and 10% methanol. "There are no rockets or airplanes

built by any government in the world that can accelerate from a standing start as fast as a top fuel dragster or funny car. One top fuel dragster with a 500 cubic inch (purpose-built) hemi engine makes more horsepower than the first 4 rows of stock cars at the Daytona 500. Under full throttle, a dragster engine consumes one and a half gallons of nitro methane per second; a fully loaded 747 consumes jet fuel at the same rate with 25% less energy being produced. A stock Dodge hemi V8 engine cannot produce enough power to drive the dragster's supercharger. In order to exceed 300 MPH in 4.5 seconds, dragsters must accelerate an average of over 4G's. In order to reach 200mph (well before half-track), the launch acceleration approaches 8G's."

"A dragster's redline is actually quite high at 9,500 RPM and they reach over 300 miles per hour before you have completed reading this sentence." Now that is acceleration! 🏁

Start of La Jolla Classic Car Club Rally at the Auto Museum



Car 07 is an early 1950s Aston Martin DB-2/4 coupe



One off MG TD "Safety Fast"



Porsche Carrera GT looks ready to take off with SR-71 in background



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Chuckwalla Racing

Text and Photos By Greg Phillips

It is not often that we get a new track to race in Southern California. Usually, the tracks are disappearing like Riverside Raceway, Ontario Motor Speedway or Carlsbad Raceway. But there is a new track for Southern California, Chuckwalla Raceway. Located in the desert east of Indio is a new place to play with our Porsches. Our first time trial event will be this coming May 21 & 22. You should not miss it.

We had a preview last Halloween with a DE event shared with the BMW club. On Saturday it was a PCA event and we ran counter-clockwise and then on Sunday it was a BMWCCA event and we ran clockwise. The track is great fun in both directions, but my preference was for clockwise. You can check on Google as well as links on the Forum that will show laps in both directions. The TT team has not announced a decision, and maybe we should run both directions again.

The best news about the track is that it is new with very nice pavement that is both smooth and wide. Either direction you have lots of room to play with in the corners for throttle steering as well as drift angles without worrying too much about being in the dirt. You also don't have to worry about hitting any walls or banking. Except the wall along the

front straight, there is no hardscape to run into. Also the areas off-track were graded and smoothed out before the pavement was put down so there aren't any holes or gullies to worry about.

The paddock is also well paved and designed with well marked areas for the drivers and trailers. They do have gas onsite, but the timing tower and restrooms are to be installed this summer. There are restrooms but they are not permanent. It reminds me of Spring Mountain when we first started going there.


It is also relatively close, only about 130 miles from downtown San Diego; take the I-15 north to the CA- 60 east to the I-10 east to Rice Road and Desert Center. It is on the way to Death Valley, and if you get to Hell, CA you have gone too far and are almost to Blythe. The bad news is that after Indio, there is not much else, just a gas station with a Dairy Queen and the Patton Museum at Chiriaco Road. It is also centrally located for those in Phoenix or Las Vegas who want to try a new track.

Lodging options include a very nice Best Western Date Tree Hotel in Indio, along with a Holiday Inn and the Fantasy Springs Resort Casino. The other option is to bring an RV to the track, or you could also rent a trailer from the track to stay in for the weekend. Mike Gagen

and Mike Dougherty tried this option last October and enjoyed it. Check the track's website for further information for this option.

But if you do stay at the track, you will miss out on a great Mexican restaurant, the El Campanario, which is just down the street from the Date Tree Hotel. We ate there both nights and had great meals. If you do stay in Indio, look for this one at 44185 Monroe St.

Now back to the track. It is not a high speed track, most of the straights are relatively short and top end for my 911 SC was a little over 100 mph, just the top of 4th gear, but there are also only a couple of slower corners and the rest are in the 50-80 mph range. There is a banked section and also an area with some elevation change to keep your interest, although it is mostly flat and wide. The track flows very well from corner to corner and is a lot of fun. See Mike Gagen chasing Steve Grosekemper at <http://vimeo.com/16386189> to get a good idea of the track running clockwise.

Come on out to Chuckwalla Valley Raceway and have some fun. There will be DE as well as time trial run groups and you can register now at <http://pcasdr.motorsportreg.com/> 



Steve Grosekemper being chased by Randy Gates in his GT3 and a hidden member of Scheussler Racing

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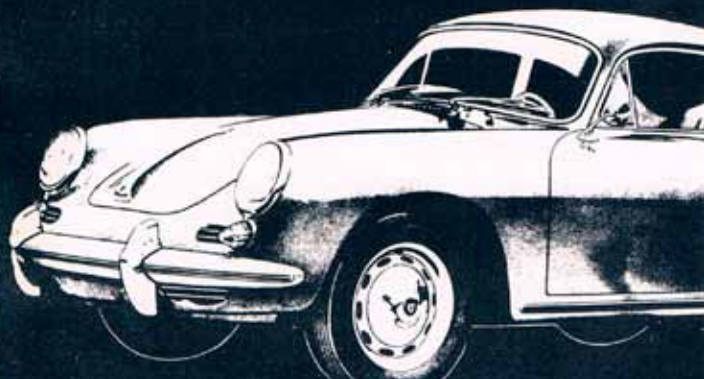
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Memory Lane

Sharon Grosekemper was helping her elderly aunt with a garage sale and found this 356 ad in a stack of old magazines. It came out of a theatrical magazine for the production of "Damn Yankees" produced in San Diego at the "Globe" theater. (So long ago it was not the "Old Globe" yet!) I love the "professional men's lease plan".

John Straub has the old flyer below on his blog site. Notice the winning purses for the different brackets and the \$2 admission fee. Where can you go today to smell the pungent burning tire smoke, feel the roar of engines beat through your chest, and have that much fun for two bucks?

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Porsche Transmission Preservation "The Two Finger Rule"

Text by Steve Grosekemper

According to the Chinese Zodiac, 2010 was the Year of the Golden Tiger. However, if I had to put a label on the past year I would have to proclaim it to be the year of the Glass Transmission.

After 26 years of working on Porsches, I have found that repairs come in waves. Sometimes you will have 3 cars brought in on a tow truck with bad DME relays in 3 consecutive days, or a month where every other car seems to have a bad power window switch.

For me, 2010 was the year of the broken transmission. It seemed like there was a steady flow of broken, abused transmissions. It almost made me want to start a foundation or air a telethon. (Jerry Seinfeld hosting the Porsche Protection Services telethon perhaps.)

Now I am completely aware that it is my job to repair broken Porsches, but it still pains me to see a car that has been abused or mistreated, even if unintentionally. It is all I can do to manage to fit the "normal" failures into my schedule, let alone the "abnormal" ones.

As a matter of course, when a car comes in for a transmission repair I like to quiz the owner about how the failure occurred. Things like whether this has been an ongoing issue that just became severe enough to warrant repair, or an issue that just showed up out of the blue.

One resounding theme lately has been the "loaner" story. I loaned my car to (insert inexperienced, over-enthused, teen-like driver here) and it started having this problem or failure. This is also known as the "Ferris Bueller syndrome."

Individuals who normally drive mundane egg-shaped people movers can

have a Jekyll & Hyde type transformation when they get in a car with the reputation and capacity for performance that a Porsche has. My suggestion is not to loan your car to someone who is not used to driving a car like this. It is much cheaper to rent them a Ford Fusion at Avis.

Sometimes the problem is not a loaned car at all, but a car being driven by a misinformed owner. I had a friend of a friend bring a 993S in for me to look at because he said it made a bad grinding noise. He said the noise happened when he shifted the car from first to second and from second to third. After a very thorough test drive I could find no shifting problems with the car. As a matter of fact, this 32,000 mile 993S was like a new car in every way. So when he came to pick up the car we went for a test drive together with him at the wheel.

After the first run through the gears it became apparent what the problem with the transmission was. The driver was shifting the car so fast that the synchros could not possibly do the job they were being asked to do.

"How fast?" you ask. So fast that his hand started two inches below the shifter in second gear and got a running start towards the knob in making the 2-3 shift...(I know...almost brings a tear to your eye.)

After I screamed "STOP!" we switched seating positions and I showed him the "two finger rule"—how the car should be shifted using no more effort than can be applied with two fingers on the shift knob. It shifted perfectly without grinding or any other issues.

This was his first Porsche and he had been told by a "friend" who knows all about Porsches (but had never actually owned one) that this was how a

Porsche was meant to be shifted.

I explained how a synchro works and he then understood the "what and whys" of the two finger rule. Now for a bit of what I told him.

Break it down

"Synchro" is short for synchronizer. The official definition is "to cause to go on, move, operate, work, etc., at the same rate and exactly together". That is precisely what it does. It makes gears spinning at different speeds match their rotation so they can smoothly engage. It does this with what looks like "Dog teeth" or engagement teeth. These are rings of pointy teeth that engage the gear to the shaft (like intertwinning fingers as you bring your hands together). When gears grind, it is these dog teeth coming together, but not at the same speed. The sliders are, well, sliders that move along the input/output shafts. They engage power from the gear to the appropriate shaft.

One common misconception about manual transmissions is that the gears move position when you shift. The gear teeth are always in contact—it is their connection to the input/output shaft that changes. The power moves from the engine to the wheels through these sliders and dog teeth.

As I said, in the transmission there is an input and output shaft that each spin at different speeds according to which gear is selected. In my '83 911 for instance, the input shaft turns 3.1818 times to spin the output shaft one single rotation when in first gear. In second gear the input shaft only spins 1.777 times for the same single rotation of the output shaft.

So to break this down into simpler terms, let's say we are in first gear at

4000 RPM. We shift to second gear, and while traveling the same road speed, the main shaft has to decelerate from 4000 RPM to about 2500 RPM. As we move the shifter out of first gear position to neutral, the connection between the first gearset and the shaft is lost. As we move from neutral to second gear, the first thing that happens is the synchronizer starts to make contact between gear and shaft. It decelerates the main shaft to the proper speed (2500 RPM in this case) and soon thereafter the dog teeth engage and the slider locks into place creating a connection from shaft to the second gearset.

That's really the easy part, because if you shift from first to second gear with no synchro action, the main shaft will eventually decelerate from 4000 to 2500 RPM. This will allow for the proper engagement speed and the shifter will drop into second gear if your timing is perfect. If not, you might also get some unwanted noise along with it, but it will eventually go in after a few tries. This is how old non-synchronized transmissions work.

Tricky Part

Now the tricky part: the downshift. Let's say we are in fourth gear in my 911SC which has a 1:1 gear ratio, which equals about 3300 RPM at 60 MPH. But I need to get around this big rig in front of me before I get caught behind him on this long grade. So I press the clutch pedal down and move the shifter out of fourth. Then I pass through neutral towards third where the synchros start to come into play. This time they speed up the main shaft. Speeding up the main shaft takes more energy than slowing it down. As the main shaft accelerates to about 4100 RPM the shifter slides into third gear. I let the clutch pedal out, hit the gas and we speed away, passing by the big rig (but all the while not exceeding the posted speed limit, of course).

Porsches have used different types of synchros over the years but they basically all do the same job. They act as a brake to slow down or speed up a shaft to match the speed of the other shaft. So to illustrate this, think about what

would happen when you come to a stop from 60 MPH.

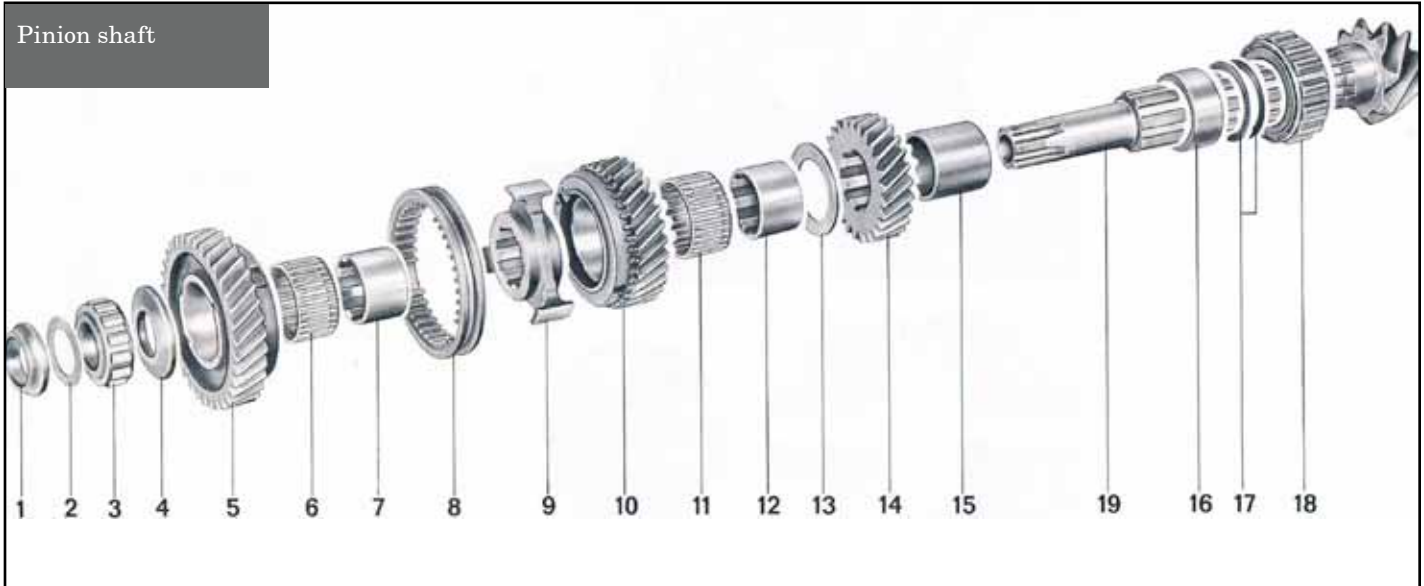
Braking method "A" would find you lifting off the gas pedal and the car decelerating naturally until at about 35 MPH, when you would gently apply the brakes to bring the car to a smooth stop.

Braking method "B" (A.K.A. Breaking method "B") would find you lifting off the gas pedal as fast as you can, bringing your knee to the back of the steering wheel and slamming down on the brake pedal as hard as you possibly can.

Braking method "A" is the two fingered shift method and braking method "B" is the guy in the 993.

I am more a fan of the Type "A" shifting for my cars and hope anyone who has been a bit aggressive in the past will change their ways after reading this article. May all our transmissions live long and require only gear oil services. 🐦

Pinion shaft



#8 slider moves between gear #5 and gear #10. The synchro/brake is left of gear #10 and right of gear #5. The "dog teeth" can be seen on each end of #8 slider and on the gears just inside of the synchro.

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Dan Chambers and Steve Grosekemper at the Festival of Speed

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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.

Parade Autocrossing

Text by Cole Scrogham

OK, we all admit that autocrossing can be pretty fun...figuring out how your car handles at the limit in relatively safe surroundings...that is some good stuff! Even the Concours buffs hold a secret desire to thrash around the course and see what it will do. For those novices among us, an autocross is a mini racecourse that is created by setting up orange pylons. Digital timers note start and finish times, and any contact with a pylon costs you an extra two seconds which is added to the time for your "lap," thus removing any advantage that might be gained by "altering" the course. There are typically three timed runs, which follow a prescribed set of activities such as a course walk, driver's meeting and safety inspection of your vehicle. Depending on registration numbers, additional timed laps may be offered, which gives you that much more opportunity to best your competition. Of course, basic safety equipment is required, such as helmets (loaner helmets will be available), but no major modifications are needed to your Porsche. After all, Porsches are built for performance! Of course, if the bug bites, you may find yourself modifying your car, progressing both through the upper classes and your pocketbook.

Compared to most regional events, Parade Autocross events are huge affairs, with so many classes and cars that it takes a couple of days to complete. There is a place for every car that Porsche makes, or has made for the past 60 years! Being a course worker offers a really great view of the cars on course, giving you a chance to see how others do things (yet another advantage), so don't forget to volunteer to help out. As with a regional event, we need volunteers to make this happen!

A Parade autocross can be anything but "routine," and with this month's installment of interesting Parade tidbits I will point out a few key differences of a Parade event. Autocross junkies have a pretty set pattern, ingrained from years of the same old arrangement. The typical autocross day begins with a little anxiety as the event is finally here, which quickly fades into a sense of purpose. Get up and get dressed, maybe have a minute for a Pop-Tart because the early bird gets the worm (or does the second mouse get the cheese?), and then off to load the car and/or trailer with extra sets of wheels, air pressure gauge and tank, some miscellaneous tools and cleaners, snacks, cooler with drinks and whatever else we can be convinced will add some "extra" advantage.

Next up is a 30-40 minute ride from civilization to the autocross site, both large and vacant enough to house the field of cars as well as the course itself. Once there, the first task is a parking space and a tactical decision: How close to park to the porta-potties. Too far away is a long walk and too close...well, you know. Lots of friends to meet, old and new, and a quick fingernail check of that new rubber that had better pay off in lower lap times. After that, it's unload and set up in time to be ready for the course walk and tech inspection, knowing that at the end of the day you have to load it all up again.

Sound familiar? If not, you are probably preparing for your first autocross at this Parade. Either way, it is still important to point out a few things. First of all, at the Parade, tech inspection is NOT offered on the morning of the autocross. You must tech your car in advance of your driving day. So check the schedule, know when you will drive and know when the tech

inspection station is open. Don't forget to get your inspection before your driving day arrives! Additionally, while track walks are offered each morning of the event, you can also walk the track each preceding afternoon. This is a great advantage to having a multi-day event. Take benefit of this to learn as much about the track as you can before you get there in your car. It's your unfair advantage. Another helpful activity would be to attend the "chalk talk" lecture to pick up the tips and tricks of the successful autocross driver. Hosted by Parade Autocross chair Henry Hoeh, this session promises to be very informative. The Parade autocross is a Novice friendly event so please don't choose sit on the sidelines and watch just because you're not an experienced cone chaser.

This year we also have the luxury of an event that is mere minutes from your room. That's right...on Hutchinson Island and only three quarters of a mile from the convention center! That means not getting up before daybreak to load the car and drive to the site (unless you want to, of course!). Sound too good to be true? Not really, it's just the location for the 2011 Parade Autocross in Savannah in the paddock of the Hutchinson Island race course, adjacent to the Parade headquarters at the convention center. Hutchinson Island was created to run Champ Car type events around a commercial park, and the racetrack infield will be used to create the Autocross for this year's event. There is even a possibility that some special ride opportunities may crop up around the race course itself—stay tuned to the Parade website or Facebook page for more information! The proximity of the event to Parade headquarters is something that doesn't happen very often, and the Parade staff has responded by providing a fantastic location. This year

even spectators will be afforded a great opportunity to see the cars in action, so remember to come on down and check it out!

There are a lot of first time Parade entrants this year, and I am sure that many have experienced a local region's autocross, perhaps only as a spectator. If you have the opportunity, it would be worth your while to get a little experience at a local event before you head down to Savannah. And if you haven't registered for the Parade, give it some serious thought; there is still time

to register and plenty of things to do there. If you have never tried a Parade Autocross before, this one might be just the ticket to find out more about your Porsche's unique handling in a low speed, controlled environment. You don't have to be a hero, just give it a try and see how it goes. You might discover something about your Porsche, and yourself!

Always great fun and full of excitement, the autocross is one of the pinnacle events of the Parade; this is your chance to compete with the club members from

around the country and to put a national trophy on your mantel! Registrations are coming in quickly, so load up and join all your friends at the biggest PCA party of the year, Parade 2011! More information is available at <http://parade2011.pca.org/> and you can also join our Parade Facebook page at www.facebook.com/PorscheParade. Here you can connect with all your Parade friends and plan your week and your travel plans. Don't miss out, register today! 🐦



Incredible scenery can be found



Parades are great for seeing who has the best personalized plates (1HOT1)



Keystone Parade AX. Many cones died for the cause.

April Board Meeting

Board Minutes

The April 2011 Board of Directors meeting was held at the San Diego Auto Museum. Board members in attendance were Carl Scragg, Cathy Young, Bill Behun, Terry Barnum and Greg Phillips. The meeting was called to order at 9:12 AM. Minutes from the March 2011 meeting were approved unanimously.

President's Report

Carl and several club members met with the principals of the San Diego Auto Show. The overall impression was positive and everyone came away very pleased with the latitude allowed. Tom Golich suggested a written agreement formalizing the arrangements to minimize surprises. Carl has contacted Ruth Young and asked for assistance with the marketing outreach for this event. Cathy Young offered to speak to a colleague for marketing and sponsorship advice. Joel Bowman volunteered to investigate a possible tie-in with Porsche's current "Porsche Everyday" campaign. Susie Amundson offered to share her knowledge and experience in selling sponsorship. It was noted that volunteers at the Auto Show will earn free entrance into the event. There was a suggestion to post a request on the forums for volunteers to form a subcommittee to begin planning. A motion was unanimously approved to put the San Diego Auto Show event dates of 12/31/11-1/1/12 on the calendar.

Treasurer's Report

Cathy Young presented the Profit & Loss statement for the month of March and a Year-to-Date comparison. The finances are positive overall and the result of the austerity program put into place last year. The Chairs were

praised for their efforts in keeping costs down. It was noted that there are new Windblown Witness advertisers which may warrant allowing more pages and content to be printed.

All accounts are reconciled as of the end of March. Cash in was greater than cash out which resulted in a net increase in cash. Major expenses included a Time Trial, the Performance Driving School and Windblown Witness printing. Major income sources included the Time Trial, the Performance Driving School, the Driver's Dinner and Windblown Witness advertisers. Cathy's report was approved unanimously.

Chair Reports

Autocross. Don Middleton described A Taste of the Track proposal which would allow a sponsoring instructor to carry a guest as a passenger at autocrosses. It was decided that guest registration would be required at the trailer in the morning. A motion to initiate A Taste of the Track at the April Autocross was unanimously approved. Don volunteered to write an article for the Witness describing this new autocross component and was thanked for all his efforts.

Auto Museum. Michael Harris introduced Paula Brandes, Executive Director of the San Diego Automotive Museum, who described the museum, its history, her role, upcoming events and exhibits and the other museums in Balboa Park. Last year the museum auctioned a Porsche Spyder Replica. She was thanked for her hospitality in providing space for the board meeting.

CDIs. Joel Bowman reported that the overall consensus was that the Performance Driving School was a success. Greg Phillips discussed shirts and suggested separating instructor shirts from a specific event and to instead create generic shirts with costs amortized

across multiple events. Joel and Dave Gardner suggested having multiple sponsors contribute to cover the cost of shirts.

Charity. Cathy Young described a "Hands Across California" charity event on April 17 to support Community Colleges. It was tabled to look for volunteers interested in moving it forward.

Goodie Store. Skip and Leslie Shirley reported that they will be unable to attend the Festival of Speed and inquired if anyone would be able to sell the merchandise at the Festival. They will attend the April 23 Autocross. They are stocking up on merchandise in advance of the San Diego Auto Show event.

Insurance. Tom Golich reported that all insurance certificates have been acquired for driving events at the stadium.

Membership. Angela reported membership tallies as of April 1: 1423 Primary and 1066 Affiliate for a total of 2476 members. She also presented generic San Diego Region business cards to hand out to prospective members. Everyone was very impressed with the design and low cost. Angela is seeking sponsors for the New Member Social on September 10.

Social. Kathy Alnwick reported that there will be a Cars and Coffee on May 14 in the Black Angus parking lot in Mission Valley from 8 to 9 AM. The Carlsbad Flower Fields was suggested as an alternate location for future Cars and Coffee meetings. She requested the evening of December 31 for a cocktail reception, dinner and New Year's party at the San Diego Auto Show which was unanimously approved. Kathy was applauded for all her efforts.

Tech Sessions. The next Tech Session will be hosted by Jae Lee at Mirage International on May 14.

Time Trial (TT, DE). Robert Baizer reported to Carl that the Grand Prix Region would like to rent SDR's transponders. The request was unanimously approved. Cathy noted that there is money budgeted for replacing these aging transponders. She also reminded everyone to attend the California Festival of Speed.

Tours. Kathy Alnwick will spearhead the Father's Day tour. Mike Brown requested an Idyllwild tour date in July depending on autocross dates.

Web Team/eMaster. Everyone was very pleased with the look and functionality

of the new website. Tom Brown described new calendar functionality.

Witness Team. There are only a few advertisers that are 90 days late in payment. There was a question about repurposing content from other publications and it was determined to revisit adding pages since Witness income has improved recently.

A motion to put the event on the calendar was unanimously approved.

Announcements

Mike Brown will be hosting the June meeting. Terry Barnum will host the July meeting. Dave Gardner will host the August meeting.

Unfinished Business

Carl reminded everyone that Chuck Sharp and John Chambers are organizing a May 15th Swap Meet in Oceanside.

Adjournment

The meeting was adjourned at 11:11 AM. The next meeting will be May 4th at Cathy Young's home. 🐦



April Board meeting. Cathy Young, Bill Behun, Carl Scragg and Terry Barnum

To reach committee chairs, use the following email addresses. All emails end in @pcasdr.org.

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Classifieds

Rentals

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

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

1970 authentic 914/6: 3.2liter, AM class champ several years. 1987 Carrera Turbo Look cabriolet: new top/interior, \$20K firm. 1993 964 coupe: \$15K firm. Richard (619) 961-5615

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

1974 Porsche 911 light blue with black interior. 3rd owner since 1992. Oil cooler, 125K miles on 1979 911 SC 3.0 liter long block installed in 1993. Sunroof, power windows, power mirrors but not hooked up. 1978 doors. No accidents, paint in very good condition. New speakers, 6 CD player. Asking \$21,000. dnjn5743@hotmail.com

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

1984 Europ. Spec. 911 Carrera Immaculate Targa-231 hp 3.2 Liter Euro Spec 911. Black/Black Targa. 73k. Records, Collector owned. Fresh Yokohamas. Needs nothing. Not available for sale to CA residents due to ROW VIN. Price just reduce to \$USD 17,500 -Baby coming. Mike 858 337 5001

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 \$65,000. 41k miles. Red/Black. New headliner. Serviced at Black Forrest Porsche Care. Private seller. Peter (760) 855-5871

2000 911 Cab Midnight Blue/coordinated paint on console, full leather, power seats, six speed, 18 inch wheels, one owner, excellent condition, 29,900 miles, Pioneer serviced, kept covered in garage since new. This is a rare find. \$34,900. (858) 449-2229

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

2003 911 Carrera Coupe Arctic Silver Metallic/Black 6Spd Only 11k Miles HtdSport Seats, SportExhaust, Sport Suspension, PSM, Bose, Orig. Owner Absolutely Flawless \$40500 Illness forces sale (760) 405-7359

2003 Carrera Coupe Midnight Blue/ grey 6 speed, 30,000 miles, new tires, heated sport seats painted to match, Bose, Xenon headlamp package, other options, \$34K (858) 525-1300

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! \$56,000 (619) 972-6572

2007 911 Carrera S Coupe Gorgeous White/ Sand beige interior, Sport pkg, 12K miles, Excellent condition/Nav/6 Disc/Sun Roof/Non Smoker, \$64K (619) 587-5802

2007 Boxster 26000 miles, 5 speed manual, Factory warranty till August 2011 Arctic silver with dark blue interior and soft top. Bi-Xenon headlights. Color matched 18" S wheels. Leather sports seats with heaters. Sound package plus. Sport chrono, Windstop. 2000 miles on new tires, just had 4 year service at Porsche Dealer One owner. \$32000, (858) 442-8775

2001 911 Carrera 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

Track/Race Cars

1957 COUPE EURO LOOK 101597 CAL CAR, OVER 50 RACE MODS, RSK BRAKES AND WHEEL, 541 TRANS, QUAIFFE, 1620 125 +HP 4HR ON ENGINE. BARGAIN, NOT CHEAP. GERRY LAYER (857) 277-4030

1973 Porsche 911 GT Class Professionally engineered and built. 335bhp / 2150 lbs. Twice the fun of Stock, Half the price of Cups. Always competitive and many podium wins. Details and photos at <http://porsche911gt-class.blogspot.com/> Asking \$43,200. Make an offer.

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Black Forest. Asking \$11900. reasonable offers considered. gunterenz@gmail.com (760) 840-8888

78 911SC w/Kininger built 3.2 engine. Weld-in roll bar, race seats, 5pt harness. Wevo shifter, limited slip. Tarett adj sway bars, torsion bars, bumpsteer, custom valved Bilsteins, B&B oil cooler, fiberglass spoiler & tail, 3 sets of wheels. Registered for street, ready for track. JP Class \$25,000 Angelaavitt@yahoo.com (619) 447-4709

HANS... see miscellaneous

Parts

16 x7 BBS Wheels - \$400 Lightweight Two piece Magnesium BBS Wheels. Black Honeycomb complete with unobtanium BBS Lug nuts. 52 offset. mrondeau@cox.net (858) 864-3163

18" MPSC's set Never Mounted. (2) 265-35-ZR18 DOT FXY8 FYCX 2510, (2) 225-40-ZR18 DOT FHCP FV2X 3608, email: eharrison911(@)roadrunner(dot)com, Located in Temecula \$800 (951) 240-7828

986 BOXSTER HARDTOP WHITE, INCLUDES WALL HANGER AND NEAR NEW CAR COVER. ALL FOR \$1050. CALL NORM 760 796-4890

*Used Boxster Rear Tail Lights **Lens, Amber/ Red, Right Side and Left Side**, Boxster/ Boxster S (1997-2002) \$335 each, obioneado@gmail.com, www.erickpadilla.com/porsche

996 RoW M030 susp 2002+ 996 C2 Coupe RoW M030 shocks and springs; used 7mos, like new. \$700 +ship. endoguess@mac.com (858) 456-2480

Wheels and Tires for sale: Twin Turbo rims(8and11)with Kumho 710s(245/35/18 front,305/30/18 rear.4 heat cycles. Off set 50 and 45 mm. Asking \$950. Two 10" 3-piece HRE C95 competition rims-make offer. Gunterenz@gmail.com (760) 840-8888

914 take all box \$40 pedrini wheel, steering wheel, heater fan (upgrade to 2!), 2.0L intake plenum, rusty pickle. or trade-4beer?... (760) 944-9576

80s Carrera Wheel Adaptors \$80 Used to fit 17x7&9 ET55 cup1 wheels onto narrow body 80s Carrera. Roughly 1 inch and 1-1/2 inches wide.. (760) 944-9576

Cup1 Wheels \$1200 OB Set of 965 turbo wheels, 7s and 9s. ET55 5/91 mfg date. newly polished by Al Reed, with metal centercaps. also fit 944s (760) 944-9576

Fuchs 15x7&8 \$800 powder coated black, no center caps. fit 70s/80s 911s. (760) 944-9576

Bra's/Seat Covers Bra's for; 914, 911SC, 924(S). Custom Sheepskin made for 911SC w/ sport seats-great condition. Misc. 944 parts. Make offers Bill 858-688-9274

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IPD Plenum Cayman S Stock cayman s exhaust--no tip--\$350, stock cayman s plenum and throttle body--\$250 (760) 473-6522

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

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. \$200 Russell rdshon@san.rr.com (858) 442-7466

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Parting out 93 C2 Excellent running gear, test drivable. Body damage RF fender, LR fender & bumpers. Greg Smith gdsmithmd@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

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996 Car Cover I am looking for a used factory car cover for my 04 C4S.

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Phone Dials Wanted Looking for a pair of 8 x 16 phone dial style rims. Please call or email "A. B." @ (619) 871-7452 or absikka@hotmail.com

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

Wanted: Porsche or other car memorabilia/ automobilia/parts. Also wanted, Porsche 356 or early (pre 1974) 911. John 619-667-3826 or www.johnstraub.blogspot.com

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

Miscellaneous

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Business Directory

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.

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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.

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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.

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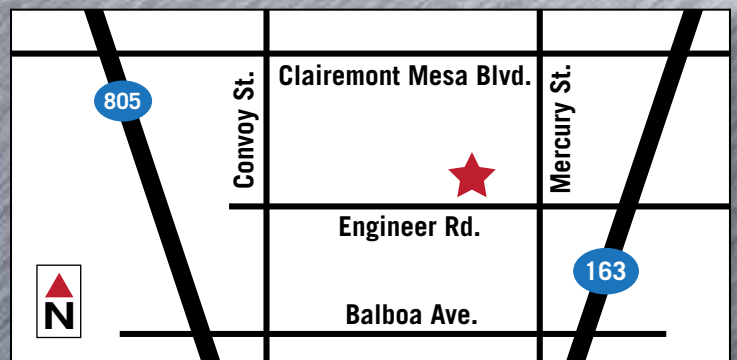
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WITNESS



Susan Brown, Editor

To:

PERIODICALS



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

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

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