



# WINDBLOWN WITNESS

The official publication of the San Diego Region Porsche Club of America  
March 2013



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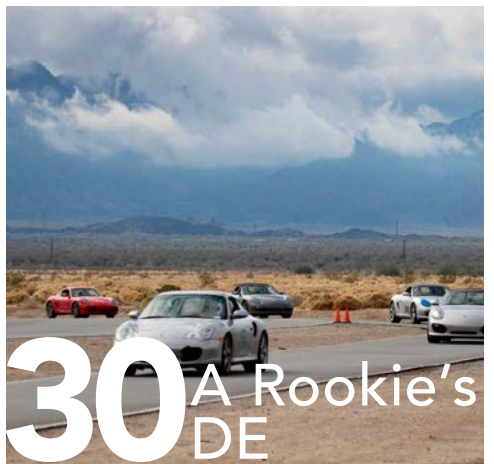


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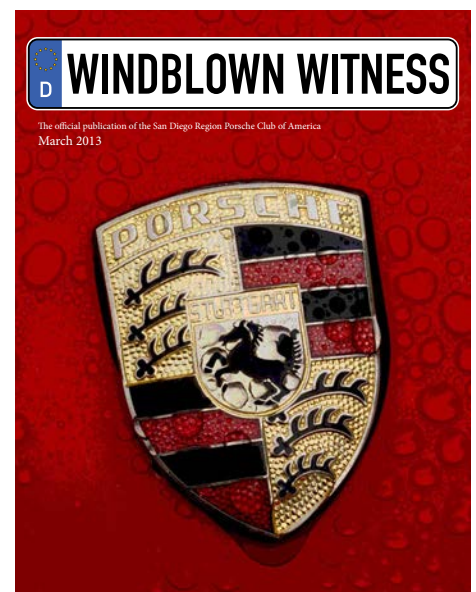
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## On the Cover



The front emblem on Pete Ward's 1984 Porsche SPEC 944 #357. Photo taken by Pete in his La Jolla driveway.

# WINDBLOWN WITNESS

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MARCH 12

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ART SHOW

BANQUETS

DRIVE & COMPARE

STREET SURVIVAL

DRIVING SCHOOL

GOLF TOURNAMENT

TECH ACADEMY

AND MUCH MORE

# On The Road

By Bev Gould

In PCA we have the opportunity to meet so many interesting people. I feel lucky to have met so many wonderful PCA members and have made such great friends. There are a few people whom you meet in your lifetime that are special and have a glow about them that never waivers. Our own Ginny Case is one of these people, and together with her husband Jack are founding members of PCA, joining back in 1955. Jack and Ginny have attended many SDR events and I am sure you have met them at one time or another. They are special people and it is with a heavy heart that I inform you Ginny passed away on January 27th.

Ginny and Jack became founding members of PCA while living back East. The Cases moved out to San Diego and have been San Diego Region members since then. Jack and Ginny attend many of our San Diego Region events, most recently our Installation Banquet on January 12th. At many of

our events you would find their Red Boxster with the license plate "PCA in 55" prominently displayed. They loved to drive their Porsche everywhere, and even drove to Parades!

Ginny had many stories to tell, was a quick wit and very intelligent. I loved her smile and she will be missed. She was a "one of a kind" woman!

PCA also lost 911 guru Bruce Anderson and 914 legend John Williamson in February. They both had incredible knowledge of the cars and unique wit and personality. SDR and PCA have lost three incredible people and Porsche enthusiasts.

We have a lot on the calendar for March. The annual LA Lit and Porsche Swap meets are March 2nd & 3rd. Although this is not an SDR event, if you've never been you should check them out. The following weekend, we have a DE on Friday March 8, and our first tour of the year which will start at Porsche of San Diego on Saturday March 9th. Also on the 9th is our

monthly Krispy Kreme get together in Clairemont Mesa. Daylight savings begins on the 10th and we are taking advantage of the extra light. SDR's very successful Performance Driving School (PDS) is being held on March 22-24 at Qualcomm Stadium. If you didn't sign up for the PDS, there is a Zone 8 Concours School on March 23rd being held in North County at TCsGarage, and on Tuesday our Last Tuesday Social will be at Belle de Fleur in Carlsbad. We will finish off the month with our monthly Cars and Coffee (CBad) at the Carlsbad Outlet. The first week of April the Zone 8 California Festival of Speed takes place April 5-7 at the AAA Speedway in Fontana.

The Chairs have been busy adding events to the calendar, so make sure to check the website for the latest and greatest information.

See you on the road.

Zone Rep Tom Brown with Greg Phillips at the Installation Dinner

Greg Phillips with award winning Social Chair Kathy Alnwick

March 2013

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# March 2013

## 02 Saturday LA Literature and Toy Show

Time:  
9:00 A.M.-4:00 P.M.

Place:  
LA Airport Hilton  
5711 West Century Blvd.  
Los Angeles, CA 90045

Details:  
Now in its 30th year, over 1,250 people attend the annual Porsche and Vintage V-W Literature, Toy/Model, & Memorabilia Swap Meet at the Los Angeles Airport Hilton Hotel. The meet has over 225 tables with tens of thousands of collectibles – posters, sales literature, toys, models, factory gift items, press kits, technical literature, small trim items, and accessories for Porsches and vintage VWs.

## 06 Wednesday Monthly Members and Board Meeting

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

Place:  
Martha McGowan/Keith Verlaque  
2270 Nielsen Street  
El Cajon, CA 92020

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 provided before the meeting. All members are welcome.

## 08 Friday Zone 8/SDR Auto Club Speedway DE

Place:  
Auto Club Speedway  
9300 Cherry Ave  
Fontana, CA 92335

Details:  
A one day DE at the Auto Club Speedway Infield Road Course is a great way to get in hours of practice time close to home. TT'ers can warm up for next month's California Festival of Speed, which takes place on the Roval at this venue. Novices can participate in our well regarded ground school and performance driver training program. And everyone can test & tune, log more seat time, or just have fun driving on a great, purpose-built course.

Online registration: <http://msreg.us/AAA0313>.

## 09 Saturday Tour

Time:  
8:00 A.M.

Place:  
Porsche of San Diego  
9020 Miramar Road  
San Diego, CA 92126

Details:  
Meet at 8, coffee and snacks are provided by Porsche of San Diego. tour leaves promptly at 9. Travel some wonderful back roads, and stop for a buffet lunch. Bring \$15/pp cash for lunch. Tour ends at 2 pm, not including travel time back to San Diego.

## 09 Saturday Krispy Kreme and Cars

Time:  
8:30 A.M.

Place:  
4180 Clairemont Mesa Blvd.  
San Diego, CA, 92117

Details:  
Join your Porsche friends for Krispy Kreme and Cars at the Clairemont Town Square Shopping Center. Use the parking area next to the Outback Steakhouse which is just behind the Krispy Kreme as the rendezvous point. Nothing formal and no RSVP needed.

## 22-24 Friday-Sunday SDR Performance Driving School

Details:  
This three-day performance driving school is your opportunity to learn driving skills that can be applied to any driving situation in any vehicle. You'll safely learn the limits of your Porsche in a controlled environment with the guidance of experienced instructors. Add to your Porsche driving enjoyment with significantly improved road skills. This will be an educational, fun and rewarding weekend.

This event historically sells out, so don't delay. Spread the word to your Porsche buddies! See page 18 for details.

# March 2013

## 23 Saturday Judges & Concours School

Time:  
9:00 A.M.

Place:  
TCs Garage  
1315 Hot Springs Way #105  
Vista, CA 92081

Details:  
Cost is \$15 – includes coffee, refreshments, and lunch. Send payment by mail or at the door. Make checks payable to PCA Zone 8 and send to Bev Gould, 1315 Hot Springs Way #105, Vista, CA 92081

## 26 Tuesday Last Tuesday Social

Time:  
6:00 P.M.

Place:  
Bellefleur Resturant  
5610 Paseo Del Norte  
Carlsbad, CA 92008

Details:  
Join your Porsche friends for some delicious food at Roots Community Kitchen in Santee. They are a farm to table restaurant, meaning they source only fresh, local, sustainable and seasonal foods.

## 23 Saturday Cars and Coffee

Time:  
7:00 A.M.

Place:  
Carlsbad Premium Outlets  
5620 Paseo Del Norte  
Carlsbad, CA 92009

Details:  
PCA-SDR Members and all Porsche enthusiasts are encouraged to join in this event on the last Saturday of each month.

**PCA Zone 8**  
**JUDGES & CONOURS SCHOOL**  
**MARCH 23, 2013**  
**9 AM - 3 PM**



Learn the "inside" secrets  
Hear from a panel of experienced judges discuss what they look for.  
Tips on cleaning products.

Zone 8 Judges, this school qualifies for your bi-yearly education credits.  
PLUS there will be a Q&A period, demonstration/practice,  
& professional detail demo after lunch....

Register today!!

**Cost:** \$15.00 (includes coffee, refreshments & lunch)  
**Time:** 9:00 am — 3:30 pm  
**Where:** TCsGarage Parts & Accessories  
1315 Hot Springs Way #105, Vista, CA 92081 - (760)295-3330  
**Questions:** E-mail Bev Gould at [bev@tcsgarage.com](mailto:bev@tcsgarage.com)  
**Register by: 3/22/13 — e-Mail Bev at [bev@tcsgarage.com](mailto:bev@tcsgarage.com)**  
Or make checks payable to PCA Zone 8 and mail to Bev Gould at  
1315 Hot Springs Way #105, Vista, CA 92081  
**Directions:** Take the 5 freeway to Palomar Airport Rd. Turn Left on Melrose,  
Turn Right on Sycamore and Right on Hot Springs Way. Turn right at the 1st  
driveway and drive around back for school

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# Legends of Low Riders

Story by Michael Harris

A fascinating piece of San Diego history is on display at the San Diego Automotive Museum in Balboa Park. Opening Friday, February 1, the new display features “Lowrider Legends.” SDAM Board Member Carlos C. de Baca helped gather some of the finest and most historic Lowriders in the San Diego and Tijuana areas for this show.

Local Lowrider car builder David Aguilar has two of the thirteen cars on display in the collection. His newer car is a 1950 Chevy Fleetline. The Chevy was purchased in 1973 as an everyday driver. The Chevy has gone through a number of paint schemes over the years from Midnight Bronze, Big Bad Green, and Primer Black. It is now painted a custom acrylic Dark Claret Metallic Maroon over a gloss black basecoat. The car is named “Shades of the Fifties.” *Rod & Custom Magazine* featured the car as a “1950 Classic” in its August 1990 issue. Mr. Aguilar’s other car in the display is a 1935 Plymouth that sat neglected in his backyard for a number of years. Mr. Aguilar acquired the car from a friend who really wanted a 1935 Ford instead. Plymouths were not very popular with the hot rod or “kustom kar” set. Over the years he worked on restoring the car while his grandchildren would play on the car, and he came to name the car ‘El Abuelo’—the Grandfather. As restored, the car now contains a Mustang II front end with disc brakes, nine inch Ford rear end, a 350 Chevy V-8 crate motor hooked up to a 350 auto transmission, a ’36 Cadillac grill, ’46 Chevy truck headlight buckets, ’40 Ford front seat, ’39 Ford tear drop tail lights, a ’56 Olds steering wheel, full fender skirts, it’s chopped 3 inches, and is painted a semi-gloss black. The car is equipped with airbags to get the car low to the ground, also known as a “tail dragger.” The “best buy” parts on the car are 1960 Cadillac hub caps that Mr. Aguilar bought unused as a

set of four for \$40 (new price is \$950 for a set). The car is a “driver” and not a show car, but the car is representative of the skill, imagination, and enjoyment that Lowrider builders derive from their creations. Mr. Aguilar is a car and antique toy collector as well. He currently has about 10 cars. His grandchildren and neighbor children love coming to his house to ride his carousel and his collection of mechanical toy horses.

Another classic is a 1949 Hudson built and owned by Marisa Rosales. She built her custom 1949 Hudson Brougham “Christine” over a period of twenty years. As a child, she always liked cars. Her family gave her stuffed animals and dolls to play with but she preferred Hot Wheels and Tonka toy trucks. In high school she tried to enroll in auto shop but could not because she was a girl. Finally, in her senior year she was able to take the class. She continued taking auto shop classes in night school. She was offered a mechanic’s position but continued with college courses instead. While attending San Diego State, she continued to customize her 1967 El Camino. “Christine” was so named as the three previous owners died during the time they owned the car. The Hudson has undergone a number of customizing periods and is now resplendent in Candy Apple Red, pin stripes, beautiful custom interior and amazing hydraulic suspension. Power is no longer the straight Hudson 6 but a big block Chevy V-8 displacing 454ci with automatic transmission. Truly one of the stars of the Lowrider Legends of San Diego.

One of the most unusual cars in the collection is a 1982 Cadillac two-door, “Crystal Blue Persuasion.” This is a full-on custom Lowrider with detailed suspension, powerful hydraulics, lots of chrome and beautiful paint and striping, with an elegant interior to match. At the time the car was created, luxury Lowriders were rare.

Why? Because the time and expense to build a Lowrider is very high, the added cost of a current luxury car as a basis for customizing put the total cost beyond the reach of most enthusiasts. At the time this car was built most of the luxury Lowriders tended to come from the LA area. The owner of “Crystal Blue” wanted to compete with the LA cars and spared no expense in building this Lowrider. The results were worth the effort, as the car has won top awards in both the local and LA show circuit.

Besides the cars, visitors will learn a lot about the Lowrider car culture and many of the local enthusiasts who built the cars. Back in the ’60s and ’70s, when many of these cars were built, there was a certain amount of friction between members of different car clubs and neighborhoods. The building of the Coronado Bridge and creation of Chicano Park also played a significant role in the Lowrider scene. One of the displays features a model of several of the bridge’s columns and the murals that were painted on them. The 1977 message “Varrrios si, Yonkes no!” painted on the bridge did not mean “The Hood yes, Yankee no!” Instead it meant “Our neighborhoods yes, Junk yards no!” For those of you who have lived here since the 1970s, you may remember the large number of junk yards, plating shops, and machine shops in the neighborhoods under and around the bridge. Although Logan Heights and surrounding areas had been zoned for residential use for decades, the decline of the neighborhood had been spurred in part by non-conforming industrial uses of small houses that had been converted from residential uses to industrial ones. The Coronado Bridge signage was a plea by local residents to rid their neighborhood of blight and return the neighborhood to residential use. The local activism worked. The industrial shops are gone and the homes have returned.

In the early days of lowriding, much of the body work and paint work was done by the cars’ owners. As competition became more keen, owners started to have professional body and paint shops in Tijuana and San Diego/South Bay prepare their cars. The Fifties cars are similar to what you might have found at George Barris’ shop in LA or Dean Jeffries’ shop in Hollywood back in the day. Several of the display cars sport older paint and body work. Some of the display car owners did not want to display their cars because they are “drivers” now and no longer show cars. The cars have a few paint chips and the paint no longer glistens as it did when the car was first painted. Still, the cars have a certain beautiful patina that comes from graceful aging. We are fortunate that the cars’ owners were persuaded to show their cars, as they are still beautiful and show the evolution of the Lowriding culture from simple modifications to the extremely elaborate makeover of the later cars.

Local Lowrider Carlos C. de Baca helped assemble the cars and the information behind the cars. Carlos notes that the early cars were Kustoms with hydraulic suspensions that would lower the cars, also known as “tail draggers.” In the good old days,

one could buy a car for \$100, work on it yourself, modify and paint your own car, add some tricked out suspension system and cruise, all “low and slow.” Everyone was in a car club. The car clubs were based in different neighborhoods. There were certain conflicts and rivalries between the members in the different car clubs. There were also many ties between the communities of Tijuana and San Diego as the Lowriders were all of Hispanic ancestry. As the car clubs and their members have matured, the conflicts have disappeared and the enthusiasm for the cars remain. Carlos spoke about the “hopping contests” where one Lowrider would flash his lights at another Lowrider as a challenge to see which car could hop the highest and the longest. There are video monitors at the museum that show footage of hop contests. It is simply amazing to see a full size American sedan hopping five feet or more off the ground. One of the venues is clearly identifiable as the parking lot at the County Administration Building off Pacific Coast Highway as you can see tuna seiners tied up at the pier along Harbor Drive. There are also a number of still photographs that have been enlarged to mural size showing Lowrider displays around Chicano Park, Barrio Logan, and other local

neighborhoods.

Along with the cars, car club plaques, banners, jackets and other memorabilia are displayed. *Lowrider Magazine* will highlight the display cars in a soon to be published issue. Together, this is a “really big show,” as the late Ed Sullivan used to say. For children, there will be displays of friction cars, slot cars, model cars, pedal cars and more, truly something for everyone in the family.

A reception to honor the cars and their owners was held Friday, March 1 at the museum. Two Tijuana taco and hotdog carts provided authentic Mexican food for the guests. It was a party to remember.

For those of you who have yet to become supporting members of your local automotive museum, SDAM has an extra incentive for their membership program. If you join now for a year, you receive an extra two months free membership, a free subscription to AutoWeek magazine, together with your annual free entry and guest passes. Call Cherie at the museum, 619-398-0301 for full details. Thank you for your support.



David Aguilar’s 1950 Chevy Fleetline in acrylic Dark Claret Metallic Maroon. The deep gloss black base coat gives the paint its depth



1964 Chevy Impala in multi hues of blue with all the right stuff-scallops paint, chrome wires and heavy duty hydraulics

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4 run groups of 20 max instruction available (subject to instructor availability)

drivers of all levels welcome  
 all sports cars welcome  
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qualified instructors (who instruct) receive \$25 discount!!

# Installation Dinner

By Greg Phillips  
Photos by John Straub and Greg Phillips

PCASDR's 55th Anniversary Gala and Installation Dinner was held January 12th, at the Hilton San Diego Harbor Island. Our Platinum level sponsor was Porsche of San Diego, and our Gold level sponsors were Black Forest Automotive, Computer Integrated Machining and Mirage AutoSports.

We recognized the **2012 board**:

- President: Greg Phillips
- Vice President: Bev Gould
- Secretary: Araceli Lopez and Leigh Rayner
- Treasurer: Cathy Young and Don Middleton
- Director: Terry Barnum
- Past President: Carl Scragg

And welcomed the **2013 board**:

- President: Bev Gould
- Vice President: Jim Binford
- Secretary: Mark Rondeau
- Treasurer: Paul Young, Jr.
- Directors: Jerry Bumpus, Don Middleton, Randy Pickering
- Past President: Greg Phillips

### Family of the Year Award

Mark and Kari Bray, Kelsey and Paul Young Jr.

### Bill Myrick Enthusiast of the Year

Jack Miller and Robert Baizer

### Pat Scanlan Concours Award

Skip and Leslie Shirley, 1963 Porsche 356

### Special Recognition Award

Kathy Alnwick, Social Chair and Banquet Organizer  
Royce Ann Myrick, Witness Billing



Sharon and Steve Grosekemper



Monique Straub and Ginny Case



Family of the Year! Mark and Kari Bray, Kelsey and Paul Young Jr., with Ruth Young in the middle



Jack Case



Outgoing President, Greg Phillips



Paul Young Sr. and Mark Bray



Debbie and Leigh Rayner



Cathy Young and Amy Duncan

# Southwest Soapbox

By Tom Brown, Zone 8 Representative

This year is rolling right along, it's hard to believe how quickly it is going for me. I guess that is because I'm extremely busy, as usual, with this crazy busy club calendar we have here in Zone 8. December and January were loaded with holiday parties, of course, what an amazing holiday season it was for me. I was able to attend seven of the 13 holiday parties held by the regions around the zone. I can't forget our annual Zone 8 Banquet, which as the host I certainly couldn't miss. Including a tour and concours this year added to the fun and I think it was a fantastic success. Dining with the concours cars made for an incredible ambience. Thanks to all who made it possible; you were an incredible team that handled a lot of work in a short period of time to pull it off. To name a few: Suesan Way, Dave Yertzley, Jim Alton, Joe Nedza, Karen Nedza, Ted Myrus, John Barrone, Linda Cobarrubias, Gloria Moore, Kate Mallory, Scott Mann, Robert Friedman. I'm sure I'm forgetting someone and for that I apologize. You know who you are and rest assured you have my gratitude. And of course, I can't forget our guest speaker, Magnus Walker, and special guests Kurt Gibson, National Past President, and his delightful wife Angie.

A very important part of the evening, is our tradition of recognizing the best of the best for the year. For 2012, Zone 8 Enthusiast of the Year went to Suesan Way of Grand Prix Region, who seems to be everywhere all at once. Whether it is something for her region, the Festival of Speed, the national Parade, the upcoming Escape or anything I happen to need assistance with, she can be counted upon. Please also join me in congratulating Santa Barbara Region, the Zone

8 Region of the Year. Santa Barbara had a terrific year with a wide variety and large number of quality events, which speaks highly of the health of the region. I know they are especially proud of hosting the Street Survival school for young drivers. Both Suesan and SBR are very deserving of these honors!

Speaking of volunteers, I'm looking for one. The Zone could use a social media expert. Facebook, GooglePlus, Twitter, Youtube, forums and blogs; these are the modern means of communication, but it is too much for me to handle by myself. If you have expertise in these areas, the time to lend a hand, and an interest in joining the Zone staff, please let me know: [zonerep@zone8.org](mailto:zonerep@zone8.org)

The 2012 Club Racing results are finally out and official. If you recall, new for 2012, PCA held its first club racing points series, with both national and Zone competitions. The Zone results are now posted on the Zone web site at: [http://zone8.pca.org/results\\_cr.php](http://zone8.pca.org/results_cr.php) As you read this, the 2013 series is off and running already elsewhere around the country, and our first event here in Zone 8 is coming up very quickly.

Which leads me to my next topic: Traditionally our California Festival of Speed is the first Zone 8 club race of the year, and this year is no different. Mark your calendars for the first weekend of April, the fifth through the seventh. Now in its twelfth year, this one will be bigger and better than ever. After a few years absence, we are seeing the return of the POC to our event, along with the Pirelli GT3 Cup, which will make for an incredible weekend of racing.

Beyond the racing, our volunteer team is working hard this year to make this "festival" of all things

Porsche bigger and better than it has ever been before. More vendors, more taste of autocross, more track tours, the return of the swap meet, cars for sale, Driving Skills simulators, 50 years of 911 display, Concours d'Elegance—in short, more of everything Porsche. This is a Porsche Enthusiasts dream weekend, not to be missed!

Naturally it takes an army to run an event of this size and we are always looking for volunteers, as many hands make for light work. If helping out is something you would enjoy, please contact our volunteer chair at: [volunteer@calfestival.org](mailto:volunteer@calfestival.org)

As usual, if you are not racing, admission is free; with only our standard \$10 parking fee. But wait, there's more! We have a special offer for you. Visit our website and you can download a free parking coupon. Be there—there is no excuse for missing this event!

Our website is <http://www.calfestival.org> and you can find more information there. Check out the list of vendors that will be showcasing their automotive products on our vendor row, and find that aforementioned parking coupon. You can also email us for information at: [info@calfestival.org](mailto:info@calfestival.org)

Don't forget, there will be door prizes for all attendees and People's Choice awards for the Porsches in the corral. Bring your Porsche! Bring your friends! April 5-7, at the Autoclub Speedway in Fontana, CA.

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# Communication and Car Repair

By Steve Grosekemper

Taking the car in for service is rarely something we look forward to unless you just got that huge end of year bonus that is being transformed into a go faster, turn sharper, stop quicker upgrade.

Most of the time we are taking it in because something doesn't work, or even worse, something doesn't work intermittently. Some fixes are easy and some are a bit more challenging. But there is something you can do to make this process a little less painful. It is called communication, and it is the most important factor in having a repair done correctly and in a timely fashion.

First off, you are going to make an appointment to bring your car in to your favorite service facility. You call and talk to the receptionist or front office personnel and tell them your '89 944S2 doesn't start and the A/C doesn't work. The person on the phone tells you to bring the car in Thursday at 8AM. You do as instructed and when you drop the car off on Thursday morning you are one of a half dozen others trying to do the same thing. They start a work order and say, "OK, I see you on the schedule and you have a starting problem and the A/C doesn't work." You say, "That is correct" and sign the work order right before you rush out the door to jump into the shuttle van that is leaving with three other customers for their ride to work.

You think to yourself, "That was quick and easy. I am sure I will get a call right after lunch telling me everything was addressed and the repairs are under estimate."

That's probably not the way it is going to go, so let's look at why that cute little scenario might not go that way and see what we can do to make it

better. To start with, you didn't know how much information to give and the service writer didn't ask enough questions about the problems you were having. Let's look at the problems and see what we can do to make it easier for you, the shop and the technician working on your car. Let's start with the air conditioning issue....

Does nothing happen when you turn it on? No fan, no cold air, just a lot of sweating? Well, if that is the case it doesn't have any electrical power for some reason. Does it work fine on the highest fan position, but shuts off completely on 1, 2 or 3? That is most likely a bad fan resistor pack.

Do the fans and vents work normally but the air just got progressively less cool over the last month and now isn't cool at all? That is a loss of refrigerant due to a small but recently acquired leak in the system.

Does it work great and then all of the sudden it goes from ice cold to flaming hot? Does the temperature change often, but not always happen after going over a bump? If so that is a broken link on the mixing flap door.

You see, when the mechanic gets a work order that says the air conditioning does not work he has to check every part and function of the system and you get to pay for that. If you give the description of the sudden loss of cooling that I listed previously, the \$4 plastic clip will be replaced in less time than it will probably take to shuttle you back to work.

Now let's look at the starting issue....

Starting issues are probably one of the biggest areas of communication failure, because there are so many issues that can manifest with what seems to be the same result.

Does the starter not activate? Do you

have dash lights? If so, do the dash lights dim? If the starter does activate, does it crank normally but the car just never fires to life? Does this only happen after a long drive and a short time before the restart? Does it crank for a really long time and then eventually start? Does it only do it first thing in the morning, but not every time?

Well that could be caused by (in order) a bad starter, bad ignition switch, bad starter solenoid, bad fuel pump and/or DME relay or reference speed sensor, a sticking poorly lubricated starter solenoid, bad fuel pressure regulator, and finally bad interior light switches. Yes, I said bad interior light switches can make your car not start. OK, that one's a little too weird not to explain.

If you called and told me your car battery goes dead for no reason every few days, I would have you check a few things. When you turn the car off and open the doors, do the power windows still work? Do the interior lights not work? If you jiggle the interior light switch, do the lights come on and the windows stop working? If you answered yes, no, yes to these questions then you have a bad interior light door switch. You see, when you start the car the power window relays activate. They stay activated after the car is shut off so you can roll up the windows you forgot about even after the car is off and the key is out. When you open the door the car thinks, "OK, he is done with me and I will power down all accessory systems". The car knows this because the interior light tells it as much. The signal from the switch turns on the interior light and turns off the power window relay.

This is not a 100% rule on all Porsches, just common on certain 80's and 90's models and makes for a good example for our discussion.

The point is that precise information is important. When you bring the car in, have a list of the issues you want dealt with typed up on a piece of paper with precise details concerning each item. I say typed because with all the computer work we do these days some of our penmanship is not what it used to be "back in the day" and this just eliminates one more communication road block. This can be attached to the work order if it is too wordy to be typed on the estimate. When you make the appointment, ask if there is any more information or details they need to better diagnose the problem. Should you be watching for anything between now and the time the car comes in?

Contact information.... We all have some sort of electronic gadget attached to our bodies, this is a great time to use it. Give your email contact if you have a blackberry or other smart phone and cell phone information for texting if your phone isn't quite as intelligent. If you don't know how to text, just ask a 13-year old girl for a quick lesson. If you are in a high level meeting, away from your desk or in a noisy pub washing down a plate of fish & chips with an adult beverage, you won't be able to take a call. You can text a message back telling the shop you approve replacement of the widget so they can order the part before the next parts run so you can get the car back today. Just

let them know what form of contact you prefer.

Now that you are armed with this time (and therefore money) saving information, you will be able to use what you didn't spend this time on go faster, turn sharper, and stop quicker upgrades next time.

Good Luck.



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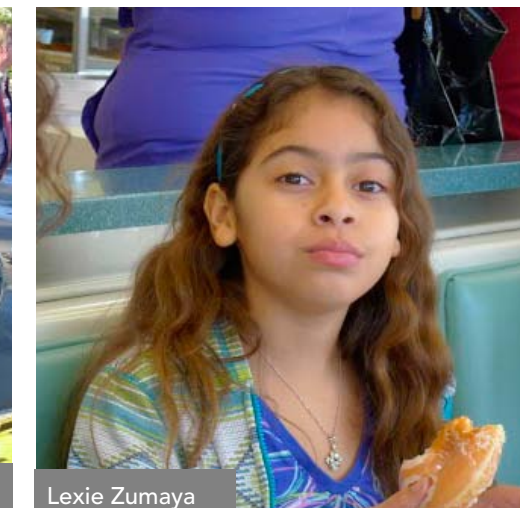
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Lexie Zumaya

# 2013 Porsche Carrera 4S Reveal

*Text and Photos By Rich Fatuzzo*

Almost one year ago, Porsche unveiled their newly designed 2012 Porsche Carrera 911 models. These new models were the Carrera Coupe/Cabriolet, the Carrera S Coupe/Cabriolet and the Carrera 4 Coupe/Cabriolet. Because of their all-new design and engineering, Porsche assigned a new number, the 991. These beautiful Carreras were featured in photos and in a *Windblown Witness* article, Tech Session Showcases 991, which I wrote and that appeared in the March 2012 issue (P. 14-15). But this 991 Carrera story wouldn't be complete until the release of the top-of-the-line, all-new 2013 Porsche Carrera 4S, which took place in January 2013 at Southern California dealerships.

I had the distinct pleasure of attending an exclusive Open House event (catered by Milton's of Del Mar) at the Hoehn Porsche dealership in Carlsbad on Saturday, January 19th (12 noon-5:00 P.M.) for the unveiling of this 2013 Carrera 4S model. Hoehn Porsche had two of these 4S models, an all black 991 (exterior and interior), and a Platinum Silver Metallic 991 with black leather interior that I was allowed to take for an extended test-drive on Monday, January 21.

The base price for these 4S models starts at \$105,630, but with the addition of popular sport and custom features, you can easily add from \$5,000 to over \$25,000. The Hoehn showroom black model 4S priced out at over \$131,000 with almost every available sport and custom feature available for the 4S. Because the exterior was black, it did not have the exterior metallic paint option (\$710). The Platinum Silver Metallic 4S model was about \$10,000 less at around \$120,500, but it still had many attractive features. Some of the most desirable Sport features on the 4S

models are the standard 3.8L, 400HP @7,400RPM (torque: 325LB-FT @ 5,600RPM) boxer high performance 6-cylinder Direct Fuel Injection with VarioCam Plus engine mounted over the rear axle; the seven-speed dual clutch automated manual (PDK), a \$4,080 extra; Porsche Dynamic Chassis Control, \$3,610; Sport Exhaust System, \$2,950; the Sport Plus Chrono package, \$2,370; a Multi-functional Steering Wheel, \$615; and 5mm Wheel Spacers (for a wider track), \$490.

For those prospective Porsche Carrera 4S owners who also prefer custom features, you can have your 4S model equipped with an Adaptive Sports Seats Plus package, \$3,825; a Bose Audio package (inc. Surround Sound), \$2,420; Upgraded Leather Seats, \$1,555; and a beautifully designed and fully functional Electric Sunroof, \$1,490. There are also many other custom features that are standard on the 4S models such as: Start/Stop System; 6-Disc CD/DVD Changer; Sirius XM® and HD Radio; and the Bi-Xenon Porsche Dynamic Lighting System with Automatic Dimming Lights, to name just a few.

These 4S models are also equipped with 8.5"x20" specially designed alloy rims with Pirelli- P-Zero tires (245/35-F; 305/30-R). For maximum stopping under all type of driving conditions, the brakes have rotors of 13.4" diameter on the front and 13.0" on the rear, with red 6-piston calipers in front and 4-piston rear. Since these 4S models also have Porsche Traction Management (PTM) and all-wheel drive, they achieve an even higher level of road grip under all weather conditions. With this improved road traction, the 4S can do 0-60 mph in 3.9 seconds (with Sports Chrono Plus), and the top speed is 189 MPH.

I already referenced most of the other unique features of the 991

Carrera models in the March 2012 *Windblown Witness* article. Some brief highlights are that all 991 models are aerodynamically designed with a lower roofline and a wider front and rear wheel track (62 mm wider on the Carrera 4S with wheel spacers). The wheelbase is also now about 100mm longer. This gives passengers greater rear legroom. With the improved wheelbase, wheel track and roofline, the center of gravity of these 991 models is lower, so there is better stability at higher than normal speeds, especially during severe cornering. The rear spoiler has also increased in size from 898mm to 1137mm and is engineered as a separate component and not part of the engine lid.

Although all this impressive Porsche vehicle information is fun to reference, the best part of any new Porsche model reveal is the pure enjoyment of taking a test-drive. And, the 4S is designed and engineered to have fun! To help me in this regard, I was accompanied by Roger Wood, a Hoehn Porsche Sales Ambassador, who has over 18 years of Porsche sales experience. Mr. Wood first helped me familiarize myself with some of the finer points of this Carrera 4S model before (and then during) our extended test-drive. My overall impression of the 2013 Carrera 4S is "Wow!!" This is one beautifully designed and engineered Porsche.

A unique feature of the 4S model, as well as other 991 Carrera models I had tested last year, is how quiet it is upon start-up and also at stops with the Start/Stop function engaged. But, this 4S roars like a lion once the accelerator pedal is pressed during "Launch Mode." The roar of the engine is then again highly accentuated when the optional Sport Exhaust System is activated. But beyond the roar of the engine, this vehicle has cheetah-like acceleration with the seven-speed PDK mode (tighter and quicker

shift points) and especially when the Sports Chrono Plus engages, making the 4S highly desirable on the open highway. This Porsche, however, truly shines on tight, twisting curves with its wider track, longer wheelbase, very tight steering controls and overall precise handling of its all-wheel drive and Porsche Traction Management (PTM) system.

I think the braking on all new Porsche models is the best in the industry and this 991 4S is no exception. I can go on and on about this 4S with its many superlative features, but just go out and test-drive the Carrera 4S at Hoehn or Porsche of San Diego or another local Southern California Porsche dealership near you, because these 4S Carreras won't remain on the showroom floors for long.

In closing, thanks to Tom Browne, Hoehn Porsche, General Manager, and to all the Hoehn Porsche staff that made this Open House event most enjoyable!



The beautifully designed rear lines of the 4S with its dual-twin Sport Exhaust System



The very classy looking interior of this Carrera 4S



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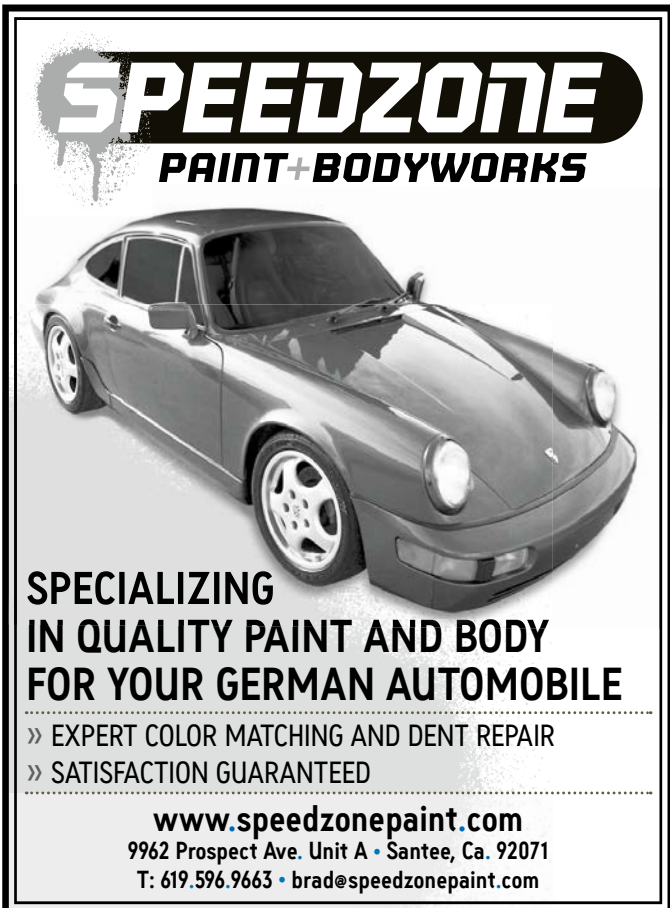
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# My Big DE Adventure

## A Rookie's Viewpoint

By Ross Pobanz  
Photos by Sunny Chamblee and Greg Phillips

Having witnessed a PCA-SDR Chuckwalla event a year ago, in January of 2012, I became obsessed with bringing my blue 2005 Boxster S to a similar event this year. Up to that point, I had never so much as visited a road racing track in my life, even as a spectator. Club member Dave Diamond, a complete stranger, took me on a lunch hour tour of the track in his black Boxster. The easy going camaraderie, sense of impending danger, and energy level of club members somehow lit my fire. What better way to play with my beloved Por-sha?

Merely showing up at the track would be a major operation because I live in northern Michigan. After picking up a new enclosed 20-foot aluminum trailer from Rance Trailers in Elkhart, Indiana, and adding a 12-volt winch on a fabricated aluminum stand, tire pressure monitoring system from Camping World, and Prodigy brake controller, I figured Hans Dieter Reichcar, the Boxster, would ride comfortably behind our motor home for the 2700 mile haul to our SoCal winter home.

In mid-December of 2012, with temperatures in the teens and snow

flying outside the heated garage, using Dave Diamond's email coaching and with Wayne Dempsey's book *101 Projects for Your Porsche Boxster* in hand, I installed ATE Blue brake fluid, Pagid Orange brake pads and fresh oil, dreaming of California sunshine and Chuckwalla's paddock.

I busied myself reading pre-DE material on the club website and mastered the Zone 8 car classification process and Motorsportreg.com registration setup. I read and reread the POC Driver's Training Manual and watched YouTube Chuckwalla videos, including Patrick Long's epic run. Oh, my head was filled with all sorts of good info. Every speck of it went straight out the window in a total brain freeze once on the track (excuse #62), but I'll get to that in a second.

Early in January, 2013, with wife Ronnie and the cat in the motor home, we set out through the snow for California. Hans Dieter had no idea what was in store for him.

Ten days before the event, Desert Precision Motorsports in Palm Desert went over the car, found a screw I'd just picked up in the right front tire and a loose front under tray, and installed a new 2.5 lb. Halotron fire extinguisher. Good thing I didn't elect to tech at the track! From there I ran

over to a shop in Indio for some trick static cling vinyl racing numbers.

We loaded up in the rain and headed off to the Date Palm Hotel in Indio for the novice driver's chalk talk, not really knowing what to expect. Arriving early, I found Jad Duncan, co-Chief Driving Instructor, and his dad Jim in the hotel lobby. I had a flood of questions for them, which they of course eagerly answered. Jim borrowed a flashlight, took me outside in the night rain, and, using his car as an example, showed me how to estimate remaining brake pad without removing the wheel—news to me.

Jad's chalk talk PowerPoint presentation stressed safety. There were about a dozen novice drivers, all paying close attention. For many this was not their first event.

Saturday morning it was still spitting rain but not enough to drench Hans Dieter's interior. I began to relax on that issue. Volunteers ran pickup trucks and SUVs around the track to splash off rain puddles. The 7:45 driver's meeting was delayed because arriving drivers were locked out of the track by a closed entrance gate. Dark scudding clouds against distant desert mountains overhung a dramatic scene: boys, toys, and noise. (Men doesn't rhyme with toys).

My instructor, past club president Greg Phillips, hopped in the car. We pulled into the grid lane, if that's what it's called, and waited for the "go" signal. Greg coached me on what to expect during this, the first of three training exercises.

The training exercises on track went well in the sense I didn't hurt anyone or anybody's car, but I did manage to do just about everything wrong. No one seemed to hold it against me. My trick "737" static cling vinyl numbers (taped on with blue painter's tape) promptly blew off in the rain during early Saturday sessions. Steve Grosekemper clued me in on ditching the painter's tape in favor of gaffer's tape. By mid-afternoon I got over the embarrassment, and good, clean fun

set in. The excitement and exhilaration proved greater than anything I had ever done with my clothes on.

Instructor Greg took me out with him in his 1982 911SC running in the Orange group. I cannot find words to express the overwhelming, visceral joy experiencing Greg's driving—an emotional thing beyond the subject of instruction. Shocking.

The only real drama, other than other drivers having to put up with my mistakes, resulted from once going into turn 9 entirely too fast for my skill level. I went over the top of that blind off-camber knob and knew right away this was not going to be good. The right wheels dropped into the sand, but instead of fighting it, I just ran

straight off and quickly came to a stop with no further muss.

The event began in rain and ended in blowing sand. Sunday afternoon on the back straight, where speeds approach a hundred and the headwind was perhaps 20 MPH, I glanced in the rear view mirror. An overtaking car was raising a sand cloud in his wake about six feet high in brilliant overhead California desert sunshine. As viewed from the front of the car, two counter-rotating horizontal spirals of sand curled from opposite sides of the car into the centerline of the low pressure wake. I cut short my final session to avoid scouring the windshield.

Arriving home on Sunday, Hans Dieter, your typical garage queen pampered



The 944 took its driver for a spin

Porsche, appeared none the less for wear upon close examination. Operation Chuckwalla from my viewpoint was a total success. Those big Xs on the rear bumper will be there for several more events, I'm sure, but in an odd, rookie way I'm proud of them.

Kudos to Mark Rondeau, Jad Duncan, my instructor Greg, and all the unseen volunteers who make these events possible.



Jack Miller and Robert Baizer lead the driver's meeting



The Yellow Run Group heads out

# Classifieds

## Rentals

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1980 911SC 142K Miles 3rd owner; lowered, red, good condition, \$4K recent engine work. Nu Michelins \$10,000. Russ or Melissa 404 4333992 619 540 9030

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2000 911 Carrera 4 Coupe Millennium Edition, number 86 of 911, 34k miles, recent tires, new coolant tank, new ignition switch, \$31,000 (760) 546-8201

2001 Boxster S \$11,500 Black exterior, tan interior. 75K miles. (619) 339-3745

2003 996TT X50, Tip Mint condition, one of a kind, aero pkg, Silver, Black leather, Good service history, Clean Carfax, 71K mi, \$50K firm, mxnmt-ber@gmail.com (858) 663-2070

2003 Porsche 996 C4S 28,500 mi Immaculate 6-sp coupe; Arctic silver on black; regularly driven; all records; Bi-Xenons; CD-changer; lots more. \$41,000 negotiable. Marty (760) 746-9468

2005 BOXSTER S GUARDS RED W/ COCOA TOP AND FULL LEATHER INTERIOR. 19" CARRERA WHEELS, BI-XENON LAMPS. PREMIUM RADIO AND 6 DISC CHANGER. 16,000 MILES AND NOT A MARK. \$30,000 FIRM. (760) 814-2314

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2006 Boxster S Arctic silver metallic, 6-speed manual, preferred package, 19" carrera s wheels, tpms, wind-stop deflector, climate control, sport chrono package, 6 cd changer, sport shifter, bose sound system. Great color combo silver/ black. Very clean interior, no accidents, looks and runs great. 53,000 miles, extended warranty through 4/13 or 100,000 miles. Asking \$28,900 (619) 250-9425

2006 Porsche Carrera S CPO Seal Gray, 6 sp, 32K mi. CPO thru 6/13, 2nd CA owner. 19" Carrera Sports, Sport Chrono, PASM. \$48.5K (818) 914-8516

2007 Cayman S Beautiful Meteor gray metallic with black interior, 6 speed manual, 19' turbo wheels 55, xxx miles regularly maintained at dealer. \$28,500 (760) 586-4869

2007 Cayman S. 21K Miles All original, well optioned with PASM, SPORT CHRONO, NAVI, Bose, Adj. Sport Seats, 18" Wheels, Speed Yellow, Garaged, \$38.5K. (760) 294-2777

2008 Cayman Coupe Black/Black 32,666 miles. California car, like new condition. 19" Porsche wheels with lots of rubber. Tiptronic. \$32,900. Myrna, Oceanside (760) 429-5105 (760) 429-5105

82 911SC \$20k/OBO Immaculate 911SC. Guards Red/Tan interior. Registration/smog good until 2/2014. New paint and interior. Looks/drives like new. Must see. Email for pics. mike.dickun.911@gmail.com

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

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## Track/Race Cars

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## Parts

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Autopower bolt-in 911 roll bar - Fits early coupes. Used, in good condition, painted silver. Classic style--main hoop with diagonal brace, \$250, call Tom (858) 454-5446

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18" 993 Turbo Wheels Factory Porsche hollowspoke wheels, Two

8Jx18ET52, two 10Jx18ET40. Good condition, lightweight, includes valve stems. Also fits Boxster/Cayman/others. \$900 Russell@LightningMotorsports.us (858)-442-7466

DAS Sport bolt in roll bar for 996/997 \$550, 996 GT3 factory wheels and Nitto R rated tires. 50-70% tread left \$1200 set. Set of Fuchs 16x7 and 9" wheels with Bridgestone RE-11 tires. 80% tread left. Wheels polished and excellent. \$2200 set. Set of Fuchs centered wheels by Mirage. 17x8 and 10" wide. Fits 911SC chassis or 930. \$2000. Mark Kinninger kinninger@cox.net (619) 733-5500

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

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

## Wanted

'65-73 911 Wanted Looking for a coupe or Targa for a reasonable price, nice example or a project considered, call (909)583-1894

looking for a 2.4 6 cil 911 targa complete engine email olivasba@hotmail.com

Wanted 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

WTB: Muffler/Exhaust Boxster S from 2003-2004, twin tip stock exhaust/muffler. Thanks! (619) 302-2136

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# Membership

## New Members

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Coronado, CA  
2013 Cayenne GTS SUV

Bill Best & Tracey Best  
San Diego, CA  
2006 Carrera S Coupe

David Briggs & Josie Mikoczi  
Vista, CA  
2006 Cayman S Coupe

Chad Carnevale  
Escondido, CA  
2010 GT3 Coupe

Jim Cimino  
Del Mar, CA  
2010 Panamera Coupe

P.A. Davis  
San Diego, CA  
1974 914 Coupe

Mark Gilchrist  
Oceanside, CA  
2003 996

Tim Giorgetta & Jennifer Giorgetta  
San Diego, CA  
1996 911 Targa

Rafa Gomez & Adel Kovacs  
San Diego, CA  
2012 911 C2S Coupe

Malcolm Hill  
Solana Beach, CA  
2000 911 Coupe

Steve Holste & Miyuki Holste  
El Cajon, CA  
2013 Carrera 4S Coupe

Dustin Hood  
Escondido, CA  
2002 Boxster Coupe

George Hood  
Escondido, CA  
2002 Carrera Coupe

Jorge Javier & Michelle Mahelona  
Temecula, CA  
2006 Cayenne S SUV

Mark Knechtel  
Coronado, CA  
2012 Carrera S Cabriolet

Julian Le Maistre  
Barcombe East Sussex Bn85Tw,  
1982 911 SC Targa

Henry Lee & Martha Jimenez  
San Diego, CA  
1985 944 Coupe

Adolfo Meza  
Chula Vista, CA  
2007 997 Coupe

Hitesh Patel & Niketa Patel  
Encinitas, CA  
2007 911 Turbo Coupe

Khatchig Philibbosian  
San Diego, CA  
2002 Carrera Cab

Imad Samhat  
San Diego, CA  
2007 Carrera S Coupe

Darius Schneider  
La Jolla, CA  
1969 912 Coupe

Eric Siragusa & Susan Siragusa  
San Diego, CA  
2005 911 Coupe

Miguel Terrazas & Rocio Terrazas  
San Diego, CA  
2012 Panamera S Sedan

## Anniversaries

### Five Years...

Aristotele Hadjichristos  
John Kline  
Kurt Werner  
Mike Wilson

### Ten Years...

Bruce Beyor  
Rolf Wyman

### Fifteen Years...

Mary Beckman  
Robert Camhi  
Thomas Hofmann  
William Holloway  
Martha Mcgowan  
Thomas Paluch  
Gary Samad

### Twenty Years...

Michael Montefusco  
Felix Zuniga

### Twenty Five Years...

Kurt Gokbudak

## Membership for February 2013

Primary Members: 1457  
Secondary Members: 1065  
Total Members: 2522

# February Board Meeting

## Board Minutes

The February 2013 Board of Directors meeting was held at Tom and Susan Brown’s home. Board members in attendance were Bev, Jim, Mark, Paul, Jerry, Randy, Don & Greg. The meeting was called to order at 6:59 P.M. and the January minutes were approved.

Treasurer’s report approved.

## President’s Report

Zone 8 Presidents Meeting Highlights: Betty Joe Turner is retired. Pete Stout from Excellence is the new editor. New size is coming this year. Will go to more of a magazine size and format and will have a new photo/advertising team.

Zone 8 Assessment change from \$6 to \$2 for Zone 8 events

Hans Device rule change – now recommended vs. required for 400 modification point DE/TT cars.

Chair Strategy Meeting: A lot of really good ideas came out of this meeting which will be implemented this year.

Ginny Case passed away Sunday before last. Jack is doing OK. The Board would like everyone to send cards. There will be no service. She will be interred in New Jersey at the family plot.

## Zone Rep Report

Tom Brown – Festival of Speed is less than two months away. POC is joining us and over 200 drivers are expected and the TT is expected to sell out quickly. There will be a club race, TT, 50-year 911 display, AX, Concours, Vendor Row, Swap Meet, Cars for Sale area. Driving Skills will be there with driving simulators and Track Tours will be going on. Need volunteers to help out with all aspects of this events. KPCA radio will be there again.

## Chair Reports

All chairs need to verify events and dates with our sponsorship chair and liaison.

Autocross: Had a really fun track and event. Next event is 2/16/13 on the SE lot. Concrete repair (patchapalooza) came in under budget. Bruce Wing donated \$200 in materials.

Auto Museum: Lowrider Legends of San Diego – Michael Harris discussed the exhibit that showcases lowriders from the 50’s through the 80’s from local car owners.

CDIs: Bill Behun and the CDI’s are busy rounding up instructors etc. and attendance looks strong. Volunteers and instructors are needed for this event.

Charity: Race for Autism Speaks – Alexander Ehrath would like to set up a booth and sell items to raise money or take donations for this charity. The AX chairs approved this as a non-sanctioned event.

Concours: Randy Pickering – Park and Party at Deer Park Winery. This will be a noncompetitive car display and event on Sunday, May 5th. Registration will be on Motorsportreg.com. Jim and Randy will coordinate and work out details.

Goodie Store: Pat out of town for 2/16 AX and unable to attend.

Historian: A few years ago during a parade, John noticed perpetual plaques with Presidents and Enthusiast of the Year. John would like to research that and the cost with an idea towards creating them for our club.

Insurance: Cathy Young – Insurance for all upcoming events is in place.

Rally: Schools and Rally – Paul Young Sr. – 1st Rally school is going to be April 13th. The 2nd Rally school is July 28th

and the Rally is September 28th.

Region Rules: Are now published as well as available online.

Social: Last Tuesday Socials, Update on member reach out. Last Tuesday events are now scheduled until November/December.

Katie: Volunteer Party – North County location at San Elijo Lagoon.

Tech Sessions: Data Acquisition Tech Session at Black Forest. BMW CCCA member has offered to present. April 17th. Joint BMW/PCA member event. New Cayman will be out April 27th.

TT/DE: Streets of Willow and Chuckwalla were very well attended in spite of the weather. Next event is a DE at Autoclub Speedway in the infield on Friday, March 8th. Next TT will be the California Festival of Speed in April.

Tours: Dan Chambers – Four tours planned for the year. Peter and Dan are working on the first tour which is March 9th departing from Porsche of San Diego through the back country and end up at the Anza Borrego GC for lunch.

Vintage Racing: – Coronado event has a conflict with WSIR TT again.

Web Team: Dallas Jones has been updating web content.

Witness Billing: Tom Gould is on it and will be working forward to get billing out on time after the transfer of chairs.

Witness Editor: – Susan Brown. Always needs articles. Steve G is going to provide. Susan needs names to go with events/pictures. Get a name tag on people at events. Susan is pleased with the way things are going.

# February Board Meeting

## New/Unfinished Business

Cones – what to do with hard cones. Jerry to research and come up with a proposal by next meeting.

Multi Club events – Bev and Jim are working out details.

Coronado dates – Conflict with WSIR. Doesn't seem to be anything we can do about changing the dates at either venue.

PCA Club Race at Buttonwillow in November in conjunction with the TT. Budget from Greg for Club Race add at BW event. Approved.

Radios – Update on Programming -> Paul, Don & Jerry (see email from Don)

Radios – Update on Repairs -> Don & Jerry

Trailer update graphics -> Jim – Looks good

Importance of volunteers– We have

to have a code of conduct that respects all of these members. Don't make someone feel bad about what they're trying to do and treat them with respect.

## Adjournment

Thanks to Mike Brown for hosting. Adjournment at 8:57 P.M. The next meeting will be held February 6th at Tom & Susan Brown's home.

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Sizes are strictly maintained. Bleeds are available only on full or half-page ads.

### Submissions

We prefer that materials be submitted in .JPG, or .PDF formats. Please send files to [editor@pcasdr.org](mailto: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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## Link Index

PCASDR website: [www.pcasdr.org](http://www.pcasdr.org)  
Zone 8 website: [zone8.pca.org/](http://zone8.pca.org/)  
National website: [www.pca.org/](http://www.pca.org/)  
AX & TT Results: [results.pcasdr.org/](http://results.pcasdr.org/)  
Online registration: [pcasdr.motorsportreg.com/](http://pcasdr.motorsportreg.com/)  
Forum: [forum.pcasdr.org/forum/](http://forum.pcasdr.org/forum/)  
National Calendar: [www.pca.org/calendar/pcacalendar.aspx](http://www.pca.org/calendar/pcacalendar.aspx)  
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# BLACK FOREST

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## SDR PERFORMANCE DRIVING SCHOOL



**FRIDAY, MARCH 22, 2013 6:00pm – 9:00pm**

Black Forest: Chalk Talk / Classroom

**SATURDAY, MARCH 23, 2013 7:00am – 5:00pm**

Qualcomm Stadium: Driving Exercises

**SUNDAY, MARCH 24, 2013 7:00am – 5:00pm**

Qualcomm Stadium: Non-competitive Autocross

SCHEDULE AN APPOINTMENT FOR YOUR

**FREE DRIVING SCHOOL TECH-INSPECTION**

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ANNUAL EVENT FOR PORSCHE ENTHUSIASTS

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PCA Club Racing and Enduro • Porsche Corral • People's Choice Award  
Porsche "For Sale" Plaza • Swat Meet • Time Trials • And Much More!

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FOR MORE INFORMATION, PLEASE VISIT:

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**CALL JOHN, JEFF OR DAVID FOR AN APPOINTMENT**

**MON-FRI: 7:30AM - 6:00PM**

**SATURDAY: 8:00AM - 12:00PM**

8066 ENGINEER ROAD, SAN DIEGO, CA 92111





To:

Susan Brown, Editor



**MOVING?** Send change of address for the *Windblown Witness* to:  
PCA Executive Office, P.O. Box 5900, Springfield, VA 22150 or submit change via [WWW.PCA.ORG](http://WWW.PCA.ORG).

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