



WINDBLOWN WITNESS

The official publication of the San Diego Region Porsche Club of America
September 2012



SDR Concours d'Elegance!
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A perfect day on Shelter Island for our San Diego Region Concours d'Elegance

WINDBLOWN WITNESS

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Up Front



By Greg Phillips

Summer is starting to wind down as schools get back in session. Although the big tracks have been on hiatus with the heat, we have been busy at the Q with autocross and

there will be another one over Labor Day Weekend. Hope you have already signed up and will come out to play with your Porsche.

Besides driving events, we were also busy this summer with a great concours event on San Diego Bay at Shelter Island. The Lopez family, with help from judges and volunteers, put on an event with beautiful cars and weather. See the article and pictures inside for more information. Speaking of big tracks, we will be back in action for the Zone 8 time trial series at the big track of Willow Springs Raceway, the “Fastest Road in the West.” Just nine simple turns you can learn in a day and spend the rest of your life perfecting the line. Sign up now at the MotorSportReg website at <http://msreg.us/WSIR0912>. It will be a fun event.

Unfortunately due to scheduling difficulties, another great event that same weekend will be the Coronado Speed Festival vintage races at the Naval Air Station North Island. Zone 8 will be hosting a hospitality tent at the track and a Porsche corral with up-close parking. If you can’t make it to the Willow TT, this will be lots of fun for the whole weekend. Somebody needs to take lots of pictures as we will have several members driving this year.


The time trial series will end on November 3-4 at Buttonwillow Raceway as part of the Double Crown event with the PCA club race. The “crowns” will be going out to the season winners of the Zone 8 time trial series along with the club race winners. Since this will be the last club race of the year, it is also the last chance for club racers to get points for the National & Zone Championship series.

The club race registration will open on September 17 at 6 P.M. at clubregistration.net. If you already have a PCA Club Racing License, you are ready to go. If you don’t have one, you still have time to get signed up. We are planning on having a PCA Club Racing School at this event for novice racers. The procedure to apply is outlined on the PCA website <http://www.pca.org/Activities/ClubRacing/ObtainingaLicense.aspx>.

The PCA Club Racing License Application will provide for two routes to obtaining a PCA Club Racing License: A. Via an existing competition license with experience from a recognized road racing sanctioning organization, including SCCA, PSR, USRRC, ALMS, POC, NASA Racing and any vintage group which is a member of the Vintage Motorsport Council. Or, B. Through attendance and successful completion of the PCA Club Racing School.

Applicants without an existing competition license and no prior competition experience may apply to attend the PCA Club Racing School (Club Racing School). The PCA Club Racing License Application will require that: A. The applicant must present evidence of having completed twelve (12) or more days of race track driving training and experience at driver’s education events, time trials, race schools or equivalent events within 24 months. (Equivalency will be evaluated in terms of number of sessions with in-car instruction.) Dates, locations, sanctioning body, Chief Instructor, Run Group data, and instruction status (e.g., signed off by instructor after the first two sessions) data shall be provided. B. The applicant must provide a signed certification from his/her sanctioning body’s Chief Instructor (or equivalent). The certification will: describe the applicant’s ability with regard to basic high speed driving skills; describe the applicant’s ability to drive without an instructor in Run Groups higher than beginner; and, include information on the applicant’s courtesy and general awareness at all times on the track. The purpose of this certification is to gain information about the applicant’s track experience and not to receive a recommendation of the applicant as a possible Club Racer. With these requirements fulfilled, the Rookie License applicant will then be permitted to attend the PCA Club Racing School.

If you already have a Zone 8 Competition Permit, you are likely eligible if you have the 12 track days in the last 2 years. You can contact Dave Hockett, the Zone 8 DE/TT Chair, Scott Mann the Zone 8 CDI, or Jack Miller the San Diego Region TT CDI for certification letters.

The rest of the month will stay busy with the board meeting Sept. 5 at the home of Tom & Susan Brown. Saturday, Sept. 8, will be Krispy Kreme & Kars in Clairemont Mesa and then a Progressive Dinner is scheduled for the following Saturday Sept. 15. The next weekend is the TT and Coronado Vintage races, and then the Last Tuesday Social is at the Avenue 5 Restaurant on Banker’s Hill. Lots of events so I hope to see you at one of them. 

Events: September – October 2012

September 2012

05 Wednesday

Monthly Meeting

6:00–9:00 P.M., dinner starts at 7 P.M.
\$5 donation, BYOB, Tom and Susan Brown Home
1805 Altamira Place, San Diego 92103

08 Saturday

Krispy Kreme & Kars

8:30–10:30 A.M.
Come to socialize - 4180 Clairmont Mesa Blvd., 92117

15 Saturday

Progressive Dinner

6:00–9:00 P.M., \$25 per person
More information at: <http://pcasdr.net/event/progressive-dinner/>

22 Saturday

Zone 8/SDR Willow Springs Time Trial

Details and registration online.

Zone 8/SDR Coronado Speed Festival

Details and registration online.

25 Tuesday

Last Tuesday Social

6:00–8:00 P.M.
Avenue 5, 2760 5th Avenue, San Diego, 92103

October 2012

03 Wednesday

Monthly Meeting

6:00–9:00 P.M., dinner starts at 7 P.M. \$5 donation, BYOB
McGowan/Verlaque Home 2270
Nielsen St, El Cajon, 92020

12 Friday

Driver’s Education Event

Zone 8/SDR Auto Club

Speedway, Fontana
Online registration at pcasdr.motorsportreg.com

13-14 Weekend

Weekender Tour - Big Bear Lake and Oktoberfest

8:00 a.m. - 4:00 p.m.
More information at <http://pcasdr.net/event/mystery-weekend-social/>

13 Saturday

Krispy Kreme & Kars

8:30–10:30 A.M.
Come to socialize - 4180 Clairmont Mesa Blvd., 92117

19-21 Weekend

SDR Performance Driving School

6 P.M.–9 P.M. Friday, 7 A.M.–5 P.M. Sat. and Sun. Online registration at pcasdr.motorsportreg.com

20 Saturday

Tire Rack Street Survival (Youth Driving School)

8 A.M.–4:30 P.M. hosted by SBR
Details and registration online.

27 Saturday

DriveSkills Tech Session

9 A.M.–1 P.M.
DriveSkills Motorsports, 4145 Avenida de la Plata, Oceanside, 92056

30 Tuesday

Last Tuesday Social

6:00–8:00 P.M.
Yanni’s Bistro, 12205 Scripps Poway Parkway, Poway, 92064

For details and the latest updates, visit pcasdr.net/events/upcoming

2012 SDR Concours d’ Elegance

By Rich Fatuzzo

On a beautiful, sunny and very picturesque Saturday of August 4th at Shoreline Park on Shelter Island, the PCA-SDR presented a Zone 8 Concours where 30 Porsche cars competed in six divisions to win exquisitely sculpted crystal trophies that would be awarded to the winners in each of 42 classes, and then to the overall winners in each of the six divisions. In addition, there were at least a dozen more Porsche cars in the non-judged display area, and at least two dozen more Porsches that were parked near Shoreline Park along Shelter Island Drive. Also, it seemed that every 15–20 minutes during the event, one could see even more Porsches cruising along Shelter Island Drive looking for parking or just admiring their fellow Porsche owners’ cars in competition.

Participants in both the competition and display areas started arriving even before the 7:00 A.M. car placement start time. Car placement is taken very seriously and is not an easy task. Unlike Spanish Landing, Shoreline Park is a linear park, so it is more of a challenge to group the cars by division. And, once a competitor’s car is placed, it should not be moved, to avoid any extra work for that entrant. Some additional challenges for this event location were that each Porsche driver had to negotiate a 6” curbing and also avoid parking under at least a half-dozen canopy trees. However, each of these issues were easily solved, thanks again to the excellent coordination of co-chairs Steve and Araceli Lopez, the rest of the Lopez family (Maria and Anysse), and friends, as well as several PCA-SDR members, especially John Straub, who took on the most difficult task of making sure every Porsche easily traversed the curbing. But the best part of this event location is the panoramic views of San Diego Bay, North Island, and the City of San Diego for all participants and attendees to enjoy.

After all the competitor and display Porsches were finally positioned, it was time for the judges to meet and for Bev Gould, event Head Judge, to discuss “The Rules,” but more importantly for each of the judges to remember to be fair and consistent, and to explain to each of the entrants all point deductions, which are usually in the 0.1-0.3 range for the more competitive cars that are scored in each evaluation category. At this meeting, Bev Gould also went over the judging team assignments for each class within each of the six divisions, and also which category each judge would be assigned too. Several of the 14 judges were asked to judge in more than one division to make sure that all the participants had a full judging team no matter what class and what division they had entered. Moreover, at least half of the judges had their Porsches in competition, so judging assignments had to be carefully considered.

As in past years, many of the experienced judges came from other regions in Zone 8 to help us out in this year’s concours. These judges included: Dick Douglass (Santa Barbara Region); Joe and Karen Nedza (Orange Coast Region); Phil Millard (San Gabriel Valley); Robert Vincent (Los Angeles); and Michael Dolphin, Doc Pryor and Linda Cobarrubias (Grand Prix Region). This group complimented our PCA-SDR judges of Bev Gould (also Head Judge), Steve and Araceli Lopez, Rich Fatuzzo, Paul Young and Dale Sommerfeld.

This was my third year as a Zone 8 Judge, where in 2010 I was an Interior Judge in Full Concours; in 2011 an Interior Judge in the Streets Division; and this year the Storage Judge in Streets Division, whose team was led by Doc Pryor (Exterior), and included Steve Lopez (Interior) and Michael Dolphin (Engine). Judging assignments usually change from year to year to increase our judging familiarity with each judged area, and to make our judging experiences more enjoyable while judging different participants in other classes within other divisions.

The six divisions of Zone 8 Concours Competition for this year included: Wash and Shine, Special Categories, Ubergang, Unrestored, the more competitive Street (based on number of entrants), and most competitive Full Concours (based on number of judging areas and points). The Ubergang division is new this year to our SDR concours and allows mid-engine Porsches like Boxsters and Caymans to more effectively compete at a higher level of competition, but not requiring mid-engine evaluation. So, I placed my 2008 Boxster RS60 Spyder within this division for judging. This division also allows for Porsche Cayennes, Panameras, and new 991’s.

For a quick overview, Wash and Shine Division participants’ Porsches are judged in only two categories, Exterior and Interior, and is a division that usually includes entrants new to concour events. The Exterior judging area has the most amount of points (70) and involves all exterior surfaces like coachwork, exterior painted areas, glass and mirrored surfaces, metal, plastic and rubber trims, bumper assemblies, and wheels, tires and hubcaps. The Interior judging area has a total of 60 points. Major interior judged areas for evaluation are dashboard, doors and compartments, side panels, seats, hinges and other interior items, such as interior lights, mirrors and gauges.

The Ubergang division has the Storage judging area added, which is an additional 45 points. On the storage areas, the major judging areas are storage compartment walls, covers, lids, molding and floor coverings, latches, gas tank/filler apparatus, battery,

and tool kits.

All other Divisions also have storage areas judged, and add the engine compartment. The engine compartment category is 65 points maximum, and includes major areas of the engine itself, all belts, sheet metal, pans and radiator, firewall and side panels, oil filter areas, and hoses, rubber and plastic items, wiring and other electric components.

The most extensively evaluated division is Full Concours, which adds to the above judged areas the undercarriage areas, which is 45 points maximum (with engine). Major judged areas are: underbody panels, fender walls, underside of engine, suspension members, steering system and hand brake assembly, and inner surface of wheels and tires. Evaluation of this area requires a mirror to be placed under the car (or is it an electron microscope?) Kidding aside, detailing these chassis areas is the most difficult task to accomplish well.

Once the judging period ended, everyone was able to thoroughly enjoy the magnificent view and the luncheon that was catered by Pat and Oscars, and included BBQ and Lemon Chicken wings, salad and breadsticks, and liquid refreshments. All attendees could now easily socialize with each other, since all the hard work was completed, and also check out the wide-array of Porsche items for sale at the PCA-SDR Goodies Store booth, managed by Pat Corona, or TCs Garage booth, owned and operated by Tom and Bev Gould, and the Porsche Blingz Apparel booth of Lesley Shirley. In addition, Angela Avitt, our PCA-SDR Membership Chair was there to help sign up any attendees who wanted to become members of our Region. Our event location was also instrumental in getting a lot of non-Porsche people to drop by and say hello. These people included those tourists staying at the many local motels; numerous area walkers and joggers, bicyclists and dog-walkers, and drivers with their families and friends just out for the day on Shelter Island.



Black 356 Speedster getting the “white glove” treatment



Judges go to town on a beautiful blue 356



The Walker family’s very rare 1959 Beutler



A white 356 Speedster outfitted for touring

And now for the Concours Results. The Winners in each class and in each of the six divisions were:

Concours List of Entries

Last Name	First Name	Region	Year	Model	Division	Class
Biegner	Uwe & Diana	SDR	1967	911	Display	0
Tamayo	Albert	SDR	1971	911 E	Display	0
Barabas	Anthony	SDR	1986	930	Display	0
Moore	Robert	SDR	1957	356	Wash & Shine	1
Myrus	Ted	SDR	1964	356	Wash & Shine	1
Clevenger	Bill	SDR		356	Wash & Shine	1
Ochtun	George	SDR	1968	912	Wash & Shine	2
Bowman	Shannon	SDR	1970	914	Wash & Shine	3
Daum	Troy	SDR	2001	1996TT	Wash & Shine	4
Romero	Ken	OC	2007	997	Wash & Shine	4
Bitting	Buck	SDR	2005	Boxster	Wash & Shine	5
Lopez	Steve	SDR	1987	930 T	Unrestored	5
Cobarrubias	Linda & Doc	SDR	97	993	Unrestored	6
Shirley	Skip & Leslie	SDR		356	Full Concours	1
Vining	Steve	LAR	1975	911S	Full Concours	4
Young	Paul	SDR	2006	Carrera S	Full Concours	7
Walker	David	SDR	1970	914-6	Full Concours	8
Nedza	Joe & Karen	SDR	1963	356	Street	1
Miyamoto	Darryl	SDR	1956	356	Street	2
The Walker Family		SDR	1959	365	Street	2
Jansen	Glenn	SDR	1974	914	Street	4
Gurell	John	SDR	1988	911	Street	5
Bent	Louise	OCR	1998	993	Street	6
Sommerfeld	Dale	SDR	2007	911 T	Street	7
Stavros	Gregg	SDR	2007	997	Street	7
Green	David	SDR	2008	GT3	Street	7
Caccese	Rich	SDR	1994	968	Street	9

PLACE **Best in Division**

Best in Division

Best in Division

Best in Division

Best in Division

Fatuzzo	Rich	SDR	2008 RS60 Spyder	Ubergang	1	1	
Harris	Michael	SDR	2008 Cayman	Ubergang	2	1	Best in Division
Grosekemper	Steve	SDR	1998 930	Sp.Catagories	1	1	Best in Division

Congratulations for the hard work (“Labor of Love”) strenuously applied by all the participants, the class winners, and to the winners in the more prestigious and more hotly contested “Best in Division” categories. Thank you to all the event judges, especially those from the other regions in Zone 8 and to Bev Gould, who again served as the Head Judge; to all the timers and runners; to the scorers; and to all the other volunteers that continually help make our SDR Concours a success. Appreciation is also extended to those people that provided Porsche items for sale in several booths, and to our membership chair, Angela Avitt. But again, as in the past several years, the greatest admiration and appreciation is reserved for the Lopez Family—Steve and Araceli, our Concours Event Co-chairs, and to Maria and Anysse. Their unparalleled coordination efforts make this event a pleasure to enjoy, year after year. 🏆



2013 Boxster Tech Session

By Rich Fatuzzo

With the introduction of the new Boxster, code-name 981, Porsche of San Diego was kind enough to set up a special tech session for SDR members at the end of July. And if that was not enough, they also brought a special CXC Motion Pro II racing simulator into the showroom for the event.

The signature feature of a CXC MP II Simulator is the highly advanced, computer-driven, full-motion system. You'll feel every sensation of the virtual car you're driving, be it the lightening-quick reflexes of a classic Lotus Seven, the thumping power of a vintage Cobra, a bounding sprint car's dirt-flying slide, landing a jump in a desert truck or rally car, or most dramatically, the outright violence of a modern F1 car.

Intensity is fully adjustable, but at maximum settings, jump on an F1 car's gas pedal and acceleration will slam you back into the seat with every shift. Brake hard and you'll pitch forward against your four-point safety harness. In a long sweeper, you'll experience increasing side load and the nuances of lateral grip as your car dances on the edge of adhesion. These are tactile sensations that professional drivers feel and depend on—available to a degree never before possible in an affordable simulator.

It is fully programmable for different tracks and cars with iRacing, and for this event we were driving a GrandAm Daytona Prototype at Laguna Seca. And to make it even more interesting, Porsche of San Diego was offering prizes for the top 3 drivers, with the winner getting a trip to the Porsche Driving Experience! It was something to shoot for. But the first step was to qualify for driving in the finals on Saturday at the tech session. All you had to do was put down a lap time in the top ten of the drivers in the week preceding. Almost like F1, you had to get from Q2 into Q3 to compete for the pole and podium.

The good news was that I had already driven at Laguna Seca last year, so I was hoping for the best when it was my turn. The bad news was that I had almost no video racing or simulator experience, at any tracks. Mark Rondeau and Jad Duncan had already driven the simulator and were presently in the top ten although Jad was on the bubble. Joel Bowman was also waiting his turn as he was up before me. We had watched several drivers and noted the difficulty of driving a high-powered car with aero on the track. Each driver had only 8 minutes to get his best lap time.

Now it was my turn. The Corbeau seat was comfortable and it was possible to move the wheel and pedals to get comfortable, and then it was time. Once you hit the throttle your time starts. I took it easy out of the pits and tried to get some heat into the tires. The motion sensation was interesting and

did give you a lot of feedback, but was disconcerting at first. After the warm-up lap it was time to try and get some more speed. I did well for the first part of the lap and got through the Corkscrew, but then lost it at turn 9 and had to reboot. Now back with cold tires on another out-lap I started pushing too fast and plowed off in turn 3, was able to get it back on track without rebooting and carry on for the rest of the lap, but this time I miss my braking zone at the Corkscrew and find another wall to play with. The rest of my session became a blur as I would have a good lap going for awhile and then miss a turn and be off track. Yes, I finished my session without a timed lap. I would be a spectator for Saturday.

The next morning it was an early start for the tech session as I drove the 968 into the lot. Several members were already enjoying their breakfast and omelets while others were checking out the new Boxsters as well as the other new Porsches. The simulator was still going strong as the members were enjoying their laps of Laguna Seca. The top ten was already set however, with Joseph Jafry as the top time, followed by Trent Dyrsmid, Dalton Grant, Abraham Zaidi, Harry Demas, Jesse Menczer, David Martinez, Chris Chiappinelli, Mark Rondeau and Robert Merritt. They would be competing at the end of the tech session for final supremacy.

But the real star of the show was the new Boxster. Known internally as the 981, this Boxster generation has grown by 1.3 inches in overall length, and its wheelbase has stretched by 2.4 inches. Torsional rigidity is up by 40 percent, and the center of gravity falls by nearly a quarter of an inch. To keep mass in check, aluminum is used more extensively than before, a magnesium instrument-panel support was adopted, and the top design is lighter.

As well as being lighter, its efficiency is improved. The base versions decrease in displacement from 2.9 liters to 2.7 due to reduced bore and stroke measurements. Still, a new intake, cylinder-head revisions, and a less-restrictive exhaust free up 10 additional HP for a total of 265 horses at 6,700 RPM, but torque falls by 7 LB-FT to 207. Stuttgart claim a 0-to-60-MPH time of 5.5 seconds for the base Boxster. Perhaps a even more impressive assertion is a 15-percent improvement in fuel economy. Boxster S models retain their 3.4-liter flat-six engine, but intake and exhaust modifications raise the power by five to 315 HP at 6,700 RPM. A variable intake adds some low-end torque and smoothes the power delivery, but peak torque remains at 266 LB-FT.

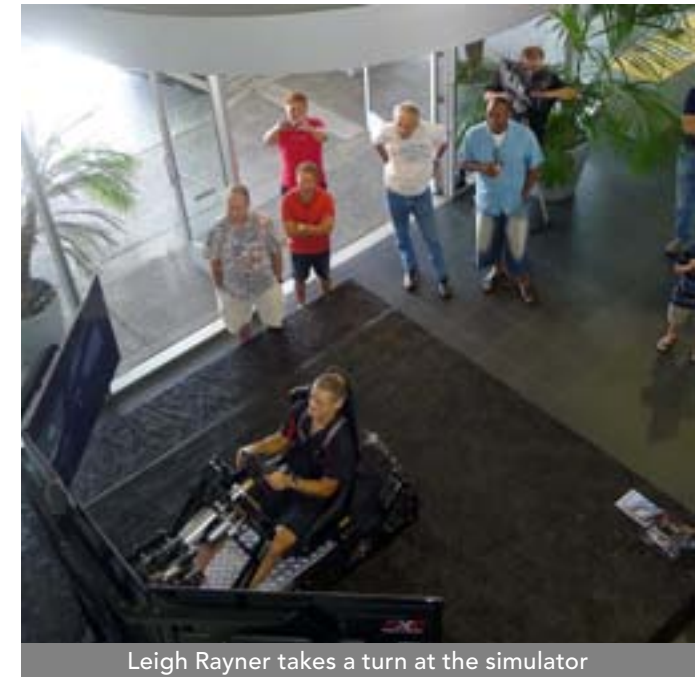
After breakfast it was time to go out to the service bays where they had the Boxster undressed and up on the rack to view. There are a lot of aero panels that need to be removed before you can see what is under there. And the engine is only really seen from below, as the view through the top is limited. It is quite an

impressive machine, as several members found out on Sunday when Chris Huck from Porsche of San Diego brought the new Boxster to the autocross at Qualcomm for demonstration rides. Everyone who got to go out in it was impressed at the performance.

After the tour of the new Boxster it was time for the finale and the top ten to drive on the simulator. But first they found out a wrinkle. Joe Allis had decided to have a new track for the finals. While the car was the same, now they were racing at Barber Motorsports Park, the home of the Porsche Driving Experience. It would be a new track for everyone.

The drivers were to drive in descending order, and Robert Merritt at #10 was the first racer. They were given a demonstration lap around the track by the CXC representative so that they could get some idea of the track before driving. Robert went out and turned a 1:28.134 on a new track. Having seen how difficult it was to even get a timed lap on a track I knew, I was impressed. Mark Rondeau was up next and used his skill and also having seen the previous laps he was down to 1:26.034 and took the lead. Chris Chiappinelli was up next and slotted into second with a 1:27.525. David Martinez was the next racer and pulled into the lead at 1:25.881. Jesse Menczer was next, he was handicapped by arriving later and had not seen as many laps and could only turn a 1:32.993. Now we were down to the top 5. Harry Demas was next and put down a great lap of 1:24.584 to move to the top. Abraham Zaidi could not beat him, but was now in second at 1:25.451. It was down to the end and Trent Dyrsmid responded with skill and familiarity and had a 1:23.276. Last to run was Joseph Jafry, but he was unable to move onto the podium, and Trent was the winner of the trophy and the Porsche Driving Experience. Harry Demas won a Porsche Chronograph and Abraham Zaidi won the \$250 Porsche Design gift certificate.

At the end of the day it was a great event, introducing the latest Porsche at the newest Porsche Dealership, Porsche of San Diego. Thanks to Joe Allis and his team, as well as Jim Binford and Marin Lipp of the Tech Sessions team for arranging the event. 🏁



Leigh Rayner takes a turn at the simulator



Jim Binford addresses the crowd



A great turnout for the Boxster tech session



A closer look at the undercarriage

Encinitas Classic Car Cruise Night

By Rich Fatuzzo

On a beautiful, sunny and warm Thursday evening of August 17, there was a celebration of summer when the Downtown Encinitas MainStreet Association (DEMA) conducted the 14th Annual Encinitas Classic Car Cruise Night in downtown Encinitas. This event was the third of four in the 2012 Summer Series. For over nine blocks of the downtown Encinitas village area, many classic, vintage and mostly American sports cars lined up diagonally on both sides of Coast Highway 101, with many of the cars even overflowing to the side streets and alleyways. Over 400 cars were beautifully displayed on these streets and in six car corrals strategically located throughout downtown Encinitas: Cardiff Classics (I St.); Encinitas Pizza Company (formerly Giovanni's); Sofspra car wash lot (G St.); The Black Sheep (J St.), the Small Mall (E St.), and the SMOG Test Only lot (F St.).

But by far the best show was reserved for Porsche cars thanks to Charlie Sougias, owner of Charlie's Foreign Car Service. What had been expected to be about 50-55 Porsche cars turned out to be over 100, with Porsches coming from not only PCA-SDR members, but also members of the POC (Porsche Owners Club) and the 356 Registry Group. At least 75 of these beautiful Porsches were not only along "For The Ride," but had prominent "Front Row Seats" in a Porsche corral on F St., in the old gas station parking lot, and on their adjacent Charlie's business lot at 751 2nd Ave.

I took on the responsibility of "Porsche Parking Attendant," and on several occasions Porsches were coming in such a fast succession that I now know what a cone feels like during a PCA-SDR Time Trial event (please don't hit me).

About 40 local Encinitas restaurants were open to accommodate all the participants and event attendees, and over 200 downtown businesses stayed open as well, with live music at the Smog Center lot across from Charlie's, the Lumberyard Shopping Area on "J" Street, and at Cardiff Classics.

For all the PCA-SDR, POC and 356 Registry members and other Porsche owners and their families that attended, the staff of the Roxy Restaurant cooked a fantastic Sausage and Brat BBQ, with grilled onions that were very graciously provided by Charlie's Foreign Car Service. Charlie and his wife, Shelly, have been PCA-SDR members for over 22 years, and this family, which also includes Niko and his sister, Julia, have had their car business in downtown Encinitas for 32 years. Charlie's specializes in German Car service

(Porsche, Audi, BMW, VW and Mercedes), but they also provide car service to other foreign car makes and models. They have a staff of 12 full-time employees with their master car technicians having over 150 years of experience.

This event can be summed up in one word, "Wow!" This was such a great evening for all Porsche-loving people that attended this event. So, if you unfortunately missed this year's Cruise Night, make sure to mark your calendar for next year. 📅



Jim Howell's beautiful blue 1973 911T



A black 1954 356 pre-A owned by Andreas Dreher



Bob Shaddock is proud to pose with his red 1964 C Coupe



"Green with Envy" over the Swanson's 1971 911S



Jay and Jay Abrams with their Signal Red 1963 B Coupe



Our Host, Niko Sougias, with his Dad's copper 1977 911S



This Dolphin Gray 1964 SC is proudly owned by Bob Lee



Future PCA-SDR members

Auto Museum Report

By Michael Harris

There is a lot to report about the San Diego Automotive Museum this month. The City of San Diego extended the museum’s lease for another 25 years on very fair terms. As the city owns Balboa Park, and as Balboa Park is one of the jewels in San Diego and a major destination for visitors to our city, SDAM’s ability to continue to display their collection at the park is critical. The museum’s next event is “The Greatest Show on Turf” at Liberty Station (formerly Naval Training Center) on Sunday, September 9th, from 9AM until 2PM. About 400 cars are expected. Registration fee is \$30 and may be done on line at faye@sdautoem.org or by phoning Faye at 619-398-0307. Last year’s Best of Show winner was a 1957 Packard Hawk with a million dollar paint job of Candy Apple Maroon (deeper than red) with Metallic Silver coves. Absolutely stunning car. This model represented Studebaker’s last minute attempt to stave off bankruptcy by merging with another classic American auto manufacturer, Packard. In hind sight, many believe that Studebaker would have been better off alone. By 1957, Packard was done and the last cars built under the Packard name plate were glorified Studebakers. A sad end to two storied marques.

The Automotive Museum’s Really Big Show is their annual party and fund raiser on Saturday evening, September 29, 2012, starting at 7:00PM. The event is called “Victorian Moments. . . a Steampunk Event.” Guests are encouraged to dress in Victorian attire. Ever wanted to wear a top hat, frock coat, gloves, gaiters and swing a cane? The ladies can sport a really big hat, wear a full length flowing skirt with fitted jacket, gloves, and a Victorian broach. Delectable edibles, fine libations, incomparable auction items, esteemed musicians and an evening of fun are yours, and your entry fee goes to help fund some needed improvements to the museum. Every visitor agrees that the biggest need is new flooring for the main floor auto display area. Museum staff and volunteers are trying to raise sufficient funds to replace the showroom floor. How may you help? By buying a \$50 ticket which enables your entrance to the event, and a free three-month membership to SDAM. For \$65 you will receive a single entry plus the event glass with cocktail, photo and 90-day membership. \$110 gets you entry for two with the above incentives. For another \$40 (\$150) a couple receives all of the above plus a one-year membership to SDAM and a one year subscription to Autoweek. If you are currently a museum member, your membership will be extended another year. Auction items feature a freshly restored Dodge pickup truck from 1923. “Be the first on your block . . .” You know the drill. The truck will NOT transport your race car from your garage to

Buttonwillow or whatever, but that is what your Cayenne is for anyway. SDAM guests who attended the Steam Punk opening event were decked out in Jules Verne/H.G. Welles era costumes. Remember last year’s film “Hugo,” one of the Academy Award film nominees? The film was about a youth who lived in a Paris train station and took care of all the clocks inside. Steam Punk is about that era-late 1800s to 1900, or so. Guaranteed you will have an evening of fun.


Current Steam Punk exhibits offer modified old steam and gasoline-engined vehicles that have been “modernized” with imaginative add-ons. Some of the “steam exhibits” are interactive. You press a button and a motor starts up, steam is expelled, and the item produces wierd noises.

Executive Director Paula Brandes talked about the origin of the Steam Punk idea. She said that she and her staff were looking for a display idea that would appeal to adults, young people and children. She noted that many young people do not relate to the automobile in the same way as earlier generations have. In our youth, the day you turned 16 you were dragging one or both parents to the local DMV office to take your driving test in the family car in order to obtain your own driver’s license. In those long past years, one could buy a decent used car from a private party for \$100-\$150 and drive off on your own. (Cars in this price range mainly did not have workable radios, “Stereos” were unknown, and “foreign car” meant built in Canada.) Now, with driving school certification being required, high insurance and auto costs, plus all the other electronic distractions young people find, driving is often put off until age 18 or later. SDAM staff wanted to find something that would attract children and young people, and Steam Punk was it. Paula noted that for the first time she has had leaders from other Balboa Park museums come down to see what the excitement was all about. And she has had nothing but positive comments about how much “fun” the exhibit is. Seeing is believing. Please come down and see for yourself.

What is next at the Automotive Museum? How about “Pickup Trucks.” Writer Paul Ingrassia, in his book “Engines for Change,” devotes one of his 13 chapters to the Ford F-series and pickup trucks in general. He notes that for much of America, pickup trucks are divided into Chevy versus Ford, and Texas is the capitol of Pickup Truck America. He commences the chapter with a quotation from automotive writer and humorist P. J. O’Rourke. O’Rourke notes that the foremost high-speed handling characteristic of a pickup is the high speed with which they travel from wherever you are directly into trouble. This attribute, he notes, is due to beer. Ingrassia also

notes that pickup trucks used to be totally driven by contractors, tradesmen, and others who used them for work. In recent times about half have been purchased as primary vehicles for people who want to haul themselves and motorcycles, surfboards, bass boats, sporting goods and all kinds of other things. The Jeep, he notes, has led to SUVs, and he uses the Porsche Cayenne as an example of how the GTS version can zoom from 0 to 60 mph in 5.7 seconds. This he characterizes is like a cross between a hippopotamus and a cheetah.

Ingrassia also devotes a chapter to the Volkswagen and the Porsche family. All in all, a fun read. But back to pickup trucks. The museum will have a variety of trucks representing many manufacturers and will relate the evolution of what was once a work truck and has now become one of the most popular forms of transportation in California.

The last bit of “what’s new at the museum” deals with recent discussions of upgrading the physical appearance of the facility itself. The current Automotive Museum used to be known in 1935 as the San Diego Exposition “California State Building.” The center of the building where the double glass entry doors are now used to display four large mosaic tile and wood murals of early California. At the top of the building were detailed stucco and wood friezes that looked like early Mayan pieces. Along both wings was a ledge with potted plants hanging down the walls, and two California brown bears protecting each wing. The Executive Director is interested in restoring some of the past glory of the facade, only without the bears. A whole list of other needed items are part of this wish list. As the museum is a non-profit charitable corporation, you basically need to spend whatever your income is, so other than specific fund raisers for itemized needs, you cannot “save” money and carry it over. So if you want to see your museum improve, come on down to the Steam Punk Party and we will start with the new flooring. See you all on the 29th. 



Another scene from Shelter Island and our 2012 SDR Concours event

Member events: Phil Thearle's Autowerks and Aug. 11 AX



'07 GT3 in for body repair



Mike and Angela Avitt at the Autowerks Tech Session



Phil Thearles own 997 on the Celette machine



Andrew Simmons' Honda S2000



J.B. Smith's Boxster Spyder



Keith Verlaque's RS America

2013 Cayenne Diesel: First Drive

By Chris Huck

One of the perks of selling Porsches is the opportunity to see, learn about, and drive the new cars so we are ready for upcoming customer questions.

This time we met in Ontario, California, and got to drive the new Cayenne Diesel on the freeway, surface streets and up the twists and turns to Mount Baldy. All I can say is WOW!

For just a little more than a Cayenne V6 (\$3,900) you can get amazing low end torque (406lbft @1750-2500 rpms) and a cruising range of 765 miles on just one 26.4 gallon tank of fuel! Compare that to BMW, Mercedes Benz and Audi diesels and you'll be thrilled to find it's much farther than the others.

The new Cayenne Diesel is fast enough to be fun, and due to being significantly lighter than diesel competitors from the other German manufacturers, it's tighter and sportier in handling too. This is definitely a fun, driver oriented SUV, that happens to coddle the family in luxury too.

Add in the fact that the diesel engine has much longer life expectancy than a gasoline engine and you'll get that small price bump back for sure. Did you know diesels have higher resale values than gasoline counterparts too? And that's even reflected in the lease residual values from Porsche Financial Services!

I had been nervous when I first heard about the Porsche Diesel. My only experience with Diesels had been the old 190d and F series trucks. I was expecting loud, rough vibrating, dirty exhaust and smelly cabin. Boy was I wrong! The Cayenne Diesel proved to be every bit as quiet, smooth and comfortable as any of the other new Cayennes I drive every day. CO2 emissions from today's clean diesel engines are far lower than a gasoline engine and even lower than a hybrid vehicle!

While not due to arrive for a while, make a note to visit your local Porsche dealer when they do come out.



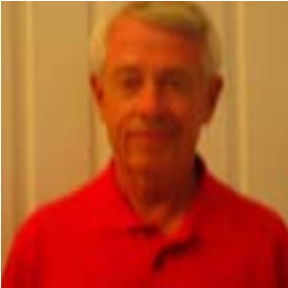
The 2013 Porsche Cayenne Diesel

2013 PCA-SDR Board Candidates

New candidates for our PCA San Diego Region board are required to submit a statement and photograph for publication in the Windblown Witness. We have 5 candidates seeking 4 seats on the 2013 board. Each member should use the attached ballot to vote for up to 4 candidates.

Jim Binford

My name is Jim Binford and I have been asked to submit my name as a candidate for election to the 2013 PCASDR Board of Directors. I have been a longtime member of PCASDR since 1992 and have enjoyed my relationship with the many PCASDR members I have met over the years. Unfortunately because my Navy and government employment locations were on the east coast, I was a long distance commuter and unable to commit to running for the PCASDR Board until now having recently retired. As such I now feel I can devote my efforts and time to be a meaningful Board representative for PCASDR members, and continue to support the many good initiatives the current Board has implemented as well as bring new ideas I have gleaned from being a member of both PCASDR and the Potomac region clubs.



I am a strong supporter of continuing the many diverse activities already provided by our club since I realize that while Porsches bring us all together we may have differing interests in the activities offered. I also enjoy participating in these many activities. If elected I would continue to espouse these activities and hope to link some of them to further facilitate membership interaction. As examples, having a Rally event end at a Tech Session site, as well as some of the driving Tours ending with a Mystery weekend are examples of the linkages I believe help facilitate interacting and making new friends within our PCASDR club.

As to my experience with club events, I am currently active in all PCASDR driving venues from autocross to DE and Time Trial and was a previous PCA / POC club racer. I am also a national DE instructor. I have served in the past as autocross timing and scoring chair, Driving Safety Co Chair, and most recently for the past three years as Tech Sessions Co-Chair. From these experiences and inputs from both members and interactions with organizations that supported our club Tech Sessions I believe I can be an effective PCASR Board member in support of our club members.

My professional background is that I am a retired Navy Captain and recently retired again from managing a Navy Program both in Washington DC

and most recently at the Navy Applied Research Laboratory at Penn State University. While I enjoyed my Navy career, both as an officer and civilian, I am now happily retired and ready to devote more time to PCASDR club member service.

Jerry Bumpus

My name is Jerry Bumpus. I've been a San Diego county resident since I was a kid in third grade. I've seen this area grow from a sleepy Navy town to the city it's become today.



I've always been a motorhead. I had several cars before I even got my driver's license! I've been around and worked on cars for as long as I can remember.

I was bit by the Porsche bug relatively recently compared to some of the folks in the club. I bought my first Porsche, a beautiful black 1986 944, in 2007. It wasn't a month before I drug my friend Andy Mail down to Qualcomm for our first autocross (in the rain!). I was immediately hooked, and have not missed a single Autocross since. I have also expanded into DE's and enjoy trips to Chuckwalla.

From the very first day, I'm there to lay out the course, throw cones, test-drive the track for "Safety Considerations" (hee hee!) and help out in whatever way I can.

Since those days, I've become heavily involved running the Autocross program. I've been the Autocross chair since 2009. I've made Autocrosses more efficient by marking the course and getting cones thrown the day before. We've recognized the need to get cars thru the start/finish line as quickly (and safely) as possible - this allows us to get in 5 or sometimes 6 laps per practice session. I eat, breathe, and live this stuff.

I've learned a lot from this club. I'm now a nationally certified PCA DE instructor thanks to the people here. I volunteer at every Performance Driving School that's been hosted since I joined, whether as a corner worker or now as an instructor.

I have been a self employed heavy equipment mechanic for over 25 years. As a business owner, I'm perfectly comfortable and able to act in a position of responsibility. At the Autocross, the buck stops with me, and I'm happy to have it that way.

As Autocross chair, I've come to know a lot about how other parts of the club run. I know the people behind the scenes, and I know the personalities. I want your vote to the board so I can bring my wealth of experience to benefit other functions of the club just as I've proven with the Autocross.

Randy Pickering

I have been in the Insurance business for 32 years. I have an Employee Benefits Firm located on Highway 78 in Vista. My firm currently is a monthly advertiser in the Windblown Witness.



I was asked if I would consider being on the board and I said yes. The reason is I enjoy the club and Porsche's. I have been a participant in Concours and worked at the Convention Center at the Auto Show. I was asked to have my car in the rollout of the 991 at Hoehn and San Diego Porsche. I got to know Keith and many members better at those two great events. My friend Dale Sommerfield has worked with me on my Concours cleaning regimen. Dale and I met and worked together at the Convention Auto Show where his car was on display. I guess I just like all kinds of Porsche's and enjoy being around the people that share that same feeling. I have owned two Porsche cars a 1982 911 SC Silver Coupe similar to my current 2007 997-S Silver Coupe. I bought my first car from Alan Johnson as I was the benefited Broker for Alan at his store on Sports Arena. I enjoyed my visits there to experience all the new Porsche models. That takes me back a few years. Alan if you read this notice I spelled your first name right! A lesson I learned and never forgot some thirty years later. Spell your clients name correctly. It appears the club has gained popularity and at some of the tours I was amazed at how many cars showed up. I am not out to change what seems to be working. Simply would work with the board and membership to continue to build on programs and events that the membership asks for.

I am a Past President of the San Diego Association of Health Underwriters and spent many years on the California Association of Health Underwriters board at the State level. I spent several days a year in Sacramento lobbying legislator's on Health Care Reform. I have experience working and leading a board of directors. I also held many positions on the San Diego board prior to becoming President. I was President of Le Tip Mira Mesa a business networking organization. I worked with the board on programs and fiancés.

Mark Rondeau

I originally joined the Riverside Region of PCA in 1998 when I purchased a 1975 911S. Since that time, I've owned a few other Porsches including another 911, 2 Boxsters and a 944. I currently own a 944S track car and a 1979 911SC street/track car.



Although I joined PCA in Riverside, it wasn't until I transferred to PCA in San Diego in 2006 that I became active in the club. I started with a couple of tours and

came down to the Q to watch a few Autocrosses. I then decided that if I was going to Autocross, I'd like to know what I was doing first, so I signed up for the spring 2007 Performance Driving School. I knew I was hooked on the first day. In the week between the PDS and my first Autocross, I got a "sport alignment" and purchased a helmet. That was the start of the slippery slope.

I enjoy all of our driving events and have participated in almost all of the different types of events that we have. I have served as Corner Working Chair, Vintage Race Committee Member, Chief Driving Instructor (CDI) for PDS/AX, SDR Board Member, Safety Chair and DE CDI. I'm also an Autocross, DE and Time Trial instructor for the San Diego Region as well as a National DE instructor. I truly believe in the volunteer spirit of this club and look forward to the opportunity to serve on the board again.


To pay for my Porsche addiction, I am a commercial flooring salesman and project manager for Howard's Rug Company in San Diego. I believe that the skills I use to handle accounts, manage projects and deal with the numerous issues that arise in a construction related field will give me a balanced and solution oriented perspective as a board member.

If elected, I will focus on involving more of our membership in the many activities within our region and maintaining or improving the high standard that the San Diego Region events are so well known for. I will bring to the board a willingness to investigate new ideas, determine if current practices are beneficial to our region and determine the best way to move forward.

Paul Young, Jr.

I want to start by saying that I have been in PCA (SDR) for 25 years. To some that might not seem like a long time, but to me it is literally a lifetime. In my 25 years, I have participated in and attended every type of event that our club offers and have volunteered countless times to make sure they have gone smoothly. I believe in fostering the same camaraderie to which I have been accustomed and creating



a more unified club. I believe that there are many unrealized opportunities for creating events that join all facets of competition, socializing and charity. I believe that I can bring a young (no pun intended) and fresh perspective to our local club. I want to help create new experiences while keeping alive old traditions. I will keep the members' best interest when helping guide and shape policies and club activities. Your support is greatly appreciated and I look forward to seeing you all at an event soon. 

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For more info :
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PCA San Diego Region/Zone 8 DE & Time Trial Series

- ★ **NEW LOWER ONLINE REGISTRATION PRICES FOR 2012!!!**
- ★ Anyone may drive in DE groups, no experience necessary! New competition classes for TT'ers!
- ★ Events feature separate DE and TT run groups (unless otherwise noted), with each group getting a full day of practice on Saturday, practice all morning and early afternoon Sunday, and optional timed runs on Sunday afternoon for TT'ers. Additional education sessions for novice DE'ers.
- ★ Focus is on safety, learning, and maximum track time.
- ★ TT run group lap times are posted after each session and online.
- ★ Free lunchtime track tours are available to all at most events.
- ★ Single day registration is available for all two day events.
- ★ Use the form below to register or save money by registering online.
- ★ Event hotel and other information is available at least 6 weeks prior to each event at pcasdr.motorsportreg.com.

2012 Season Pass available online!!! Pay nothing up-front, commit to all days of all DE or TT events*, save \$25 per multi-day event (\$10 per single-day event) and get a free hat!

*You may miss up to 3 event-days. More information is available online. Complete details will be sent to you after you sign up and you may opt out at that time with no cost or obligation.

*Minimum age of 18 years, valid state driver's license, and good mental and physical health required. Your car must pass PCASDR tech inspection. Pre-tech strongly encouraged.

<input type="checkbox"/> January 7-8	Streets of Willow Springs
<input type="checkbox"/> January 28-29	Chuckwalla Valley Raceway (clockwise)
<input type="checkbox"/> March 9	Auto Club Speedway - Infield (one day, no points)
<input type="checkbox"/> April 20-22	Auto Club Speedway - Roval (three days ^Δ , TT only)
<input type="checkbox"/> May 19-20	Chuckwalla Valley Raceway (counterclockwise)
<input type="checkbox"/> September 22-23	Willow Springs Raceway (TT only)
<input type="checkbox"/> October 12	Auto Club Speedway - Infield (one day, no points)
<input type="checkbox"/> November 3-4	Buttonwillow Raceway Park (TT only) ^Δ Higher pricing applies-see website

<p>Car Number _____ Car Class _____</p> <p>Driver Name _____ <input type="checkbox"/> DE <input type="checkbox"/> TT</p> <p>Phone _____</p> <p>E-mail _____</p> <p>Member # _____ Region _____</p> <p>Emergency Contact _____ Phone _____</p> <p>Driver Status: _____ Instructors, will you instruct? _____</p> <p><input type="checkbox"/> Student <input type="checkbox"/> Driver <input type="checkbox"/> Instructor <input type="checkbox"/> Yes <input type="checkbox"/> No</p>	<p>Car Number _____ Car Class _____</p> <p>Driver Name _____ <input type="checkbox"/> DE <input type="checkbox"/> TT</p> <p>Phone _____</p> <p>E-mail _____</p> <p>Member # _____ Region _____</p> <p>Emergency Contact _____ Phone _____</p> <p>Driver Status: _____ Instructors, will you instruct? _____</p> <p><input type="checkbox"/> Student <input type="checkbox"/> Driver <input type="checkbox"/> Instructor <input type="checkbox"/> Yes <input type="checkbox"/> No</p>
<p>Do you have a: _____ Signed _____</p> <p>Competition Permit? <input type="checkbox"/> Yes <input type="checkbox"/> No Log Book? <input type="checkbox"/> Yes <input type="checkbox"/> No</p>	<p>Do you have a: _____ Signed _____</p> <p>Competition Permit? <input type="checkbox"/> Yes <input type="checkbox"/> No Log Book? <input type="checkbox"/> Yes <input type="checkbox"/> No</p>
<p>Car Year _____ Model _____</p>	
<p>MAKE CHECKS PAYABLE TO PCA-SDR</p>	
<p>If you would like to pay by credit card please complete and sign. VISA or MasterCard ONLY.</p>	
<p>Card No. _____ - _____ - _____ - _____ Exp. ____ / ____ CVV2 _____ ZIP _____ Signed _____</p>	
<p>Two day Entry Fee at \$350 per driver (\$295 online; check event box above). \$ _____ -or- One day Entry Fee at \$220 per driver (\$180 online; note day above)..... \$ _____ Optional Timed Runs at \$30 per driver (\$25 online; \$50 at track)..... \$ _____ -\$10/\$25 Discount for Season Pass holders (previous registration required).. \$ _____ \$50 Late Fee (postmarked/faxed within 2 weeks of event)..... \$ _____ \$100 On-site Registration Fee (if registering week of event or at track)..... \$ _____ \$30 Transponder Rental (or you MUST enter your # to the right)..... \$ _____ \$10 2012 Zone 8 Competition Permit or Log Book..... \$ _____ Total Fees: \$ _____</p>	<p>SAVE OVER \$50 BY REGISTERING ONLINE!</p> <p>Online: http://pcasdr.motorsportreg.com</p> <p>Or Mail to: Jack Miller 6544 Linda Ln San Diego, CA 92120</p> <p>Or Fax to: (619) 303-2749 (w/no cover)</p>

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

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1982 911SC Coupe For Sale 1982 911SC Coupe for Sale. Excellent condition, low mileage, 18,250. Guards red, black interior. Asking \$38,000. (310) 748-5206

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

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exc. cond. new timing belt &water pump, 83000mi, 38,000 (619) 429-5328

1996 993 C2 Coupe 40k miles 6speed sun roof 4way power seats Black/Tan 2owners excellent condition always serviced at Pioneer \$35900 Glenn (619) 987-3288

1998 Carrera 4S, Coupe Artic Silver, 92,455 mi. 6 speed. Excellent condition. No dings, no accidents. Leather racing sport seats, sun roof, big reds. Options: Motor sound pkg. Wheel caps, colored crest. Upgraded sound pkg. Mats, Alum. shifter/brake handle. Interior Alum. Chrome pkg. Reg. Maint. \$43,500. steve@staffordtax.com Pictures upon request. (619) 232-6486

2000 911 Cabriolet Stunning Midnight Blue optional paint with coordinated paint on console, full leather, power seats, six speed, 18 inch wheels, one owner, showroom condition, 32K miles, Pioneer serviced, kept covered in garage since new. This is a beautiful 911. \$26,900 OBO. Call Skip @ (858) 449-2229

2000 911 Carrera 4 Coupe Millennium Edition, number 86 of 911, 34k miles, recent tires, new coolant tank, new



September 22nd-23rd, 2012

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Sponsored by PCASDR

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Note: one pass is good for one car for both days.
Deadline for Corral pass requests is September 15th, 2012

Tickets: you will need to buy a general admission ticket from Fleetweek:
<http://www.fleetweeksandiego.org/tickets.html>

For more info, contact John Bell at porhist@aol.com or log on to the club website calendar at: <http://pcasdr.net>

Please be prompt with your request and note that there is a 1 pass limit per member. The last passes will be mailed out on Monday September 17, 2012, so please make sure your request gets to this address by Saturday September 15th.

ignition switch, \$31,000 (760) 546-8201

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

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2007 911 Carrera S Coupe Gorgeous White/ Sand beige interior, Manual, Sport pkg, 18K miles, Excellent condition/ Nav/6 Disc/ Sun Roof/ Non Smoker, Not a scratch, driven on weekends, showroom condition, always garaged, \$55K (619) 587-5802

2008 Carrera Coupe, 58k. Guards Red/ black. Tiptronic, 1 yr remaining on Porsche CPO warranty, 1,200 miles since complete engine rebuild by dealer, 5,000 mi on Michelin PS2's, extra set of stock 18" wheels with Yokohama Advan Neova AD08 (2000 mi), new Rennline radiator grills, new front bumper paint and film, CD changer. Head turner. \$ 49,900. 619-887-2185.

BMW 530 XiT SPORTWAGON Excellent condition, CA car, original owner, 2007, 76,000 miles. MysticBlue Metallic, Dakota Grey Leather. New \$ 58,520. For sale @ \$23,500. All service performed 6 cylinder with 255 hp, AllWheel Drive. Options : Cold weather package Premium Package Sport Package Tiptronic 6 speed, Xenon, Navigation w Satellite radio Call owner 858 504 3000 (858) 504-3000

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

'81 911SC - Street / Track '81 911SC - Street / Track This is a beautifully prepared, semi-light weight, fun to drive, street legal Porsche (set up for both track and street). I has a brand new, platinum silver (original color) paint job and fiberglass duck tail (like a 911RS).

As of this writing the car is being painted, so the images below are of the body prior to paint. New pix will be up around August 26th, if the car hasn't sold by then. It started its life, with me, as a \$17,500. stock 911SC. It now has an additional, well thought out, high quality, and professionally installed, \$10,200. in mods (over 25 upgrades/additions!). I am the Chief Driving Instructor for the San Diego Region Porsche Club of America and a Nationally Certified Performance Driving Instructor. This car has been well sorted and meticulously taken care of. It is valued at \$33,000.

The car needs nothing. It is ready to win trophies, and or, drive on the street and get a lot of "thumbs up" from other drivers and pedestrians.

Body and Interior:

1. Brand new, original color paint (platinum silver) as of 8.26
2. Fiberglass duck tail (for lighter weight, aerodynamic down-force, and a more vintage look). Original lid comes with the car too.
3. Corbeau race seat (driver's side) + Corbeau touring seat (passenger side)
4. Simpson Platinum 5 point harness (driver's side) + Weltmeister harness bar
5. MOMO Prototipo steering wheel w/ Porsche crest horn button
6. Monster oil light + 2 fire extinguishers (1 inside w/ driver, the other in the luggage compartment)
7. Mounted Hot Lap receiver and display
8. Lightweight RS door panels
9. Rennline aluminum floor mats + foot panel @ passenge side + Vosstek gas pedal and dead pedal
10. IROC license plate lights + RS rubber hood straps (rear)
- Suspension:
11. Weltmeister shock tower brace
12. McPherson strut conversion to front with Bilstein Sport Shocks + Bilstein Sport Shocks (rear)
13. Tarrett fully adjustable 23 MM front sway bar + Tarrett fully adjustable 29 MM rear sway bar
14. 935 adjustable spring plates
15. Tarrett front and rear torsion bars
16. Tarrett poly-bronze bushings!
17. Turbo tie-rods

- Engine/brakes/performance:
18. Perma-Tune electronic ignition
 19. TRE race tuned headers (note: the headers and muffler add a definate, noticeable increase in horsepower, torque, and throttle response)
 20. M&K race tuned sport muffler (2 in 2 out)
 21. Braided stainless steel brake lines

Included with sale:

22. Complete stock exhaust system - with California cat and alternative cat-back, giving you 3 exhaust options. Car has always easily passed smog.
23. Records, jack, original stock tire inflator, and car cover
24. New wheels and tires (8" rear and 7" front) not shown on photos of the car, but shown in a separate picture..

No leaks. No smoke. \$24,900. or best reasonable offer
Good investment - 911SCs continue to go up in value.

See photos below, but I will take photos of anything, on the car, that you'd like to see up close and personal. I also have about 50 additional photos I can send upon request. The car has been maintained by SD Autosport and I can put you in touch with them if you'd like to ask any questions directly to the mechanic.

Larry at 619.955.3974 or larry@san.rr.com (619) 955-3974

TRACK/RACE CARS

\$6500 944 Spe mult. past class champion. Street legal. Extensive service records. Weld in cage. Email for pictures and specs. John brachylophus@cox.net (619) 291-3906

1988 944S Well Sorted Street Legal Track Car. Need to make room for new car. \$9500 with all spares/ negotiable without. Email mrondeau@cox.net for build sheet/ pictures. (858) 864-3163

944 Turbo Wide body roller '88 944 Turbo S wide body w/ cage. Upgraded suspension, CCW wheels, good condition, never wrecked, title 6.5k (760) 749-1485

Boxster Spec Racer \$20,000 97 w/ less than 30K (mostly hi-way) miles on Porsche crate motor & new clutch, S oil cooler, Mantis under drive pulley. PSS-9's w/Swift 450lb/500lb springs; GT-3 A-Arms & front sway bar; Tarett drop links all around; rear sway bar, and toe links. Full roll cage by Jim Pierce w/NASCAR style driver's side bars. 2 sets front and 3 sets rear wheels, new stainless exhaust, plus more. bxtrbob@gmail.com for more info and photos.

TRAILERS

New 16' car trailer with tire Couple months old 16' car trailer, dove tail, aluminum 7' ramps, tire rack, fold away fender, custom wheels, \$2950 or best offer or email bmueller@rmcigroup.com (707) 287-0701

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1977 911 Factory engine lid, not whaletail, excellant, no rust or bondo. Factory steering wheel, perfect w/o horn. Trunk carpet set, new & unused. (949) 606-6463

Free Roll Bar AutoPower Race Rollbar for model 993. Local only for pickup or pay for shipping. Call Glenn (619) 987-3288

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951 DME-KLR SET 28 pin DME-KLR with upgrade chips. Reconditioned. Asking \$450. Also, 24 pin DME-KLR with upgrade chips KLR may need work. \$250. (760) 749-1485

Spark plugs new 12- Bosch WR5DC+ spark plugs. 944-951. In original box. \$33 new, sell for \$15. (760) 749-1485

Momo Drivers Suit Nomex III Size 54. Perfect condition. \$200 (619) 972-5792

993 H&R lowering springs and shocks \$200 obo. 5 point harness bar bolts in to hold shoulder harness, \$70 obo (619) 417-6144

Sebro Fr Rotors Caymn-Boxster (2005-08) New \$152 priced \$120 been on car few hundred feet realizing they were not for the S (760) 840-8832 aehrath@hiper-games.com

Pagid Fr Br Pads Caymn-Boxster (2005-08) New \$112, my price \$80 been on car few hundred feet realizing they were not for the S (760) 840-8832 aehrath@hiper-games.com

Boxster Rollbar Extension Pads BreyKrauseR9050, for '97-'03 986 Roll-BarExtension. 6061-T6 aluminum with 3/4" high density foam padding. Powdercoated black wrinkle-finish. List\$196, sell\$90. Russell@lightningmotorsports.us (858) 442-7466

15" Wheels and tires (4) new 205/50/15 R rated Falken Azenis mounted on 7" Porsche Cookie Cutter rims, off a 944 \$700 TJ (858) 792-4690

924 / 944 bolt in roll cage Autopower. Used but in good shape. Leave message. \$550 TJ. (858) 792-4690

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

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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

Membership

Anniversaries			
New Members		Five Years...	Fifteen Years...
Max Borseth Oceanside 2004 911	Glenn Janssen El Cajon 1974 914 Targa	Donald Auten Juergen Barthel Jerry Bumpus David Diamond Alan Dulgeroff Brendan Fowler Peggy Hawkes James Kollars Michael Mundy Graham Oberem Colin O'Brien Bill Parisen Andy Wolf Jey Won	Curt Anderson Chris Huck Ted Myrus Johnny Riz Risvold
Henry Evans & Erin Miller-Evans San Diego 2008 911-2S Cabriolet	Dale Leano San Diego 1987 944S Coupe		Twenty Years...
James & Kimberly Faust Oceanside 2003 Carrera 4S Coupe	Iain Mack & Huihong Li La Jolla 2007 997 Targa		Andrew Mandell Ted Tietge
Ed & William Gomez Escondido 2002 Carrera 4S Coupe	Shane Moro El Cajon 1988 944 Roadster		Twenty Five Years...
Monroe Hemmerdinger Encinitas 2010 Carrera Coupe	Bobby Sparks & Laurie Fitzmaurice San Diego 2006 Cayman S Coupe	Ten Years...	Doug Dill
Jj Jafrý San Diego 1996 911 Coupe		Bud Anderson Bob Baird Jim Dutton Glenn Marlin Robert Merritt Norman Pawchuk James Ryan	Forty Five Years...
			William Campbell
			Membership for August, 2012
			Primary Members: 1425 Affiliate Members: 1074 Total Members: 2499

August Board Minutes

**PCA-SDR BOARD MEETING AGENDA,
Wednesday, August 1, 2012
Gould's Home**

2012 Board
Call to Order: 6:54 P.M.
Board members: Greg, Cathy, Terry, Leigh, Bev, Don & Carl

Minutes Approval: June minutes are still pending
Treasurer's Report: Don will be adding some additional detail to the reports and emailing them for Board approval. Generally the club appears to be on track although some projections have not been met. See the Treasurer's reports for more detail.

President's Report:
Porsche Parade: There were approximately 40 members from San Diego Region attending. Next year's Parade will be in Traverse City, Michigan and 2014 will be in Monterey.
Buttonwillow Club Race: The application is in to National. We still need some event chairs. Costs are still pending but will include more corner workers, 2 ambulances, a fire rescue crew, and insurance will be higher. The participant fee will be set after costs are known. The ad is coming out in the next Witness.
Krispy Kreme Gathering went well with 35-40 people attending and many fresh donuts consumed.
Zone 8 Rep: There were approximately 150 people from the zone at Parade and several awards were garnered, including Orange Coast's Schueslers for Family of the the Year, both Paul Young Sr. and Jr. won in Rally and secured a first and a second respectively in AX. Paul Sr. went for the trifecta and won his class in concours as well. San Diego Region and Zone 8 each won their categories for website. See Tom's emails for info on upcoming Zone 8 events, which include: tech tactics in Ontario, PCNA to host early entry to the L.A. Auto Show again, and Escape will be in L.A. next year. Tom also mentioned that there are 80 pages of rules proposals to be considered by the new Rules Committee, which he believes will do a great job.

Chair Reports:
Archivist: no report

Autocross: Jerry reports that the last 2 AX's went well although we have been light on volunteers.

Auto Museum: The Auto Museum's annual fundraiser is Sept. 29 at 7P.M. at the museum in Balboa Park with "Delectable edibles, fine libations, incomparable auction items, esteemed musicians, and more." Victorian attire is encouraged with prizes given. Costs from \$50 single to \$110 (3 month membership

included) or \$150 (1 year membership) per couple. The Steampunk exhibit closes the end of September with Pickup Trucks next.

CDIs: Fall PDS dates- Oct. 20 & 21 Larry reported via messaging that planning is on track for the Fall PDS. The Board is pleased to learn that two new CDI's for next year have volunteered: Bill Behun and Chuck Sharp.

Charity: Monarch School dinner dates of Aug 31 and Dec. 7 were approved.

Concours: Steve Lopez reports that everything is ready for the SDR Concours August 4. Bev reports that the Concours Prep. School went well with several new faces and 4 or 5 attendees signing up for the Concours.

Goodie Store: Will be at Concours. Motion made and approved for the Goodie Store chair to donate inventory as door prizes at the Deutchfest/ Volunteer Party.

Historian: no report

Insurance: Insurance coverage for the Cruise Night Aug. 16 has been requested. Info for Big Willow in Sept. has been requested. The master contract is in place with the Stadium.

Legal Affairs: no report

Membership: Primary Members 1,425, Affiliate Members 1,074 Total 2,499

Military Liaison: no report

Rally: no report

Policy/Procedures & Region Rules: Zone 8 rule changes covered above.

Safety: no report

Sponsor Liaison: no report

Social:
Installation Gala 1-12-13: The location is the Hilton Harbor Island.
Tech Sessions: For August planning Sat. event Cars and Coffee at Bad Ass Coffee Co Carmel Mountain Rd. and then caravan to Phil Thearle's Autowerks Collision Center Santee(awaiting second half year autocross schedule).

Minutes cotinued on page 36

San Diego Region & Zone 8 Time Trial



with



PCA Club Race

November 3 & 4, 2012

Buttonwillow Raceway Park



Grand Prix Region Drivers Ed / Test & Tune Day Friday November 2



Entry Level event - Instructors provided for novices

REGISTRATION: <http://pcagpx.MotorsportReg.com>

FOR QUESTIONS contact Suesan Way
SuesanWay@pobox.com (619) 992-4287

Minutes continued from page 34

Motion approved for a tech session Oct. 27 at a driving simulation company in Oceanside.

The Boxster intro at Porsche of San Diego was well attended by an enthusiastic crowd. Great food and hospitality and a very informed presentation of an impressive car.

TT/DE: Next event Big Willow in September
Buttonwillow Club Race

Tours: A mystery weekend October 13-14 was approved and is being planned.

Vintage Racing: Katie Kinninger reports that the Coronado Speed Festival is on track. Extra car corral passes will be requested as this is a Zone 8 event this year.

Web Team/eMaster: no report

Web/Forum: no report

Witness Team:

Unfinished Business:

Board Elections. There are five candidates: Paul Young Jr., Jerry Bumpus, Mark Rondeau, Jim Binford, and Randy Pickering. Candidate Statements and the Ballot should be in the September Windblown Witness.

Trailer sponsorship: Greg and Curt will pursue a sponsorship arrangement

Tax IRS 501C7: Cathy looked in to this non-profit designation and believes it does not make sense because the potential benefits are too small and the expense of doing it is too large. The Club would still be required to pay taxes on all non-member income, which would be difficult to track. In 2010 more than 35% of Club income appeared to be from non-members which exceeds the allowable threshold for a 501C7. This could make the Club ineligible for the designation. Additionally, donations to the Club would not be tax deductible as a charitable donation for the donor, so the Club's charitable fundraising efforts would not benefit. Given all of the above, Motion made and passed to not pursue tax exempt status for the club.

New Business:

2013 Chair Positions. There are many upcoming vacancies and all of us need to recruit replacements.

Announcements:

Thanks to Tom & Bev for hosting

Adjournment: 9 something

Next Meeting: September 5 at Tom and Susan Brown's



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PCA/SBR local contacts:
Ted Lighthizer tlighthizer@sbcglobal.net
Doreen Pankow dpankow@sbcglobal.net

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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

WTB: Boxster third brake light oem/stock red center rear trunk 3rd brake light. (619) 302-2136

WTB: Forgestar F14 18" or 19" wheels for boxster 986, or boxster/cayman 987 offsets. Preferably titanium silver or gloss black. (619) 302-2136

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Schedule

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Oct: Yanni's (Poway)

Nov: Mexi-Cocina (Poway)

Dec: No LTS so join for Breakfast With Santa on Sat Dec 16 at Miguel's Cocina in Old Town

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