

# WINDBLOWN WITNESS

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OCTOBER 2008



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# WINDBLOWN WITNESS

Volume 49 Number 10

October 2008

## FEATURES

- 20 Knauf's Cayenne Adventure**
- 21 Jack and Ginny Journey to Parade**
- 24 Bottle Shock Debut**
- 28 Compression Test How-To**
- 35 Chasing the Moon's Shadow**
- 38 35th Monterrey Historics**
- 42 PB Rendezvous**
- 43 Sunny Autocross for August**



Monterrey Historics



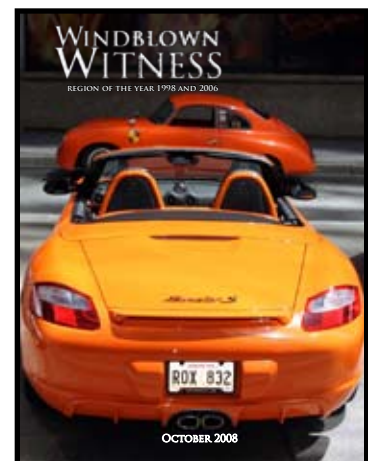
August AX

## DEPARTMENTS

- 2 Board of Directors, Witness Staff**
- 3 Committees**
- 5 President: "Straight from the Hip"**
- 7 Editor: "Sister Act"**
- 8 Event Capsules**
- 11 First Impressions**
- 13 Back in the Day**
- 15 Auto Museum Report**
- 46 Monthly Meeting**
- 48 New Members & Anniversaries**
- 49 Classified Ads**
- 52 Advertising Index, Rates, Policy**

## COVER PHOTO

Orange Porsches  
for October!  
*Photo by Greg  
Phillips*





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# And The Winners Are?

By MARTHA MCGOWAN, PRESIDENT

**B**y the time this newsletter reaches you, the four new 2009 directors of San Diego Region will have been announced. At the time of writing, the voting has not yet begun so I can't yet provide the names of the winners. Fortunately, it's never too late to sign up for a 2009 SDR committee position where your enthusiasm and individual expertise can be used for the benefit of the entire Region. Do you have good organizational skills, or do you like to drive? Do you like to read, or write? Do you have a legal background, or computer skills? Any of these special skills and many, many more are crucial to the success of our Region and we want you! You are encouraged to send in the Committee Interest form that was attached to your September *Witness* or contact any Board member. We will be happy to find a way for you to contribute to the great Region that San Diego Region is.

## Region Concours

Did you know that there are 11 Zone 8 concours events this year? Concours is very popular in Zone 8 where competitors detail their Porsches which are then judged for cleanliness and originality. The PCA San Diego Region and Pioneer Centres cordially invite you to attend the Zone 8 Concours by the Bay. This is our region's yearly Zone 8 Concours which provides you a chance to see some of the best conditioned Porsches in Southern California. The date is Sunday, October 19 and the location is Sunset Point Park at Mission Bay. Concours chairs, Steve Lopez and Gary Peterson, are busy finalizing all the

details and endeavoring to make this our best concours ever. All the event information and the entry form can be found at [HTTP://ZONE8.PCA.ORG/EVENTS/2008/10OCT/SDRCONCOURS.PDF](http://ZONE8.PCA.ORG/EVENTS/2008/10OCT/SDRCONCOURS.PDF). There is also a display division that is not judged if you want to just park on the lawn and show off your car. Even if you're not entering your car in a judged division, you can support SDR by going to Mission Bay and looking at all the beautiful Porsches that have been so meticulously cleaned.

## October Events

October is a busy month for SDR with a wide variety of events available. The dates for the Fall Performance Driving School are Oct 3-5. Typically, this event sells out very quickly but, if you're lucky, you might be able to find an open slot at this late date. This is the place to learn about car control and experience the limits of your Porsche in a safe environment with trained instructors.

The Time Trial series resumes its action at Spring Mountain on 11-12. Sign up and come and say "hi" to our famous movie producers Jack and Robert. This is the month for Oktoberfests and this year we are planning something special. Oct 12 is a combined tour and social. Join us for a drive in beautiful back country roads followed by lunch at an authentic German Oktoberfest. On the 18th is a Progressive Dinner. The event begins at 4 p.m. with appetizers at an SDR member's house then we drive to another house for dinner and then on to the last house for dessert. The cost for this fabulous meal and all the fun you can pack

into an evening with your Porsche friends is only \$50. Please sign up right away so the social team can get a head count.

You can relive the action and excitement of the Spring Mountain time trial at the Motorhead Monday on Oct 20 at Oggi's Pizza in Santee. Join your friends, watch video clips taken by various drivers, lodge your official excuses and get in some official "smack talk." The autocross series has a date on the 26th in the southeast lot. The Last Tuesday Social will be at the Brigantine on Shelter Island where you can join your Porsche friends for a relaxing evening of conversation. The information for these events, can be found on the calendar page at [WWW.PCASDR.ORG](http://WWW.PCASDR.ORG).

## Charity

And finally, don't forget our charity drive. The month of October is the underwear and sock drive that will benefit the Monarch School. Donations of new underwear and socks for both boys and girls are welcome. Please bring these items to any October event.

I look forward to seeing you at SDR events!

Martha





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# Happy Halloween A Treat for October

BY SUSAN BROWN AND MARGI KNIGHT, Co-EDITORS

**W**hat are you doing for Halloween? In the past, the Club has held a costume party at Michael & Susan Harris' home. How generous they were in allowing us to come and turn their beautiful Mission Hills abode into a haunted mansion. And Michael's model train with its howling and spooky lighting thrilled us.



We would like to remind all our members that it is your responsibility to contact PCA National in order to change your addresses. Each month we download our Witness mailing list from National. We do not record or keep records of mailing addresses. It is very easy to do-go the [pca.org](http://pca.org) website and make changes to your account in the member services section.

## Articles of note

This month we think we have another great issue. Greg Phillips has sent us a wonderful selection of photos from the 35th Annual Monterey Historics. This year Alpha Romeo was honored...and note our own Kaid Marouf competed in his 1960 Alpha. There was a tribute to the great Phil Hill and Mario Andretti. Please be sure to put the next Histo-

rics on your calendar, as Porsche will be honored. We cannot tell you how much we appreciate Greg's help with the Witness and wonder if he really thought he was escaping?

Back by popular demand, we will be running a series of tech articles by our one and only Steve Grosekemper. This month he prepared an in depth article on compression tests. In the article, he states, "When the time comes to purchase a used vehicle, the first question that comes to most inquiring minds is: 'how's the compression?' But for Margi, it's: what color is it? A helpful article for those with more curiosity.

Follow along with Jack and Ginny Case as they travel to the Parade in Charlotte. See also our regular contributors. Michael Harris highlights the upcoming 20th Anniversary Gala at the San Diego Auto Museum and John Straub takes a detour in his "Confessions of an Aficionado". Vince Knauf has an article on the upcoming Cayenne off road tour to entice you to come and join the adventure, and Tom Brown might just have been fooled by an April 1984 issue of the Witness. No one ever fessed up to it being an April Fool's issue, but the story about PCNA taking new car sales from the dealerships certainly was far fetched.

Keep your articles and photos coming in. We cannot do this without you!

## Behind the Visor

We forgot to mention a birthday last month. On September 3, 1875, Ferdinand Porsche was born thus beginning the dynasty we all love.

Notice the advertisement to the left of this article-our own Jackie

Corwin has secured advertising from Susan's favorite-Stone Brewery, located in Escondido. They have a beautiful brewery, restaurant and gardens there, and just three years after moving in they are already out of space! (Contact them if you have commercial space in the area!)

Congratulations to Rusty French, Mt Eliza, Victoria who won Group 7B-1972-1983 Historic IMSA GT Cars in his 1979 Porsche 935.

Anyone going to Paris this Fall? Porsche will be unveiling the most capable Cayenne yet at the upcoming Paris Auto Show, October 4-18 2008.

Did you know? Caltrans replaces 120,000 cones destroyed in work zones each year, to the tune of \$1.87 million of cost to taxpayers annually.

Margi and Susan



## October 2008



### Wednesday, October 1

*Windblown Witness* submission deadline for November issue

### Wednesday, October 1

#### Monthly Members and Board Meeting

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

**Place:** Scragg/Sietas home  
3343 Harbor View Drive  
San Diego, 92106

**Contact:** Carl and Patt, 619-226-6025

**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 are provided before the meeting. All members are welcome.

**Directions:** See page 55 in the September *Witness*

### Friday-Sunday, October 3-5

#### SDR Performance Driving School

**Contact:** CDI@PCASDR.ORG

### Friday-Sunday, October 3-5

#### GER Zone 8 California Challenge

**Contact:** Tony Garcia 661-319-3952 or AGARCIA792@AOL.COM

**Link:** [HTTP://ZONE8.PCA.ORG/EVENTS/2008/10OCT/CALCHALLENGE.PDF](http://zone8.pca.org/events/2008/10oct/calchallenge.pdf)

### Saturday & Sunday, October 11 & 12

#### SDR Z8 Time Trial: Spring Mountain

**Details:** See page 15 in the September *Witness*

### Sunday, October 12

#### SDR Tour and Oktoberfest Social

**Time:** 9:30 a.m.

**Place:** Lakeside Park & Ride on MapleView and Vine, near HWY 67 and El Capitan High School

**Details:** Take a scenic tour to Julian and check out some twisty roads in the hills! After sampling some of Germany's best automotive engineering, sample some of its best eating, drinking and music. If you don't have time for the drive, meet us at 12:30 at 1017 S Mollison Ave, El Cajon (Park at the church at Chase & Mollison.)

**Contact:** Tom Brown - TB911@ROADRUNNER.COM or 760-942-2706

### Sunday, October 12

#### SBR Zone 8 Concours

**Contact:** Carolyn Ewbank at BCEWBANK1@VERIZON.NET

**Link:** [HTTP://PCASB.ORG/MAIN/IMAGES/STORIES/CONCOURS\\_2008.PDF](http://pcasb.org/main/images/stories/concours_2008.pdf)

### Saturday, October 18

#### SDR Social – Progressive Dinner

**Time:** 4:00 p.m.

**Details:** Annual event that includes three-course meal located at three different members' homes. Experience fun driving tours between each course.

**Cost:** \$50 per person for food and beverage

**Contact:** RSVP SOCIAL@PCASDR.ORG, Rikki Schroeder at 760-743-3156



## Sunday, October 19

### SDR Z8 Concours by the Bay

**Time:** 7:00 a.m.  
**Place:** Sunset Point Park  
 1710 W. Mission Bay Drive  
 San Diego, CA  
**Details:** See page 19  
**Contact:** Gary Peterson or Steve Lopez at CONCOURS@PCASDR.ORG

## Saturday-Sunday, October 18-19

### Porscheplatz @ Monterey Sports Car Championships

**Place:** Laguna Seca  
**Details:** An exclusive Porsche member opportunity. Display your Porsche in the Porscheplatz corral, watch Porsche's LMP2 RS Spyder in action and take part in the several special events.  
**Tickets:** WWW.LAGUNASECA.COM or 800-327-7322  
**Contact:** Larry Sharp, Zone 7 Rep, LARRYSHARP@COMCAST.NET, 925-371-2258

## Monday, October 20

### Motorhead Monday

**Time:** 6:00 p.m.  
**Place:** Oggi's Pizza and Brewery  
 9228 Mission Gorge Rd  
 Santee, CA  
 619-449-6441  
**Details:** Once again it is time to discuss and review the Time Trial event in at Spring Mountain Raceway. Bring all your best excuses as usual.  
**Contact:** SOCIAL@PCASDR.ORG  
**Link:** WWW.OGGIS.COM

## Sunday, October 26

### SDR Autocross-South East Lot

**Details:** See page 51  
**Contact:** AX@PCASDR.ORG

## Tuesday, October 28

### SDR Last Tuesday Social

**Time:** 6:00 p.m.  
**Place:** The Brigantine  
 2275 Shelter Island Drive  
 San Diego, CA 92106  
 619-224-2871  
**Contact:** SOCIAL@PCASDR.ORG  
**Link:** WWW.BRIGANTINE.COM

# November 2008

## Wednesday, November 5

### Monthly Members and Board Meeting

**Time:** 6:00 p.m. – Social hour and food  
 7:00 p.m. – Meeting  
**Place:** Hofmann/Monday home  
 4679 Esther Street  
 San Diego, CA 92115  
**Contact:** Joe and Jim, 619-922-7510  
**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 are provided before the meeting. All members are welcome.  
**Directions:** See page 46s

## Saturday, November 8

### SDR Wine and Dine Tour

**Time:** 9:30 a.m.  
**Place:** Steele Canton High School parking lot  
 12440 Campo Road  
 Spring Valley, CA 91978  
**Details:** Tour the back roads and end at Ramona at 12:30 at the house of Herman Salerno, a well known wine maker and opera singer. 17924 Highway 67, Ramona. Lunch will be served with salad, pasta, dessert and one class of wine or soda. \$30  
**Contact:** RSVP by October 24th to Ignacio Iturbe at DOUBLEI@COX.NET



## Saturday, November 8

### SDR Autocross–South East Lot

**Details:** See page 51  
**Contact:** AX@PCASDR.ORG

## Sunday, November 9

### SDR Cayenne Tour

**Details:** See page 20  
**Contact:** VVVINCE@AOL.COM

## Saturday & Sunday, November 22 & 23

### SDR Z8 Time Trial: Buttonwillow

**Details:** See page 17  
**Contact:** TT@PCASDR.ORG

## Tuesday, November 25

### SDR Last Tuesday Social

**Time:** 6:00 p.m.  
**Place:** Mexi-Cocina Restaurant and Tequileria  
 12213 Poway Road  
 Poway, CA  
 858-748-6452  
 2275 Shelter Island Drive

**Details:** Please come and enjoy great Mexican food and the warm hospitality of Roberto, our loyal SDR member and owner of the restaurant. Happy hour from 2 p.m. until closing. \$2 cocktails and \$2 domestic beers.

**Contact:** SOCIAL @PCASDR.ORG

## Monday, December 1

# U p c o m i n g

### Motorhead Monday

**Time:** 6:00 p.m.  
**Place:** Mandarin Garden  
 8242 Mira Mesa Blvd  
 San Diego, CA 92126  
 858-566-4720

**Details:** Owner and Porsche enthusiast Rene Doctolero is more than happy to host our Motorhead Monday event.

**Contact:** SOCIAL @PCASDR.ORG



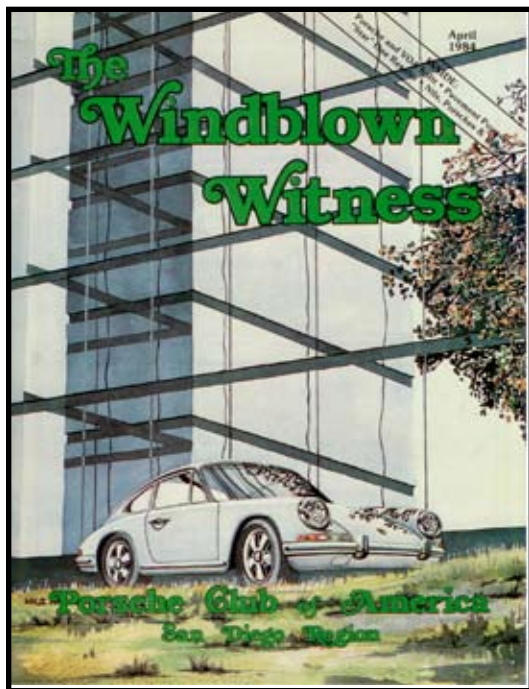
# “Mere Agents”

By TOM BROWN

**A**pril 1984. Car: Dave Belanich's 911E. Place: Commonwealth Bank, Mission Valley. Photo by: Dan Sapp. Watercolor of photo by: Nils Hallstrom. Quite a mouthful. If only every photo credit was so detailed.

## Happenings

In April, twenty-four years ago, the Club was getting ready for a time trial at the now defunct Carlsbad Raceway. Not something we did every year, but off and on. That is very curious to me, because in much more recent times, I know we considered it but always decided against it, as too dangerous, not enough run-off room. Of course, the course may have gone through “improvements” between 1984 and the late 90's that made it un-



suitable for our events. All water under the bridge now, as it has since lost its battle with “progress”, becoming yet another business park and housing tract.

Cover artist Nils Hallstrom provided an article detailing the production numbers for the 356, 911 and 912, as well as other factory exotic models; with an eye towards predicting investment potential. 906 anybody? Seems that car was appreciating quite well, and there was even one in the region that was concouring regularly!

The Spring Performance Driving School was quite the success, with sixty-five students successfully completing the weekend. Only fourteen instructors were listed in the



“thank you” section of the article. Talk about busy! They must have been exhausted by Sunday night. Helps you understand why we limit ours to forty students today.

## Porsche controversy

All was not idyllic in the Porsche world. The topic of both the President's column and a large Special Report was the news that PCNA (newly incorporated at the time) was going to reduce the Porsche dealers in the US to the status of mere “agents.”

The idea was that PCNA would establish factory Porsche Centers around the country. These centers would handle keeping inventory, new car preparation and delivery. They would also serve as centralized storage for both service history records and standardized and itemized billing records for every Porsche. This was touted as a big advantage to the used car buyer. The PCNA Centers would deal in restored, classic and extremely well preserved used Porsches. Having a centralized service history database would allow the potential new owner to see everything in the service history of a car that had always been taken to an authorized service center.

The dealers-turned-agents would still handle service and parts, but would no longer buy cars for resale; they would not carry an inventory of new cars. For new cars, they would be a middle man, taking orders and passing them on to their assigned Porsche Center. One more advantage touted by PCNA was the guarantee that they would never sell above MSRP. The customer would never have to worry about price-gouging again. Concerns voiced by our membership were “Does that mean you will never see, sit in or get to test drive a new car again? That you will have to order one out of a catalog?”

Of course, this attempt to abandon the franchise system did not sit well with the dealers, with over three dozen in California alone filing lawsuits to prevent the change. Both the National Automobile Dealers Association and the American International Automobile Dealers Association vowed to fight PCNA to prevent this. Today I think we know the end result; but perhaps I'll keep reading the past to see this saga unfold.





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# Confessions of an Aficionado

BY JOHN STRAUB, ARCHIVIST

Every once in a while, I just gotta write something different, ya know? Most of the time this column follows a specific subject and usually a positive one at that, the history of San Diego Region. But occasionally, I just need to write on something else. It's that time again.

There is a week of events in August that takes place each year and is growing by leaps and bounds when it comes to appealing to the car fanatic. It's the Carmel-Monterey car week.

For Monique and I this past year, it started off at the Monterey Pre-Historic's where we went to watch a week-end of racing at Laguna Seca. This happens a full week ahead of the well-known Monterey Historics.

## More and more cars

Next was the Carmel-By-The-Sea "Concours on the Avenue", two full days of shows that close down the main street of Carmel. This last August, I was lucky enough to be invited to be a judge for Porsche at the Concours (more on the later). The first day, Wednesday, was the Automobilia Monterey that features vintage posters, photos, models, books and just "KOOL" stuff. On Thursday the main street in Carmel was again closed, this time for the gathering of the "Pebble Beach Concours" cars. Here is an opportunity to get up close to look and hear them run for free. You'll get to marvel over true moveable "Works of Art", the likes of Talbot Lagos, Delahayes, Lagondas and more, cars that were designed to be lusted after as well as driven. Also on Thursday in the evening was the gathering at the Baja Cantina Grill and Filling Station in Carmel Valley. This is the ultimate car enthusiast hang out with Margaritas and Mex grub.

Next on Friday, was "The Quail", a motorsports gathering. Tickets for this event are gone almost a year ahead. But, also on the same day is "Concorso Italiano", a gathering from Fiat's to Ferrari's with every Italian car in between. And not to be left out, is, the "Pacific Grove Auto Rally" which anyone can enter and takes you on the 17 - mile drive through Pebble Beach. Continuing on Friday and moving into Saturday and Sunday is the ultimate Vintage Races, known as the "Monterey Historics".

Oh yea, I forgot to tell you about not one or two, but, six different car auctions going on the last four days of that week along with the Pebble Beach Retro Auto with Historic Automobilia, that included rare parts, automotive fine art and other things you'd want to round out your garage. Speaking about art, there is the "Automotive

Fine Art Society Exhibition" on the 18th Fairway of Pebble Beach as well as the "Pebble Beach Concours". All of this is there to see.

How about that for a week? Well, it's the place to go if you're a car fanatic!

## Judging a concours

Now back to the Carmel-By-The Sea "Concours on the Avenue". This was the second year for this event. It was increased from one day last year, to two days this year. The first day was a Concours for Porsche and Ferrari. The Porsches were divided into three groups, 356, early 912-911, and racecars. The second day was a Multi-Marque Show for "Hot Rods, American, Micro-Car, Sports, Motorcycles and Muscle Cars".

Both these shows were free to spectators and they came in the thousands. For the entrants, judges, volunteers and spectators, this was a "Class Act"! I've had the opportunity to show and judge in Porsche Parades, Hot Rod Shows to Invitational Shows, and none of them have ever come close to the class of these two days. What really set it apart was, rather than a show for just the multi-million dollar cars at Pebble, these shows were for the real down home car enthusiast. In fact, these shows have become so popular with the people that the Pebble Beach Committee has now said: "If you judge in either of these two shows, you can't judge at Pebble"...Humm. I'll let you draw your own conclusion.


One final note on these Carmel Shows, they were conceived by Doug and Genie Freedman, the event chairs. You can find them on the Web at: [MOTORCLUBEVENTS.COM](http://MOTORCLUBEVENTS.COM). In just this short time the Freedman's have surpassed everyone's dreams by offering to the public only the best. Next year's events are scheduled on Monday and Tuesday, August 10 & 11, 2009. And perhaps, if we



cross our fingers they will do Porsche again to go with the Historics. Maybe Porsche Race Cars at the show, I hope. Well, as some of you may have heard by now...Porsche is the "Marque" for the Monterey Historics.

The other big news: at the Driver's Awards for the Historics, it was reported that Steve Earle put on a Porsche Hat and said "I'll see you next!". It seems highly likely that Porsche will be the Marque for 2009 at Monterey, August 14,15 &16, 2009. The last time this was done was 1998 and it was the biggest turn out of Porsche racing cars ever on the West Coast. Thinking back, my first trip to the Historics was in 1977, three years after it started. Porsche was the Marque in 1982, then again in 1993 where the 911's were honored and finally '98. All great years.

These races have become the benchmark for vintage races, through the dedication of Steve Earle and Chis Vandagiff. No where have they been duplicated...the quality of the cars are unbelievable. Not only can you get up close to the cars and drivers, but it also has automotive history displays and plenty of vendors to keep you busy for hours.

So, there you have it! Ten days of pure auto immersion. For me, it's like, getting my feet grounded...taking time to think as a young teen again. AHHH>>>> the sights, sounds, and smells of all kinds of cars. 

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The San Diego Region has made a commitment to supporting the San Diego Blood Bank. Your support of this important need helps many people in our area.

To donate blood, just call the San Diego Blood Bank at 619-296-6393 to set up an appointment. When you go in to donate, tell them you are there to donate to the Porsche Club of America account (group code: PCOA).

If you need further information, please visit [WWW.SANDIEGOBLOODBANK.ORG](http://WWW.SANDIEGOBLOODBANK.ORG) or call Tom Golich at 858-755-4986.

## The Goodie Store is now *on line*

Now you don't have to wait for an event to visit SDR's Goodie Store. It's available online, 24 hours a day.

To visit the store, go to the club's web site at [WWW.PCASDR.ORG](http://WWW.PCASDR.ORG), click the box marked "The Store," then choose "Online Goodie Store" from the list at the left.

You'll find a vast array of items just waiting to be snapped up, including a wide assortment of clothing with the PCA-SDR logo, plus items of special interest to Porsche aficionados.

You can pay by credit card. Your selections will be delivered to your door or sent directly to a friend or loved one.

All sales help to support our club.



Try it out *today*



# Not to be Missed 20th Anniversary Gala

By MICHAEL HARRIS

This month's biggest news is a change to the Museum's "20th Anniversary Gala" on November 22, 2008. In order to enable more people to attend, the price of the Gala has been reduced from \$500 to \$200 per person. And because the Gala will feature all those wonderful Ferraris and a tribute to Dan Gurney, the venue has been moved from the hotel to the Museum floor. The down side is that the event will be limited to only 200 guests due to space limitations in the Museum. This is an important fundraiser for the Museum and a terrific social opportunity as well. Please telephone Faye Levy at 619-398-0307 for reservations. You may pay by credit card, check or cash. The Opening Reception for the Ferrari display will be held at the Museum on Saturday evening, October 11th from 5 to 8:00pm. The cost is \$25.00 for members and \$35.00 for non-members. Tickets may be ordered from Paula at 619-398-0308.

## New additions and improvements

A number of tremendous improvements have occurred recently at the San Diego Auto Museum. One of the most obvious is the creation of the Museum's Library Corner and Resource Center funded by General Motors. The most striking visual difference is the bright blue and yellow paintwork that attracts attendees to the area. Inside the library is a comfortable array of reading tables and chairs surrounded by bookcases and magazine displays. To the right of the entry door is a counter where an enthusiastic volunteer waits to assist you. Whether you are looking for old shop manuals, catalogs, current magazines or other motor vehicle research materials, they are all set out in the card index file. Volunteer Guy Preuss told me the library is currently open Monday through Friday. He and another volunteer take turns covering different time periods. The magazine collection includes "Road & Track" (the most popular of all the magazines Guy told me) and other car magazines, catalogs, boxed sets of "Automobile Quarterly" and more. For non-gear heads, general interest travel magazines are also available. You could spend the entire day there (Museum hours are from 10am-5pm, with the last admission at 4:30pm). The volunteer can also make a photocopy of an article or a specific procedure from their archival repair manuals. Anyone who wishes to donate magazines or books may leave the items at the entry area. Staff will evaluate the materials and send you proof of your charitable donation for tax purposes. Staff are constantly setting aside materials in the best condition for the library and selling the

others to help fund the Museum.

GM has also set up three computer stations to enable users to access GM's story of its 100th Anniversary. You are provided not only the history of the company's past one hundred years, but plans for the future.


Another display new to the Museum is the Ford Model T exhibit, "Celebrating 100 Years of the Model T, 1908-2008." As the display placard points out, the 1909 Model T sold for \$825, was a reliable automobile, and "fairly easy to drive." Director Bob Swanson told me that he had recently driven a Model A Ford from the garage to a display, and he had forgotten how hard these old cars are to drive.

## Children's area a must see

The children's area has also been remodeled, and exhibits a new paint scheme of green, red and yellow painted walls. There is a rolling chassis with motor, transmission and basic running gear so children can see what a car is made. There also is a two-wheeler that they can climb on. The current video deals with fossil fuels and fuel alternatives to make our planet more livable. In the far corner is a video of the manufacture of a Ford Mustang convertible. From rolling steel to driving the car off the assembly line after twenty-two hours and nine miles of assembly, the viewer gets to watch workers and robots partner together to produce a new Mustang every ninety seconds. Unlike the famous (or infamous) murals of Ford auto workers in the 1920s that were painted by Diego Rivera depicting the monotony of the process, this video shows the challenges all workers face in order to produce a high quality product in a short period of time. The painting process is one of the most fascinating aspects, and mainly accomplished by machines.

## Last Chance for Motocross America

September is the last month for the "Motocross America" exhibit. Commencing in October and continuing until the end of December, Ferrari will be the featured display.

Fund raising continues ahead of last year with the generosity of the Ferrari and Maserati community in their support of the upcoming display. As the quality of the Museum's presentations continues to improve, so does the value of the display cars. A 1948 Tucker sedan, similar to the one on display at our Museum, just sold at the Monterey Historics for \$1,000,000. Wow! Next month you will receive a preview of the Ferrari display. 



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# PCA San Diego Region & Zone 8 Time Trial

Buttonwillow Raceway Park Time Trial

November 22-23, 2008



## REQUIREMENTS:

- Participants without Competition Permits must have completed 8 Autocross-type events or equivalent accumulated over at least 9 months but no more than 18 months
- SNELL 2000 or 2005 helmet (M may require balaclava)
- Proper fire extinguisher mounted in car
- 5-point harnesses required for all drivers and passengers in Prepared class or higher
- 2008 Zone 8 TT Driving Rules apply, see [www.pcasdr.org](http://www.pcasdr.org)

**Event Hotel: Willow Inn & Suites**  
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**Make reservations early!**

\*Rates subject to change by hotel

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**For more information contact Jack Miller at (619) 286-4419 (h) or [tt@pcasdr.org](mailto:tt@pcasdr.org)**  
**For track information and directions: [www.buttonwillowraceway.com](http://www.buttonwillowraceway.com)**

## November 22-23 — PCA-SDR & Zone 8 Time Trial — Buttonwillow

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

Do you have a Competition Permit? ☐ Yes ☐ No  
 Do you have a Log Book? ☐ Yes ☐ No Signed \_\_\_\_\_

Car Year \_\_\_\_\_ Model \_\_\_\_\_

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

Do you have a Competition Permit? ☐ Yes ☐ No  
 Do you have a Log Book? ☐ Yes ☐ No Signed \_\_\_\_\_

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Entry Fees at \$295 per driver..... \$ \_\_\_\_\_  
 -\$100 Discount for 1st time TT drivers (who are PCA members)..... \$ \_\_\_\_\_  
 \$25 Late Fee (postmarked/faxed after Nov. 8)..... \$ \_\_\_\_\_  
 \$75 On-site Reg. Fee (if reg. after Nov. 18; Late Fee applies too)..... \$ \_\_\_\_\_  
 \$30 Transponder Rental (or you MUST enter your # to the right).... \$ \_\_\_\_\_  
 2008 Zone 8 Competition Permit or Log Book (\$10)..... \$ \_\_\_\_\_  
 Total Fees: \$ \_\_\_\_\_ 0

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## **CONCOURS BY THE BAY**

Sunday, October 19, 2008 at Mission Bay, San Diego

**Site:** Sunset Point Park --- 1710 W. Mission Bay Drive - A perfect site for a concours --- on the grass --- by the bay. Close to downtown.

Take I-5 south, take Sea World Drive exit-Exit 21-toward Tecolote Rd. Turn west onto Sea World Dr. stay straight to go onto ramp, merge onto W. Mission Bay Dr., turn slight right onto ramp, merge onto W. Mission Bay Dr., turn sharp left to stay on W. Mission Bay Dr.

**Schedule:** 7:00 - 9:30 am Car placement, light cleaning.  
10:00 - 12:00 noon Judging and scoring.

**Accommodations:** The Dana on Mission Bay ([www.thedana.net](http://www.thedana.net)). Rooms from \$159 (no special rate established). Call 619-222-6440 or 800-445-3339.

**Food:** Lunch is included with your registration

**Questions:** Steve Lopez (619-533-3188) or Gary Peterson (858-535-1800) [concours@pcasdr.org](mailto:concours@pcasdr.org)

### CONCOURS DIVISION

C-1 All Closed 356's  
C-2 All Open 356's  
  
C-3 911-912 (1965-1973)  
  
C-4 911-911 Turbo, 930, 912E (1974-1983)  
C-5 911-Carrera and Turbo (1984-1989)  
C-6 911-Carrera & Turbo, GT2, GT3  
(1989-present 964, 993, 996, 997)  
C-7 Boxsters  
C-8 914-4, 914-6  
C-9 924, 924S, 924 Turbo, 944, 944 Turbo, 928,  
928S, 968  
C-10 Special interest, Current Competition.  
Limited Production  
C-11 Cayenne

### STREET DIVISION

S-1 All Closed 356's  
S-2 All Open 356's  
  
S-3 911-912 (1965-1973)  
  
S-4 911-911 Turbo, 930, 912E (1974-1983)  
S-5 911-Carrera and Turbo (1984-1989)  
S-6 911-Carrera & Turbo, GT2, GT3  
(1989-present 964, 993, 996, 997)  
S-7 Boxsters  
S-8 914-4, 914-6  
S-9 924, 924S, 924 Turbo, 944, 944 Turbo,  
928, 928S, 968  
S-10 Special interest, Current Competition,  
Limited Production  
S-11 Cayenne

### WASH & SHINE DIVISION

W/S-1 All 356's  
W/S-2 911-912 (1965-1973) 911 Turbo, 930  
912E (1974-1983) (G Series), 914-4, 914-6  
W/S-3 911 Carrera & Turbo (1984-89), 964  
911 Carrera & Turbo (1990-98), 993  
W/S-4 924, 924S, 924 Turbo, 944, 944T, 928, 968  
W/S-5 Boxsters, 996's, GT2, GT3, 997's, Cayenne

### UNRESTORED DIVISION

U/R-1 All 356's  
U/R-3 911/912 (1965-1973)  
U/R-4 911, 911 Turbo, 930, 912E, (74-83)  
U/R-5 911, 911 Turbo (air cooled) (84-Y10)  
U/R-8 914, 914-6  
U/R-9 All 924, 928, 944, 968  
U/R-10 Special Interest, Competition, Limited prod.

**DISPLAY** (not judged)

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Body Type \_\_\_\_\_ Color \_\_\_\_\_ License No \_\_\_\_\_ Class \_\_\_\_\_

Concours \$50 per car & lunch by Oct 12 = \_\_\_\_\_ Please make your check payable to "PCA/SDR"

\$60 per car & lunch after Oct 12 = \_\_\_\_\_ and mail with this registration form to

Display only \$20 per car = \_\_\_\_\_

Extra Lunch \$10.00 x \_\_\_\_\_ = \_\_\_\_\_

TOTAL = \_\_\_\_\_

**Gary Peterson, PO Box 165  
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# Knauf's Cayenne Off Road Adventure Returns

BY VINCE KNAUF

PHOTOS BY KEN ROCKWELL

Counting the two Cayenne tours that Cecelia and I put on for the San Diego Parade, the Cayenne Off Road Tour on November 9 will be the eighth one we have hosted. We have lots of off road miles on our Cayenne and we have the tour routine well sorted out. It will be fun, safe and will take you to parts of San Diego County that you likely have not seen before. Because "off road" driving is what gets you there and a competent off road vehicle is needed for that. Every Cayenne IS a competent off road vehicle. I sure hope that you have one. If you need one before then, I know that our Dealership Partner, Pioneer Centres Porsche, will be able to fix you up.



## What to expect

If you already have a Cayenne, and have not yet taken it "off road," this is a great way to get started. We will share with you lots of information about off road driving before the event. And have a talk to review all this the day of the event. We have selected roads (un paved, but definitely roads) that will get you comfortable with this kind of Cayenne driving. We have pre run these to be sure that there will be nothing you and your Cayenne can't handle. You will build the skill and confidence to drive your Cayenne on these (off) roads comfortably and with a big smile. And we expect that you will end the day looking forward to your next opportunity to do it again.

This brings up an important point. We call this an "Off Road Tour" but in fact it IS entirely on roads. Designated maintained dirt roads that just happen to have rocks, pot holes and more to challenge you. Genuine off road driving is discouraged in most places because it damages the sensitive environment and can be quite unsafe.

While this event can be done with just a driver, we

strongly recommend having a navigator along with you. And filling the back seat is also a good thing. The navigator can read the route directions aloud so that all in the Cayenne will hear the historical and other information about the areas that we are driving through and near. Sharing is good.

## What you should do

The registration form is near this article in the Witness and can be found at the San Diego Region's website, [WWW.PCASDR.ORG](http://WWW.PCASDR.ORG). Check the November calendar and click on the link. Fill out the form LEGIBLY and mail it with your \$10/vehicle entry fee. Make your check to PCA-SDR. The last day for cancellation with refund is November 6. We need a good email address where we will send you lots of information about off roading in general, and event information such as exactly where the meeting place it.

This tour will take the better part of the day, and we need to have you bring lunch and beverages for those in your car. There are no improved picnic grounds on this tour, so have a blanket for everyone in your party to sit on, bring all the utensils you will need, clean up supplies and a bag to carry out your trash. There are no portapotties on the off road sections, but we will be making a stop at a gas station/convenience store about midday to address this if needed. And there will be big trees and rocks to wander behind as well. Adjust fluid intake appropriately.

Cayennes are given first priority for this event, and we may fill up our limited number of spaces with Cayennes. We will accept PCA members in other 4WD high ground clearance SUVs if there is room. We allowed a 2wd jeep once and it was out of place. Another good reason to buy a Cayenne!

Please have a full tank of gas, and be ready for whatever the weather will have for us. Bring jackets for everyone in your party since we will be off road at elevations between 3,500 and 4,000 feet, dropping to much lower east of the mountains. Some areas that we will be stopping at are wind exposed. It could be quite warm or quite cold in the mountains.

I recommend hiking shoes for everyone, because there is a an abandoned mine walking distance from the road we will be on, and I hope to get us to a First People petroglyph site as well. Don't forget sunscreen and a good hat to prevent the sunburn that happens easier at higher altitudes. We hope you can join us.





# Catching a Ride to Charlotte

BY JACK AND GINNY CASE

*Editor's Note:*

*Jack and Ginny Case have been members of the Porsche Club of America for over fifty years and are founding members of the San Diego Region. They seldom miss a Parade and as usual they drove to Parade-this year right across the country. Here is their story as they traveled coast to coast in pursuit of yet another Parade.*

**O**n June 22, we took off for the Parade in Charlotte, North Carolina. We headed east on I-40 towards Apple Valley and Needles. It was a balmy 115 degrees. Traffic was light, which we found to be true for most of our trip. Our first stop was Flagstaff, Arizona at an elevation of 7,000 feet.

The next day, we found that the rocks in New Mexico are a beautiful color of red. We spent the night in Albuquerque. The next day we passed through northern Texas and on to Oklahoma City where we spent the night. Jack says the driving part is easy; the hard part is loading and unloading the luggage everyday.

## Welcome to the Parade

We finally arrived at the Parade Welcome Tent and it was good to see old friends and catch up with all the news. We had a full week of fun activities planned.

## Saturday

We attended a luncheon hosted by Pamela Kelly, the wife of PCA President Prescott Kelly. Following this, we attended the PCA Board meeting. Prescott Kelly informed us that the new Porsche model was being introduced in Spain. We got the car teched in order to take part in the week's driving activities and then headed to the Zone 8 welcoming party.

## Sunday

The concours was held in the downtown area. The cars were organized by model and arranged so that you could see them up close. After lunch, we dragged ourselves back to the hotel to pick up our car and take a ride around town, looking at the buildings and interesting streets. The day ended with a Welcome Party held at the convention center.

## Monday

We had to get up 6 a.m. to be on the road for the gimmick rally that started at the Bridgestone Tire headquarters. The ride was pretty. That evening we attended the Concours banquet and listed to several speakers such as Detlev von Platen, President and CEO PCNA and Thomas Edig, Member of the Board of Porsche AG.

## Tuesday

We volunteered to work in the hospitality room and then headed for lunch on the patio. We attended the ice cream social that was held in a beautiful little park. This evening we attended a fun nacho and margarita party. We had a glass of wine while listening to award announcements. We went to a nice Italian restaurant for dinner with friends.

## Wednesday

Our volunteer assignment was to work at the Heritage and Historic car display. The cars were arranged from 1948 through 2008. Among them were a 1959 Speedster GT, Al Holbert's racecar, ALMS LMP2 RS Spyder and Ginny's favorite 550 Spyder.

Norbert Singer was a special guest from Germany with his wife. He created the Duck tail and was responsible for the RST and 956/962 programs. He gave an excellent speech at the display. That was a very special experience.

Wednesday evening we attended the President's reception held at the Bentley on 27, a restaurant on the 27th floor of a downtown office building, giving us magnificent view. Afterwards, Peter Porsche took pity on us as it was a long five blocks to the hotel and gave us a ride. We then attended the dessert party.

## Thursday

We attended the volunteer brunch in the morning. The Victory Banquet was elegant with German food. Speakers were Prescott Kelly, Paul Gregor, Club Coordinator for Porsche AG, Hans Peter Porsche, Harvey Yancy, 2008 Parade chair and Kathy Fricke, Parade Chair 2009 for Keystone, Colorado. As usual, Mark Shevitz did a great job as emcee.

We took off on Friday, July 4th for Savannah Georgia. We spent two days looking at colonial homes, the beautiful river, and much, much more.

We had a great time and cannot wait to read Betty Jo Turner's Parade article in the Panorama.



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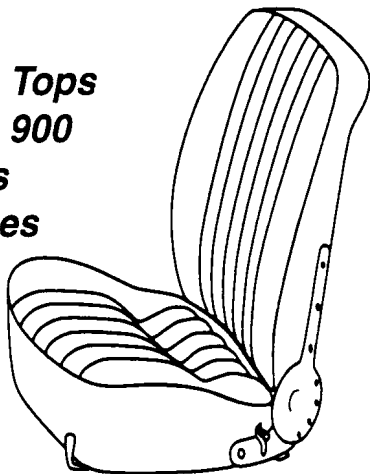


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# Bottle Shock

By MARK RONDEAU

On a beautiful Sunday evening, nearly 100 PCASDR members and family gathered to watch the movie "Bottle Shock" at the Hillcrest Cinemas on its opening weekend in San Diego. Many of the Porsche Club members had to hurry over to the theatre after the Auto-cross that same day. I was one of those who skipped out on the awards ceremony so that I could shower, change and get to the theatre in time with Katina.

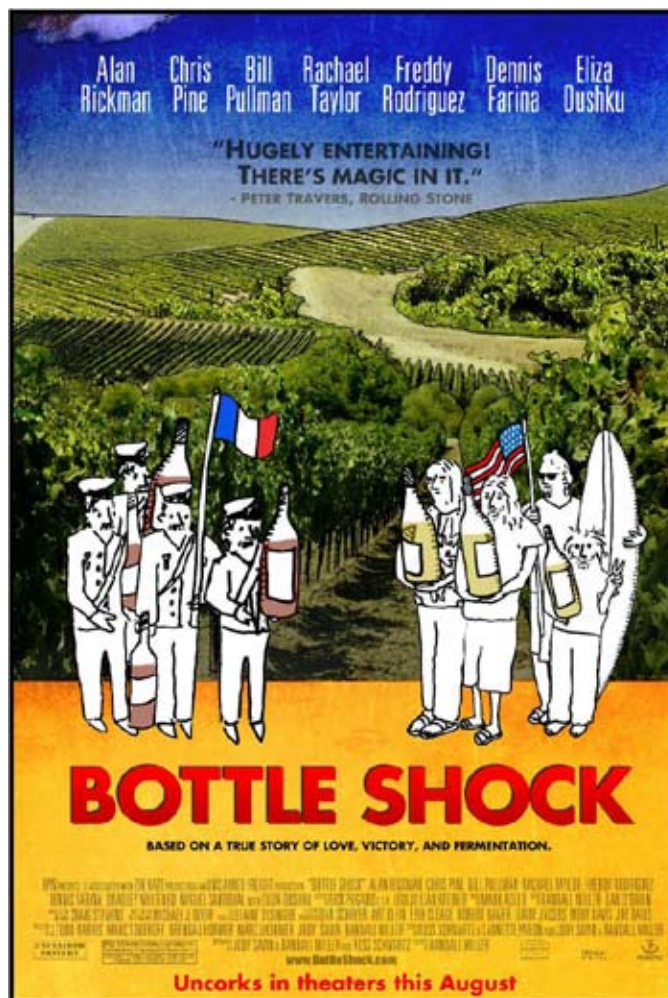
It was a pleasure to see so many familiar faces at the movie. We all got our tickets, sodas and snacks and made our way into the crowded theatre. Robert Baizer gave us a little bit of background on the movie and thanked all of us for coming. It was his third night in a row of screening the movie with his fellow producer Jack Miller, and they were visibly pleased to see all of us there.

## The Story Line and Cast

"Bottle Shock" is an independent film based upon events leading up to the 1976 Paris Tastings. These events changed the way the world looked at California wines and wineries in particular, and wines from around the world in general. This was the beginning of a huge boost for the California wine industry and the wines of Napa and Sonoma Counties.

The film recounts the story of a failing British wine shop proprietor in Paris who comes up with the idea to pit his favorite French vintages against the best up and coming wines from California. He assumes that the French will win easily and that people will flock to his store as a result. He is surprised to discover that the California wines are not nearly as awful as he had imagined. The story revolves around the relationship between a Jim Barrett and his son, Bo, both of Napa's Chateau Montelena, and their struggles to stay in business and produce the best possible Chardonnay they can. Jim is a perfectionist who is never satisfied with his wine and is afraid that the contest will have them looking like foolish amateurs. He does not want his wine involved in something that he believes will only serve to embarrass the California wine industry.

The cast, led by Alan Rickman as the British wine shop owner and Bill Pullman as Jim Barrett, are played superbly. Chris Pine does a wonderful job as the laid back surfer Bo, who's only interested in the summer intern played by Rachael Taylor. Freddy Rodriguez is very intense as Gustavo, one of Jim's best employees who is busy making wine of his own with Garcia (Miguel Sandoval). The soundtrack to this movie is perfect for the times with tracks by the Doobie Brothers, America, Bad Company and Foghat.



This film was a labor of love for a few of our members that many of you will know very well. Robert Baizer and his wife, Diane Jacobs, along with Jack Miller were instrumental in producing this film. As you may know, Robert and Jack are our Time Trial chairs.

Robert and Diane heard about the screenplay and first read it almost two years ago. As supporters of the arts and wine lovers as well as collectors, they saw an opportunity to combine two of their passions. During the winter of 2007, they became the initial investors in the project. "Diane and I put the very first money in. After we did that, we quickly realized that it's not just an investment, but we're taking on a significant amount of additional risk by being the seed investors because if we don't raise the rest of the money needed to actually shoot the film, then our seed capital will be gone, so we got very involved in all aspects of getting the project to the point where it could start principal photography."

## Filming

"Bottle Shock" was filmed over six weeks averaging six day weeks and shot entirely on location in Napa and Sonoma Counties.

"We spent a good amount of time up in Napa and Sonoma while the movie was being shot and I actually



Robert and Diane at the Tony Awards

had the fun of being an extra in the movie one day which was a blast," Robert said.

Their goal at the beginning was to just get the film into the Sundance Festival. Baizer said that there are about 3,600 films submitted to Sundance each year and only about 115 are selected. Of those, about half are new American films. The movie was accepted and the finished film was carried by the director, Randall Miller, by hand to the festival. The movie was finished only a scant few days before the start of the festival.

### Distribution

"I've re-gear'd my expectations because now that it's out in commercial release, and anybody can go see it if they want to, that seems like the most rewarding part," Robert said. "Just being able to have people see the movie and experience some of the thrill that was the changing of the wine world back in the mid-1970's is something that makes us proud."

Although Fox will be distributing the DVD when it is released, Robert and the rest of the production team decided to distribute the film independently for its theatrical release.



Robert Baizer and Jack Miller, Time Trial Chairs and Movie Producers

"We're doing it ourselves, and so to the extent that people come see the movie, that will be a thrill for us because it's hard to overcome the hurdles that are put in front of you when you don't have a studio helping you out", said Baizer.


### Post Movie Party


After the movie, about 50 of us went around the corner to Café Bleu for appetizers and wine from two of the wineries featured in the film. We had wonderful food, great wine and shared our thoughts on the film. The consensus was clearly "Go see it".

I've seen the movie twice now and would recommend it to anyone who enjoys wine, beautiful scenery, great music and a good story. Support your fellow PCA members and enjoy a great movie at the same time. More information is available at [WWW.BOTTLESHOCKTHEMOVIE.COM](http://WWW.BOTTLESHOCKTHEMOVIE.COM). If you are unable to see it in the theatre, be sure to put it on your Netflix list now. 

*Portions of the above courtesy of Del Mar Village Voice/Carmel Valley News.*







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# Compression Test vs. Cylinder Leakdown

## Why, how and what do they mean?

BY STEVE GROSEKEMPER

**W**hen the time comes to purchase a used vehicle or any time you are suspicious of engine condition, the first question that comes to most inquiring minds is, "How's the compression?" This has been the standard engine condition test since the internal combustion engine was invented.

But what exactly is a compression test and what do the readings tell us?

A compression test measures how much pressure the piston creates in the cylinder when traveling from bottom dead center (BDC) to top dead center (TDC) with the valves closed. The reading is taken at the spark plug fitting in the cylinder head.

Because we are trying to recreate normal operating conditions, there are a few parameters that need to be met before performing the test.

The engine must be at or near operating temperature.

All the spark plugs must be removed. It is advisable to loosen all the spark plugs ½ turn and then start the engine for 15 seconds. Then remove them all the way. This blows out any carbon that might get broken loose and caught between the valve and the valve seat. If this were to happen you could get a false low compression reading.

The throttle must be all the way open (WOT) on cars with individual throttle plates (carburetors and mechanical fuel injection), but not on engines with a common intake plenum.

The ignition system must be disabled, preferably the ignition and fuel system.

It is important to disable the ignition/fuel system for safety reasons as well as engine/operator health. The ignition system can give you quite a jolt and can even kill you under the correct scenario. If you disable only the ignition system and raw fuel gets into the exhaust through any number of reasons, you will have the exhaust system waiting for that first cylinder to fire and ignite a muffler sized pipe bomb! Disable neither and you can have fuel vapor shooting out of the unplugged cylinders looking for a stray spark from a poorly insulated wire... can you say flame-thrower?

### Just use common sense and be careful

Most Porsches produced after 1983 and before 1999 have a single DME relay which can be removed to disable fuel and spark. On earlier 74-83 911s, and all 914s

the 14-pin engine plug can be removed disabling fuel and spark. Then bridge connector 1 & 14 to crank the engine. This 14-pin connector trick works on 70-73 911s as well, but there will still be a very small fuel delivery. Almost all 1969 and earlier Porsches have very weak ignition systems and can just be cranked with the carburetors all the way open. Prop them open for the entire process, not for each cranking session or the accelerator pumps will flood the engine (and exhaust) with raw fuel... Boom!



### Now for the actual compression test

Insert the compression gauge into the #1 spark plug hole and crank the engine 5-6 times noting the final readings. Repeat on each cylinder. More important than the exact number of times the engine is cranked, is the consistency between cylinders. If you crank #1 cylinder 6 times, all cylinders must crank 6 times. Another concern is the battery condition. The engine must crank at the same speed for all cylinders. If the engine cranks slowly on the last cylinder you should charge the battery and run the test again. A good battery should have no problem running a complete compression test two times.

The most important factor in a compression test is consistency. A good rule of thumb is 10%. So if an engine has an average compression reading of 150-psi, there should be less than 15psi between the highest and lowest cylinders.

Let's say, for instance, that we have the following compression readings:

1-150, 2-180, 3-140, 4-145.

1, 3 and 4 are all within the 10% specification but 2 is

20% higher than the average of the other cylinders. Does this mean number three is high or the others are low?

To get to the bottom of this question we need to start by examining the spark plugs. Do they all look the same? Is #2 badly carbon-fouled? If you have a cylinder with high compression and oil burning, the high compression can be caused by the build-up of carbon on top of the piston.

In our test case, the high compression of #2 cylinder can be caused by excessive carbon build-up on the piston. But we can't just lift off the cylinder head and take a peak inside. We need to use a very cool and very ingenious device called a cylinder leakage tester.

Now, if you hung around a fillin' station with a guy named Goober when you were a kid, he might tell you about doing a wet compression test.

### Don't Do It!

A wet compression test is what was done when cars had fins, miles of chrome, and oil bath air cleaners. The wet part is oil. You drop a few squirts of oil from your trusty old oil can into each cylinder and re-check the compression. The premise is that the oil will fill voids between weak rings and worn cylinder walls. If the compression goes up, you are said to have worn rings. Well, if you get enough oil in there you will also get it on burnt valves. Then when you start the car again you will send out a cloud of smoke guaranteed to kill every mosquito in the great lakes area. And since we have sensitive things like oxygen sensors and catalytic converters these days, we should say far away from such antiquated diagnostic procedures.

### Now for the actual cylinder leakdown test

While a compression test is a dynamic test (engine moving), a cylinder leakdown test is a static test (engine at rest). The compression test measures how much pressure the engine can produce while cranking. In contrast to a compression test, a cylinder leakage test measures how much pressure is lost through leakage past rings and valves or other possible engine defects such as a cracked head or damaged head gasket.

In a cylinder leakage test, the engine is placed on TDC of the cylinder in question and, using the same type of connector as the compression test, we fill the cylinder with pressure (about 90 p.s.i.). The tester then measures the volume of air needed to maintain this pressure in the cylinder. This reading is expressed in a percentage. Good cylinder leakdown readings should be below 10%. 10-20% are OK and anything over 30% spells big trouble. Porsche engines are built to very precise tolerances so most times we will see under 10% leakage and many times we will see under 5% on a nice tight motor.

Start on cylinder #1 and rotate the crankshaft to the

next cylinder in order of firing. For a 911: (firing order 1-6-2-4-3-5) that would be a 120-degree rotation to cylinder #6 TDC. Then back over to the left side for cylinder #2 and so on.

There are two basic types of cylinder leakage testers: single and double gauge units. Single gauge units are easier to use but require a more stable air supply. Double gauge units are more accurate when the air supply is inconsistent like in a shop environment with many high volume users. But, either unit is quite accurate when used as designed. Once again, as with the compression test, it is all about consistency. It is better to have 4 cylinders at 15% than three at 2% and one at 15%.



The great thing about a cylinder leakage tester is that it deals with how well the combustion chamber is sealing and nothing else. The readings are not affected by carbon deposits, cam lift/timing, or engine cranking speed.

Another great feature of the C.L.T. is the fact that you can hear where the air is leaking out of the cylinder. When a cylinder has high percentage of leakage, first check the oil filler cap. Do you hear a hissing sound? If so, you may have pressure leaking by the rings. Is there air escaping the tail pipe or exhaust? Then a burned exhaust valve may be the problem. If two adjoining cylinders have similar low readings, then a failed head gasket may be the problem. If hissing is heard from the adjoining cylinders spark plug hole, you know for sure the head gasket has failed.

Having readings from each of these tests and comparing them is the most powerful diagnostic tool of all. Let's say you have low compression on one cylinder and the cylinder leakdown is perfect at 3% each. Then you could surmise that the combustion chamber is perfect, but the pumping action of the engine is defective. The proper amount of air is not getting in or out of the engine. There could be a broken rocker arm not allowing the valve to open. You could have a flat cam lobe or bent/

broken push rod. You could have something as simple as a closed throttle plate on a mechanically fuel injected 911 (the linkage can just pop off).

On the other hand, you could have a car with low compression across the board and excellent cylinder leakdown. That would tell us the combustion chamber is good and every cylinder had a common breathing failure. The most likely cause would be retarded cam timing due to a slipping cam belt or skipped chain. Low compression on only one side of the engine would lead you to compare cam timing from each cylinder bank, or throttle linkage on one bank of a carbureted or mechanically injected engine.

The possibilities are varied, but these tests will tell you if you actually have a problem and whether it is in the combustion chamber, the valve train, the intake, and most importantly which cylinder. If you never have the desire to dive into this battery of tests, you will at least be able to dazzle your mechanic with your in-depth knowledge of compression and cylinder leakage testing, if need be.

Good Luck!



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# Chasing the Moon's Shadow

TEXT AND PHOTOS BY TOM GOLICH

**A**s probably most of you read in the August Windblown Witness, my wife Donna and I journeyed to Novosibirsk, Russia to see our third total solar eclipse. As it turns out Paul and Ruth Young were going to Novosibirsk, as well, to see their eighth eclipse. But, I'm getting ahead of myself. The two weeks before the eclipse, Donna and I started our journey. As you have probably read at least once in the last month Moscow has more billionaires than any other city in the world. Well my only comment on that fact is that senior management at Porsche knew what they were doing when they decided to design and build the Cayenne. We saw as many Cayennes on the streets of Moscow as seen in Rancho Santa Fe. If you think about it, what would be a better car to have in Moscow, than a Cayenne? It has class and will get you through the long winter driving conditions they have in Russia. At the same time I only saw three or four Carreras at the most. Moscow is growing at a rapid rate with new skyscrapers going up all over the city. It was a thrill to walk across Red Square and go inside the Kremlin, which is really a series of government building and churches.

## Cruising Moscow to St. Petersburg

From Moscow we took a Viking River Cruise to St. Petersburg on the Moscow-Baltic Canal. The Canal is a series of short canals, rivers and lakes that join Moscow with St. Petersburg. The countryside along the canal is beautiful. There are dense forests dotted with rural villages and a few big cities. We went through fourteen locks on our journey. The lock gates displayed architecture from Soviet times, as they say today in Russia. We crossed two lakes that are so large in some places you can't see the shoreline.

Our next stop was St. Petersburg. We had been to St. Petersburg before, but there is so much to see that two visits are not enough. One thing I did accomplish on the second visit was to get over my fear of the Metro in St. Petersburg. The first time there, we were given directions on how to get to our destination and we proceeded down the escalator to take the Metro. Well, the way it is set-up you stand at a heavy steel door and the train comes on the other side of the door. When the train stops the doors open and the open car doors are right on the other side of the door you have been standing at. There is no chance to even think before you are pushed into the car. I suspect this method is to keep drunks from falling on the tracks as the train is coming into the station.

## On to Novosibirsk and the eclipse

From St. Petersburg we flew across three time zones to Novosibirsk. I suspect you have never heard of Novosibirsk. Well it is the third largest city in Russia with 1.4 million people. There is a park in the city with a fountain denoting the center of Russia. The city is only 100 years old and was started as a staging area for the construction of the Trans-Siberian Railroad. The city developed into a technical and scientific center during the Cold War since it was so far into Siberia that spies could not get in and the scientists could not get out of the area. Our hotel was across the street from the train station. Our room was on the 19th floor overlooking the station which was busy all the time.

While on the city tour I did see my one and only Carrera in Novosibirsk. It was parked across from the Opera Building, which is the largest in Russia. Even the Russians have vanity plates. Note the 911 in the license number.




Russian 911

On the evening before the eclipse many of the visitors went to a folk concert where the Siberian Group SYURPRIZ performed. The group consisted of six members and a vocalist. They played traditional Russian and Westerns pieces. After the folk concert I looked for Paul and Ruth. I don't believe they knew I was going to be in Novosibirsk and you can imagine the surprised look on Paul's face when I walked up to him.

Our tour group, which numbered about 150 people, consisted of many folks interested in astronomy. The tour leader specializes in this kind of trip. All during our trip we were concerned about the weather at the viewing site. We arrived about 3:00 p.m. and the sky was clearing and getting better. Our location was on a bluff overlooking the Ob Sea, which is a large reservoir on the Ob River.

Words cannot describe an eclipse! You have to see it

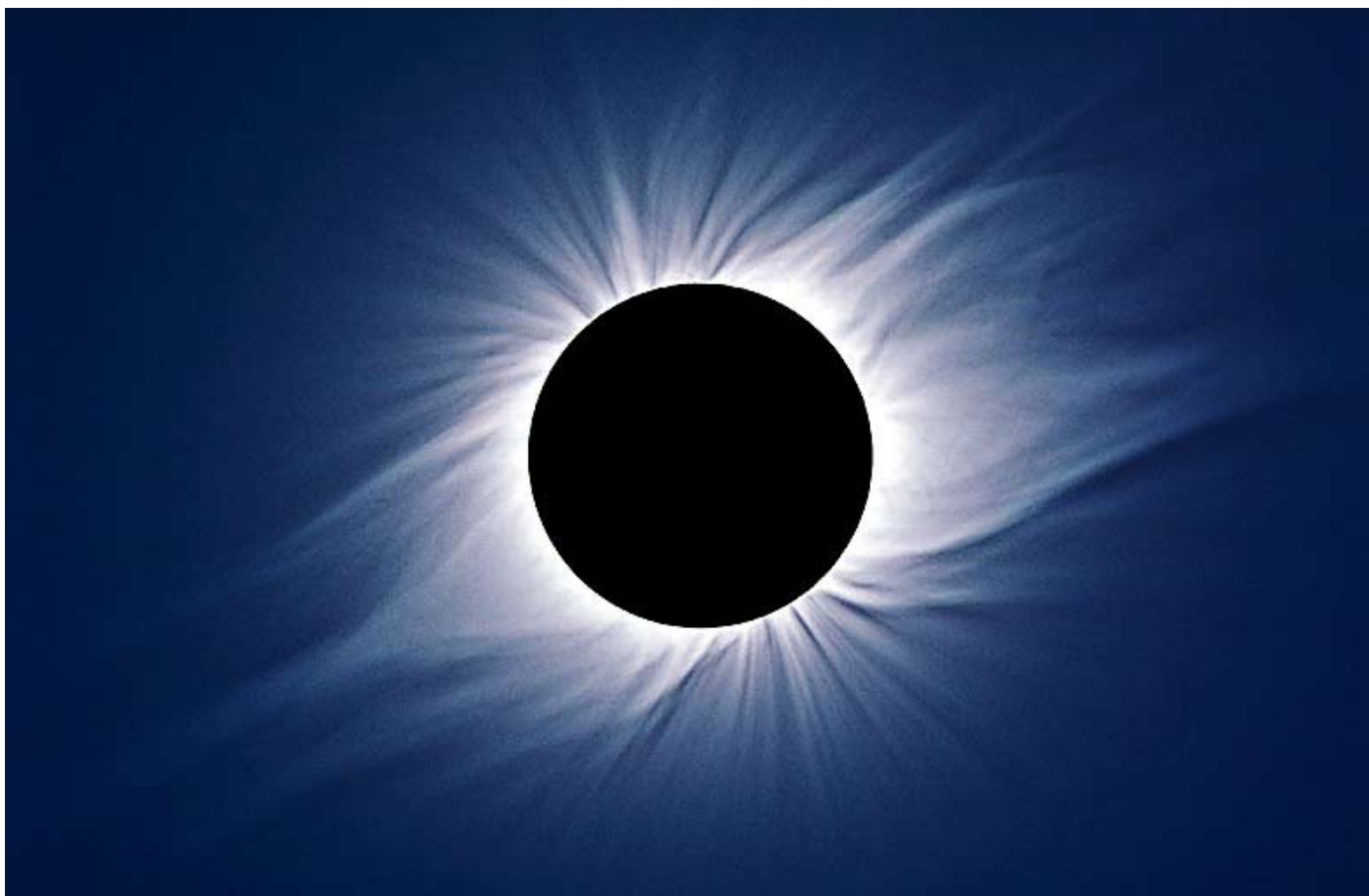
to believe it. It's the total affect of the moon covering the sun; the corona flaring out from behind of the moon: the color of the darkened sky; the planets plainly visible in the darkened sky; the color of landscape from the light remaining in the sky and the humans staring in awe. It is well nay impossible to capture this scene in a single photograph. That's why you travel through fourteen time zones to see the event for two and one half minutes. If you can throw in Russia and Siberia along the way, it makes the whole experience spectacular! 



Spectacular Moscow



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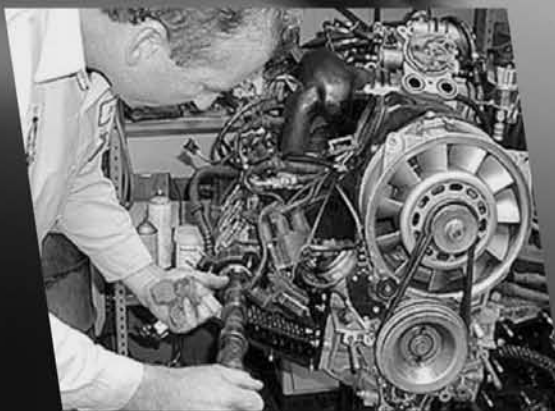


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# Honoring Alfa Romeo and Mario Andretti 35th Monterey Historics

By GREG PHILLIPS



This year was the 35<sup>th</sup> anniversary of the Monterey Historics, Alfa Romeo was the featured marque and Mario Andretti was honored on the 30<sup>th</sup> anniversary of his winning the F1 world championship. They also celebrated the 50<sup>th</sup> anniversary for Formula Junior race cars.

Unfortunately with the celebrations there was also some bad news. Phil Hill, who was the first (and only) American born F1 world champion in 1961 (Mario Andretti, a naturalized American, won the title in 1978), had come to Monterey for the Historics as well as the

Pebble Beach Concours d' Elegance. He was scheduled to do parade laps with Mario Andretti in a 1938 Alfa Romeo 8C2900B that Phil had driven in 1951 to win the Del Monte Cup at Pebble Beach. But his health deteriorated and he was hospitalized while in Monterey and died at the end of August. A special pairing of America's only World Champions was not to be.

Next year will be another special event as they have announced the Porsche will be the featured marque. You don't want to miss it if it is anywhere near the kind of event that they put on in 1998. Start planning now!







1964 Porsche 904 driven by Fred Della Noce from Brazil



1970 Ferrari 512 S driven by John Giordano



Porsche 956 brought by Porsche Motorsports for display with their support trailer



Kaid Marouf's 1960 Alfa Romeo SZ1 He was in 2nd place chasing the winning Corvette most of the race before ending up in 6th place overall



1957 Maserati 250S being chased by an Alfa Romeo 1935 8C/35 driven by Peter Greenfield



1970 Ferrari 512 S





Leigh Keno, from Antiques Road Show, in his Blue Ferrari



1976 Tyrrell P34 6 wheel F1 car



Dick Barbour of San Diego's 1980 935K3



1960 Maserati T61



Mario Andretti

The **Tyrrell P34** (Project 34), otherwise known as the 'six-wheeler,' was a Formula One race car designed by Derek Gardner, Tyrrell's chief designer, as a response to new regulations due to come into force in 1976. The car used specially manufactured 10-inch diameter wheels and tires at the front with two ordinary sized wheels at the back. The idea of the smaller front tires was to increase air penetration and have a smaller 'frontal area' which would reduce drag.

However, smaller diameter tires would have resulted in a loss of contact area between the rubber and the tarmac surface of the track and hence poorer mechanical grip for cornering. To remedy this, the P34 was given four 10-inch front wheels. Thanks to a complex suspension design, all four front wheels could be steered.





1967 Lola T70 Mk III, Penske Sunoco Special Can-Am car



This is the Alfa Romeo 8C2900B that Phil Hill had driven in 1951



1978 Lotus 79 that Mario Andretti drove to his world championship



1960 Maserati T61



The grid for group 4A



This was the last lap for group 7A Can-Am cars and the 34 was leading Bobby Rahal in the 1 car before going off track at the Corkscrew and finishing in second



# Pacific Beach Rendezvous

BY MONIQUE STRAUB

PICTURES BY ANGELA AVITT

**N**eatly tucked between rental cottages and the all too familiar boardwalk beer and burger joints, seeing The Hotel at Tower 23 was like coming upon a buried treasure!

Described by 944 Magazine (how apropos) as a “Bold, white hot and linear glass box,” Tower 23 is named after lifeguard tower 23 which is positioned near by. At first glance, the glowing fire pit, disappearing edge waterfall, and seventy-foot wave wall set my mood for a very relaxing spa experience.

Ahh...very nice...but wait, they’re moving furniture again. Twenty-five plus members of PCASDR converged on the patio area and redecorating was underway. Under the skillful guidance of our event director Katie Kinnering, the outdoor patio was transformed to Last Tuesday Social specifications.

Our Goodie Store chairs Kent and Gloria Lewis were there along with club President Martha McGowan (no mini skirt this time), Keith Verlaque, social co-chair Angela Avitt and husband Mike (his garage is a must see), Jan



Dan Chambers, Jam Mellinger and friends

Mellinger, Chuck Hargrave and Kathy O'Connor.

The menu was described as “California Fresh” and the wine list was top notch. Topics of conversation ranged from the finer scientific points of the Green Flash, to vintage racing at Coronado.

Jim Monday and Joe Hoffman were there (did you know that Joe has a Rat Rod?), auto museum rep. Skip Shirley and his wife Leslie were there with Dean Spooner, Mike & Julie Wilson, Kevin & Maureen Hall, Karen Page, Dan Chambers, Simone Moreliato and Alberto Vedelago.

Our gracious host, Tower 23 Managing Director Eric Rimmel, distributed his card and encouraged members in attendance to send him an email and receive a free night accommodation at the Tower 23 Hotel.

Great people, great conversation, great food...just one more reason to join your Porsche Club friends at our next “Last Tuesday Social” on September 30th. Check the Event Capsules in this issue of the Witness for the location.



Joe Hofmann, Jim Monday and more



Monique and John Straub

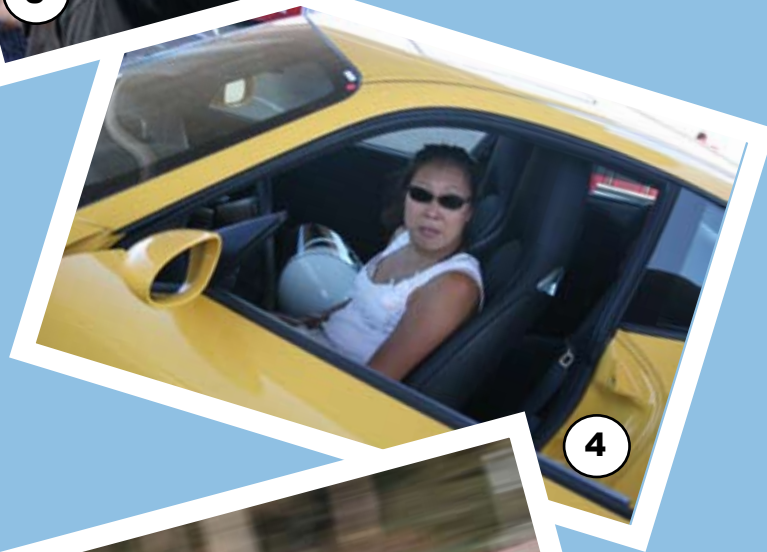
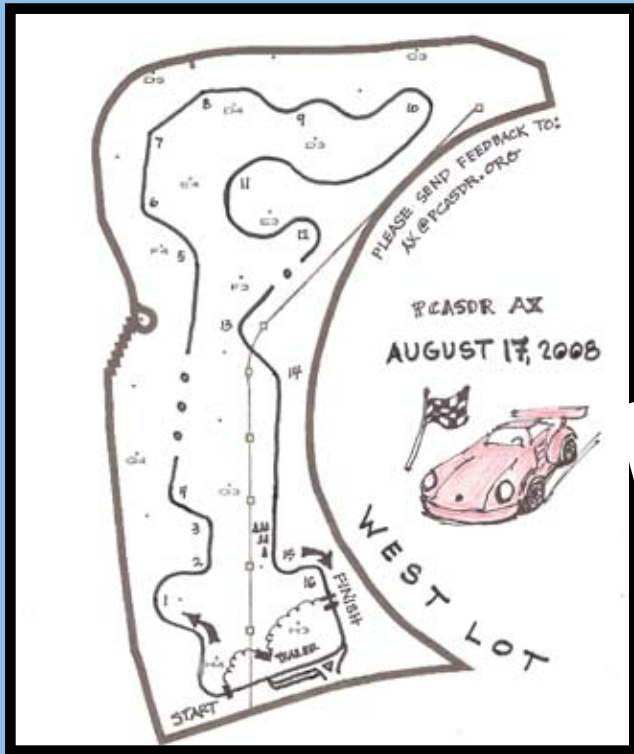


The Gang

# August Autocross

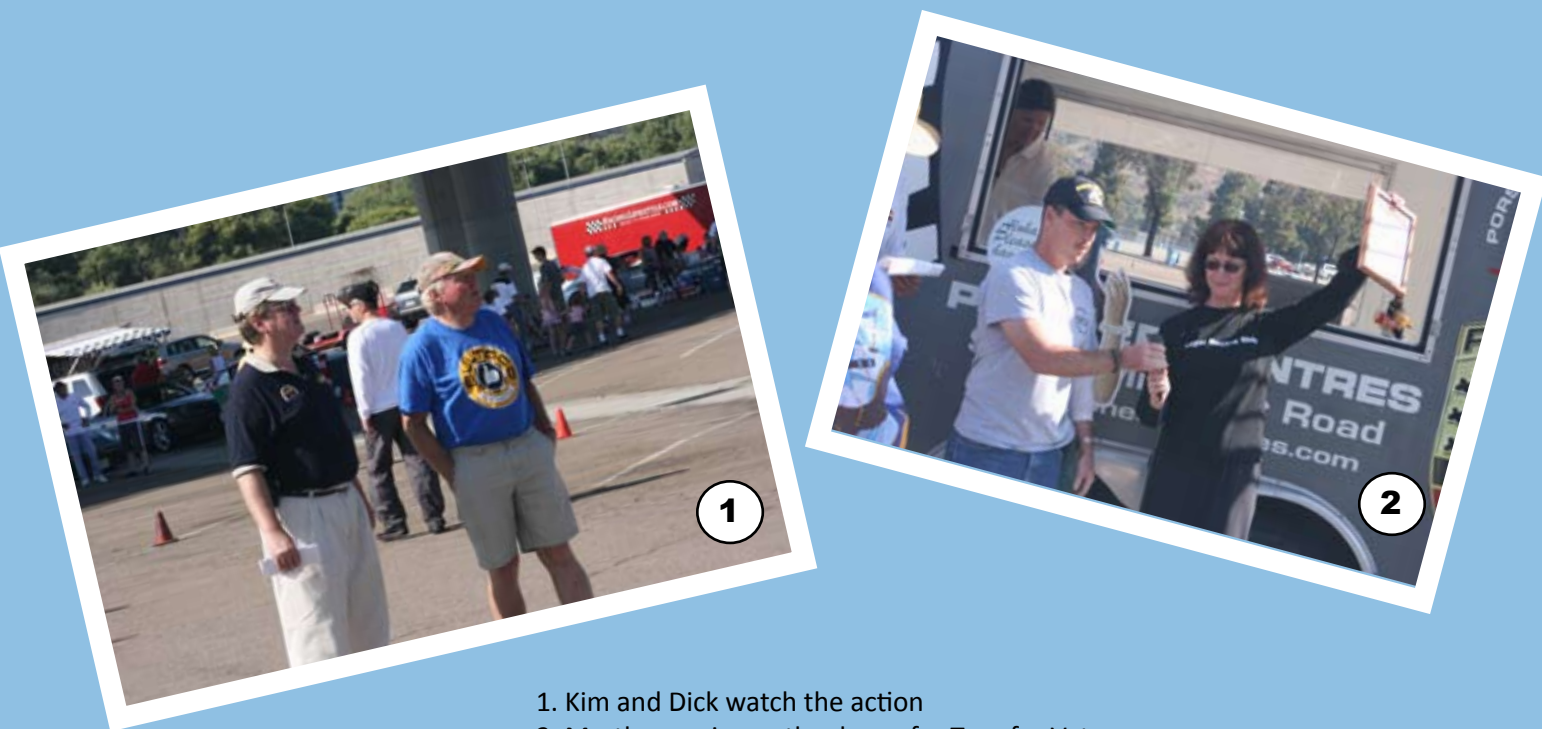
PHOTOS BY GREG PHILLIPS

MAP BY GARY BURCH



1. Club received flag and thanks from the Navy
2. Boug Briggs in 21
3. Joel Bowman
4. Jackie Lu, AX C-Chairs
5. Lisa Hunter in 861





1. Kim and Dick watch the action
2. Martha receives a thank you for Tour for Vets
3. Sunscreen is a good thing at driving events



## Results

Class	#	Name	Car Year	Model	Best	1st Time	2nd Time	3rd Time	BRI Position
AR1	295	Kinninger, Erik	1981	911	80.09	80.11	80.09	80.42	7
QP	186	Eguina, Steven	2003	GT2	80.18	86.24	80.18	80.19	11
QS	747	Busalacchi, Peter	2004	GT3	82.5	82.63	82.5	82.69	18
LS	410	Maurier, Pierre	2001	Boxster	82.97	82.97	85.59	87.26	1
OP	83	Duncan, Jad	2000	996	83.14	83.14	84.85	84.32	5
AR1	95	Kinninger, Mark	1981	911	83.48	83.71	83.48	83.77	40
FI	797	Taylor, Rod	1969	911 T	83.94	83.94	97.75	90.06	3
LS	968	Vanderschuit, Carl	2001	Boxster	83.95	DNF	87.41	83.95	2
IM	311	Copeman, Christy	1984	911	84.04	87.04	84.47	84.04	24
IM	690	Liguori, Tom	1984	911	85.21	87.09	85.21	86.23	35







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# September Meeting

*The following highlights are adapted from formal meeting minutes prepared by Secretary Jennifer Reinhardt. Members who wish a copy of the full minutes should send e-mail to SECRETARY@PCASDR.ORG.*

The September 3rd meeting of the board of directors was held at the home of Tom and Susan Brown. Martha, Jim, Kim, Jennifer and John were present. Christy and Dave called in sick. The minutes of the August meeting were approved.

## President's Report

The Board unanimously approved an email budget request for the Goodie Store to purchase \$1,000 in inventory (needed for Coronado Speed Festival).

The Board approved an on site budget request for snacks for the August 17 Autocross. SD won this Goliath event.

Please vote for the next four board of directors. Ballots are in your September Witness and are due by Sept 20. Winners will be announced by Sept 30. Candidates include Neil Heimborge, John Komer, Jan Mellinger, Don Middleton, Rikki Schroeder, Chuck Sharp, and Curt Yaws.

Also on the ballot is voting to amend the Bylaws. Please read the Bylaws changes on the website and vote.

Remember that September is our book drive month to benefit Juvenile Hall. Please take a book to any SDR event. Ralph and Annette have a bottle of wine to give to whoever donates the most books at the Board meeting. 151 books were acquired this evening, and our winner is Buck Bitting with 34 books.

## Treasurer's Report

The money market, checking and charity accounts reconciled. Expenses

in July were lower than income.

Our largest source of income in August was a donation from the Hauseur family. This was the distribution of a fund they established many years ago to guarantee San Diego Region's hosting of the first San Diego Parade. Thank you very much Hauseur family.

Other major sources of income included the August Autocrosses, the Windblown Witness in advertising collections, and a PCA National membership rebate. We also received \$500 from the Austin Healey club for the rental of our trailer and timing equipment.

Major expenses were the AX expenses, equipment expenses, final payments to the three charities from the installation dinner proceeds, plus \$1,000 to the Monarch School project in lieu of the raffle proceeds, Windblown Witness printing and mailing, the Volunteer party, and DE expenses.

**Archivist.** John will look into the cost of purchasing a plaque of past SDR Presidents to be passed from President to President and shown at special events John also noted that the 2009 Monterey Historics marque will be Porsche, and suggested making it a PCA tour. Keith volunteered to look into the accommodations and costs of making this a PCASDR event.

**Autocross.** A budget request for a new battery for the trailer was approved. Tom reported the new on-line autocross registration is open.

**Auto Museum.** The Auto Museum would like to use the PCASDR website to solicit new members at a reduced rate of \$55 per year. They will give us \$5 for each new member referred from our site. In addition, the Museum has decided to lower the 20th Anniversary Gala to \$200 per

couple. Get your reservations in early, as there are only 200 seats. The Museum keeps improving. General Motors has donated computers for the library. There is an exhibit opening with food on Sunday the 11th. The cost of the reception is \$35 for non-members, \$25 for members.

**Charity.** Please bring a paperback book to all events with the exception of the Coronado event. Charity is soliciting auction items for the installation dinner. Mark Smith of Pioneer has volunteered to sponsor the family dinner at Monarch School on Monday November 10th. There is still a need for 4 or 5 volunteers to serve the dinner. November is the Sock and Underwear drive. The

## Monthly Meetings

San Diego Region's monthly meetings are held on the first Wednesday of each month unless other events such as Parade force deviations. Most meetings are held in members' homes. Food and beverages are served starting at 6:00 p.m., and the formal meeting begins around 7:00. All members are welcome to attend.

A map to the September 3rd meeting at the home of Carl Scragg and Pat Seitas appeared in the September *Windblown Witness* (page 55).

The November meeting will be held on Wednesday, November 5th, at the home of Joe Hofmann and Jim Monday:

From I-8 E toward El Centro  
Take exit 10 for College Ave South

Turn right at Adams Ave  
Turn left at Esther St  
4679 Esther Street  
619-922-7510

Charity team is still exploring other charity ideas and would appreciate member input.

**CDI.** The registration for the Fall Performance Driving School opens September 5. Please help get the word out about the event. Dan proposed that graduating students receive a registration discount at the following autocross to encourage participation. The Autocross Chairs will be consulted about the possibility of a discount.

**Concours.** A budget request for the Oct 19th Concours was approved.

**DE.** A budget request was approved for a National DE Instructor certification event to be held on December 14. There will be some slots available for paying members who want to participate in the DE only.

**Goodie Store.** A re-stocking inventory budget request was approved via email.

**Insurance.** All insurance certificates are in place and/or have been applied for in regard to upcoming events.

**Membership.** There are 1466 pri-

mary, and 1127 secondary, for a total of 2593 members.

**Social.** The October Last Tuesday Social venue has been changed to the Brigantine on Shelter Island. The Bottle Shock premier and subsequent wine tasting event was a great success.

**Tech Sessions.** The Tech Session at Modern Image Graphics went well. Modern Image offers PCA members a discount. Keith has 3 more possible tech sessions in the works that will most likely occur in the beginning of 2009.

**Tours.** Martin reported that 30 people have signed up for September 7th Thornton winery tour. The next tour will be an intimate Wine and Dine tour in November.

**Vintage Racing.** John reported that carpet has been donated for the 20 x 40 Hospitality tent. John still has coral passes and tickets for both days. Larry Albedi, an experienced race announcer, will be the guest speaker at the dinner in Old Town.

**Web Team.** The web team did a great job on updating the forum.

**Witness.** Susan reports that the September Witness text lacks contrast and isn't as clear and crisp as usual. The Printer knows of the problem and will give us a credit for the job.

## Unfinished Business

The board voted to approve the monies from the 2007 Parade and Hauseur family donation to be kept in the general operating fund. The timing display purchase is on hold while wireless alternatives are explored.

## New Business

The Board approved an acknowledgement/thank you plaque be presented to the Hauseur Family at the 2008 Installation dinner. John will advise on costs.

The Board approved to have a Charity drive at the 2008 Installation Dinner.

## Adjournment/Next Meeting Announcements.

The meeting was adjourned at 9.14 p.m. The next meeting will be held on October 1, at the home of Carl Scragg and Pat Seitas. Social at 6 p.m, meeting at 7 p.m.





## New Members

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

### Martin Alter & Nora Stanfield

Encinitas, CA  
2001 996 COUPE

### Jeffrey Doran

San Diego, CA  
1976 911

### William & Kathleen Nygard

Encinitas, CA  
2008 911 Turbo CAB

### Debbie Rayner & Joe Rayner

Vista, CA  
2002 Boxster

### Joseph Sampson & Diane Fix

San Diego, CA  
1987 Carrera

### Christopher Silva

San Diego, CA  
2000 996

## Fulgencio & Ana Vazquez

Chula Vista, CA  
2008 911 4S COUPE

## Anniversaries

### Five Years...

Amit Malhotra  
Tony Zuban

### Ten Years...

Tim Forrester  
Judd Goldfeder  
Robert Villalobos  
Michael Whitley

### Fifteen Years...

Mark Leonard  
Karl Zobell

### Twenty Years...

Jeff Grell  
Jeff Ohre  
Gabriel Simion

### Twenty Five Years...

Albert Bates  
Vincent Gotz

### Thirty Years...

James Strawn  
Forty Years...  
Pat Scanlan

### Forty Five Years...

Jim Douthit

## Members Count

San Diego Region's membership currently stands at 1456 primary members and 1125 secondary members, for a total of 2581.

## Join, Renew, Update

Membership in San Diego Region is handled by PCA's national office. To join, renew, or change your membership information, visit [www.PCA.ORG](http://www.PCA.ORG).

For questions about your membership status or delivery of your *Windblown Witness*, send e-mail to [MEMBERSHIP@PCASDR.ORG](mailto:MEMBERSHIP@PCASDR.ORG).



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**1966 911 AX** ready needs nothing. black, new tires great car moving must sell. David 858-692-9294. Call for details.

**1980 911 SC** Original metallic blue, complete exterior restoration, sunroof, sport seats, A/C, limited slip, interior perfect, cleanest you will see. \$22,000 firm (760) 436-1807

**1986 Porsche 944** 162k mi blk/blk. Rblt motor@129k. Religiously maintained. Great daily or track car. please email for details thestig944@gmail.com or call Andy (619) 952-0534

**1987 924S** black on black. very nice original condition. bilsteins, re-sealed engine. new timing belts. falken azenis tires. M030 options installed recently \$3300 (760) 717-3821

**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

**1990 C2 Cabrio \$20,500** Beautiful C2 Cab. 92K Mi. Serviced at Extreme, 90K. New tires, excelent condition in and out. (619) 787-6946

**1990 Porsche 944 Cab**, well maintained, new clutch, Koni's rear, strut brace, Weltmeister bars, 2 sets rims, 108k miles, \$14,500 or trade down 914 or 944. (619) 861-3035

**1990 Porsche 944S2 Coupe**. 37,000 original miles (not a misprint!). Guards Red / Black Leather. Pristine Bone Stock Condition & Optioned with desirable Limited Slip Differential (comes with original 16" wheels - not pictured). Window Sticker, Keys, Books and Service Records. No Accidents, Paint Work, Dings, Scratches or Smoke. Perfect!!! \$19,995 (858) 775-3932

**1991 Carrera 4** White w/tan soft leather. Excellent condition, new Bilsteins and H&Rs, rear tires, H4s, 30K service. 180K miles, all records. \$21,900 OBO (619) 997-7552

**1993 968 CAB** Midnight Blue, 138Kmi, rblt, records. Runs excel, looks good. ABS, cold A/C, air bags, CD. 6sp/3.0L/4CYL/236HP, ZERO cup holders. \$10K (858)472-0458

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**1997 Porsche 993 Carrera** Stock excellent condition 1997 Carrera. 73K miles, all service at Pioneer. Title in hand Making room for Cayman S \$30,500. (619) 697-5937

**1997 PORSCHE CARRERA** All stock. Excellent condition. Black Forest maintained. Leather interior. Premium sound. Factory sport suspension. Zenith blue. 43,000 miles \$38,000 Hugo Schreiner (858) 688-3651

**2001 996 Cab.** 14,200 miles, Tiptronic, Seal grey/ Grey leather/ Black top. All factory including tires. \$46,000. Curt 760-420-8306.

**2002 Boxster S** Rare Meridian Silver. Low 37, 450 miles. Garaged and babied. Near flawless. Bose CD, heated seats. Must sell. \$25,900 or best offer (619) 889-0668

**2004 Special Edition Boxster S** Limited Edition Boxster. Great Condition, Many Extras Special Paint, only 1953 of these were made! Cocoa Interior, Bose High End Sound Package, Cruise Control, Front Center Console, Call for more info (760) 535-7444 37k miles

**2005 997 Cabriolet**, Arctic Silver with black interior, one owner, all dealer serviced, loaded, including navigation system and Bose sound system. 40,000 miles. \$59,750. (858) 602-6398

**2007 Cayman 2.7** Carmon Red, WPOAA29837U760285. One meticulous, mature, non-smoking owner. Stone grey leather, 18" S wheels, color crests, heated seats, Sound Pkg Plus, climate control, WeatherTech mats, front/ rear trunk liners, hood liner, car cover, 3M clear bra. Unmolested, never driven in snow, never tracked or autocrossed. Always garaged, covered. Call 858/449-6802 or email james.morrison@seebald.com.

**930 Turbo, White 1987** For sale: 1987 930 white coupe with dark blue leather interior. Maintained by Black Forest in San Diego since we bought it in 1995. Engine: top end with SC cams about 12K miles ago, Power Haus oversize long neck intercooler that ELM-INATES ALL turbo lag, HKS electronic boost controller that can dial in 1.25 bar of boost for 10 seconds (+40HP ), new clutch and pressure plate several months ago and B&B stainless muffler. Stock intercooler and pop off valve are included as is stock muffler and cat for smog check time. It will pass smog easily! Suspension: Kenesis black custom wheels wwith 245x17 front and 275x17 rear Mich Pilot Sport tires, Koni Sport shocks and front strut brace. Stock Fuchs and Bridgestone tires are included. Sony steror with 10 disc CD changer that plays MP3 home made discs. Sorry do not have the stock stereo. Momo Competition steering wheel and stock wheel is included.

Factory certificate of authenticity is included. This is one of the 4 speed Turbos and will get to the speed limit in 1st gear, over 100 in 2nd, locked up in 3rd and only John at Black Forest knows how fast in 4th! Price is \$30,000 with the original parts included. Contact John or Rosie at this number of email oldracer@att.net (619) 691-8640

**99 BOXSTER** 61K, Wht/Blk, Notraced, New Plasticwindow, O&F, Serpantinebelt, Expansiontank, O2sensors, Massair, Exhaustmanifolds. It's ready for miles of topdown fun, \$17.5 (619) 462-5607

**2005 997 Carrera (MUST SELL) EXCELLENT** 16,500 mi OBO. \$59,500. Silver / black interior. WPOAA29975S716078, Heated Seats, 19" S Wheel, PASM, 3M Bar. (858) 414-9315 harrisgrp@cox.net

**For Sale** 1974 Porsche 914 2.0 Yellow w/ Black Interior. New Wiring Harness and Motor Mounts. A nice, clean example. \$10,500 call Clark. (760) 603-8593

**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

**Mint 1999 Carrera 996** Silver/Blk, 64k miles, tiptronic, loaded, 6 CD, everything original \$26,500 Call for Pics (619) 520-2303

**1984 Europ. Spec. 911 Carerra** Targa-231 hp 3.2 Liter. Orig registered in Zurich, Switzerland. Garage kept, excellent condition, well maintained show/weekender, black \$26,500 (619) 850-5885

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**1973 914 2.0 Race car** Fresh mechanicals.. Oil coolers.. Accusump.. Spares.. Eligible SCCA, Historic, PCA & POC classes.. Rod Susman 858-484-1111 or e-mail R8Susm@aol.com.

**944 Turbo Race Car** Steal it for \$8,900, bought 944 Spec car must sell. Two pages of mods and upgrades. (619) 454-9035

**95-993 Track Ready \$37,500** Racers Group car; turn key track car. Too many details. Call Steve: (760) 223-6678

**951 Race car for sale (Roller)** 1988 Turbo S, Fiberglass wide body, coil overs, 6 sp. Many, many options. Without engine. Asking 9k. (760) 749-1485

**Blue Car for sale** Built on 81 SC chassis. 3.6 motor that passes smog.275hp to wheels. Carillo rods. 2270lbs. Weld-in cage. See May 2008 Excellence article for more info. TTOD car at 14 auto-x in SDR. 3rd overall at Parade. One time trial at Streets finishing 2nd overall. Lots of grip and easy to drive. Great hot-rod for street. Less than 2k miles since built. \$55k obo. Building 85 911C for time-trial and POC racing in orange group. One of these cars must go. Mark Kinninger, kinninger@cox.net (619) 593-4053

**GT3 Factory Cup Race Car** A must see! 2005 with Motech, Recaro Racing Seats, Plumbed

for cool shirt, New Front and Rear Windshield, New Alternator, Extra Set of Rims, Never Crashed! Great Car! (858) 472-2700 Only \$81,000

## Parts

**Porsche Parts:** 944 and 912 Heads, 912 and 911 Crankshafts e-mail promach@motorworks.sdcoxmail.com or call us (619) 233-8875

**Raderwerks GT10-P 18" Wheels** Set of 4. Fronts 8.0x18 offset ET50 Rears 8.5x18 offset ET40 5X130 bolt pattern. Genuine colored crest center caps. \$500 (858) 581-6516

**993 Sport Cats** German made by HJS Motorsport Sport. They are 100 cpi and weight approximately 15 lbs. Asking \$750 OBO Glenn (858) 592-1760

**Colgan Custom 2-piece** bra for 2006 Cayman S. Black, hood piece used on one drive. Free to club member. Ralph (951) 704-5876

**HRE Wheels** 6 spoke chrome rebuilt by Mirage Int'l 2006. 17X8.5 et 50, 17x10 et 70. With Hankook 245/40ZR17, 275/40ZR17 tires with 4 heat cycles. Fitment for 993 NB. Asking \$1400 Glenn (858) 592-1760

**911 Turbo wheels** Complete set of perfect 911 Turbo wheels taken off a 2001 Turbo. Brand new condition, with crests. Best offer. (858) 410-8900

**964 spare tire.** Space saver spare tire from 1990 C2 (964). Includes jack and lug wrench. \$50. Call Kris @ (858) 775-8744

**964 spring plates.** Pair of used spring plates from rear of 1990 C2 (964). Free to PCA member. Call Kris @ (858) 775-8744

**Schroth harness pads** Set of four used Schroth racing harness shoulder pads. Black with yellow logos. \$10. Call Kris @ (858) 775-8744

**911 BOLT-IN HARNESS BAR** by Weltmeister. Performance Products Part # 910185. Fits '69-98 911 Coupe's. Paid \$220.00 Like New. \$125.00 OBO. Angelaavitt@yahoo.com (619) 447-4709

**911C front valance** with fog lights, \$200.911 factory a/c parts, all or part.930 outer rockers and rear lower fender extensions, \$300.993 bolt in roll bar. (619)733-5500 kinninger@cox.net (619) 593-4053

**3.0 Liter Motor 60K Miles** Complete with brain and exhaust. Ran great, clean, ready to install. \$4000 OB Call: 951-719-9442 (951) 314-3600

**Rial Daytona 19" wheels,** black centers. Two front 8.5-JX19/50 mm offset, two rear 10J x19/65 mm offset. One rear wheel needs seal. \$500 (760)643-9495 tartanstar@earthlink.net

**996 2003 Carrera Targa wheels** two front 8J x 18 H2 50 mm offset, two rear 11JX18 H2 63 mm offset. \$800 tartanstar@earthlink.net (760) 643-9495

**ROOF BOX AND RACKS** 996/997, Brand new. \$400 (760) 845-9273

**FUEL PUMP 1975** came off a 911s, oem, works great, \$150.00.# 619-952-3663.

**1990 Carrera 4 stock wheels** 17" set \$200.00 obo (619) 266-2025

**996 C4S Parts** Sport exhaust tips \$275, Bra and mirror covers \$75, Silver tec cover \$55. Front center console for CDs \$100. (858) 538-1347

**1979 911-SC Project Car** I have a 1979 911-SC Coupe with a 3.0 litre engine and 5 sp trans that I disassembled in 1984 with hopes of creating a real show stopper. However, I have never gotten beyond the disassembly stage and am now forced to sell it. It is light metallic blue with black leather interior and has most options available for that year model, including, AC, power windows, power sunroof, power antenna and fuel inj. Because it is disassembled, it cannot be driven and requires a trailer to be moved. The car is currently in storage and available to be viewed by interested parties. All original parts are either with the car or stored in boxes. Call Mark Renard for more info. (619) 944-3890

**HARNESS BAR By Speedware** Stainless Steel Ready to install on 996, 993, or C2. GREAT COND. \$75.00 OBO Mike (760) 633-1685

**AutoPower Roll Bar** Fits 964/993, currently in 993 C4S. Painted Grey. All hardware. \$250 obo. Forrest (619) 992-4378

**RS Door Panels.** Fit 911 to 98. All hardware. Grey (easy to change). \$300 new, \$150 obo. Forrest (619) 992-4378

## Wanted

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

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

**Wanted:** Truman Motors, San Diego Motor Imports or other Porsche Dealer License Frames. Porsche books, Posters. Also Minilite 8X15 or 9X15 wheels. (619) 667-4423

**Two 8 x 16 Fuch Wheels** Looking for rears to match 7 x 16 fronts for '86 Carrera. 858 356-7325

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

**WTB-15x7&8 Fuchs track wheels.** Not necessarily pretty. Steve (619) 733-5697

## Miscellaneous

**old sign** 18"x24" outdoor sign with black lettering and border on reflective white ground. \$75.00 Sign reads in three separate lines: (2"h) CARR-CHLOS (2"h) ----- (3"h) CAR PARK (619) 990-6978 Elizabeth

**Best Performing Engine Oil** Amsoil Synthetics: Synpsg.com! Best Performance and Wear Protection! 5W-40 European Blend and 0W-30 in stock: Local Delivery! Call/email today! custserv@synpsg.com (951) 479-8483

**I/O Port Video Camera Mount** Great Camera Mount for roll bars 1.25" to 2" inches dia.. See it on the web www.ioporttracing.com \$80 George (858) 248-0898

**Pano/Witness collection:** Complete (almost) collection of Panorama and Windblown Witness from 1986. Free! Also a A. Holbert, Lo-

wenbrau 962, 3-D cardboard model (48"x21"). Ken (760) 941-3066

**Sparco 5PT harness,** driver & passenger, 3", black, Aug 06, \$180. Hot Lap timer, \$150. G-Force arm restraints, driver & passenger, \$30. Charlie (619) 224-9317

**CAR STORAGE !** Store your car / truck In-door, safe, secure. Monthly / Yearly. San Diego (858) 581-1101

## Announcements

**RESTORATION PROJECT LEADER** We're looking for a Project Leader with experience in, and knowledge of, the early Porsche 911RS and RSR. We back-date SCs and Carreras (see our ad in "street cars"). Relationship is part-time leading to full-time as work load increases. Compensation will be commensurate with what you bring to the table. Call Jason at 619.867.6637 or jason@gtmotorsportusa.com

## Business Directory

**High Performance Motorsports** Porsche, BMW, etc. Buy any new (Factory), used, leased, auctioned vehicles at Dealer Wholesale pricing. All Vehicles. (858) 735-1013

**High Performance Motorsports** Buy Porsches w inspection reports, carfax receipts under blue book. Porsches Approx 10% to 50% under KBB www.hpmsd.com (858) 735-1013

## Classified Ad Policies

Members of San Diego Region PCA may place, at no cost, ads of up to 25 words to buy, sell, or trade specific items. Member ads of more than 25 words are charged at 20 cents per additional word.

Non-member, business, or commercial ads are charged at 40 cents per word.

All classified ads must be placed through the club's web site: www.pcasdr.org.

The classified ads service is managed by the AD2AD Network (www.ad2ad.com).



# Performance Driving Events

**PCA-SDR offers a variety of performance driving events for drivers of all skill levels.**

## Autocross (AX)

An autocross is a fun, competitive event, normally held on a large parking lot such as the ones at Qualcomm. Traffic cones are used to define a twisty course, which drivers attempt to navigate, one car at a time, as quickly as possible.

You'll need only your car's normal equipment (seat belts, etc.), plus a helmet that meets Snell 2000 safety standards or better. The club offers helmets for rent. Plan to arrive early with a full tank of gas, and remove anything that's loose from the car's interior. Your car must pass a brief safety inspection.

Inexperienced autocrossers will be provided with instructors at no additional cost. The club also offers a biannual Performance Driving School, which teaches techniques that are useful in autocross.

The standard autocross registration fee is \$40 per car if pre-registered (by the Tuesday before the event), or \$60 after that.

## Driver Education (DE)

Driver Education is the next step beyond autocross. A DE lets you experience continuous lap-ping and limited passing in a highly structured fashion. Speeds are generally faster than in autocross, but DEs are not timed.

DEs are usually run in large parking lots or other open areas, using traffic cones; occasionally they are run on race tracks. Unlike autocrosses, where cars exit the track after each lap, DE cars remain on the course for an entire session. Since they run the course in groups, not individually, they must also deal with traffic. Limited passing is expected.

DEs are not entry-level events. At least eight days of autocross experience is required. Safety equipment requirements are more stringent than for autocross. Instructors are always available to assist students or those wishing to improve their skills.

The entry fee is normally \$60 per car if pre-registered, or \$80 after that.

## Time Trial (TT)

A time trial is a competitive driving-education event, often run on a major race track over a week-end. During practice runs, multiple cars are on the course simultaneously, running continuous laps, just as in a DE. Passing is expected and required.

Saturday's program usually provides practice runs. Sunday offers practice runs in the morning and timed runs without traffic later in the afternoon. Although this is a competitive event against the clock, it is not wheel-to-wheel racing.

Time trials are not entry-level events. Safety equipment requirements are more stringent than for autocross. Participation is limited to licensed participants or students, who must have at least eight days of autocross experience. Instructors are available to assist new student drivers.

Time trials typically cost \$295, with \$100 discount for first-time drivers; late registration fees apply.

***For complete information on all types of events, including safety requirements, rules, and eligibility, consult the club's web site, [WWW.PCASDR.ORG](http://WWW.PCASDR.ORG), and the Zone 8 web site, [WWW.PCA.ORG/ZONE8](http://WWW.PCA.ORG/ZONE8).***

## Policies for Stadium Events

- Car must be completely empty, tires changed, and ready to go, when you arrive at the Tech Inspection line.
- A \$10 late fee will be assessed if your car is not in tech line by 7:30 a.m.
- You will not be allowed to register if your car is not in the Tech Inspection line by 8:00 a.m.
- All cars must have a car number and class designation on both sides at all practice and timed laps. Shoe polish may not be used for numbers.
- Helmets must meet Snell SA00 or M00 requirements or newer.

## Stadium Schedule

6:30–7:30	Tech Inspection
6:45–8:00	Registration
7:25	Track Walk
8:30	Drivers Meeting
9:00	First car out

## Contact the Chairs

Autocross	AX@PCASDR.ORG
Driver Ed	DE@PCASDR.ORG
Time Trial	TT@PCASDR.ORG
Performance Driving School	CDI@PCASDR.ORG

# Advertiser Index

356 Services .....	29
All German Auto.....	16
Autos International.....	23
Black Forest Porsche/BMW Service.....	37
BumperDoc .....	12
Capital Financial Advisors.....	45
Classic Assets.....	23
CR Spotless.....	36
The Dent Dude .....	45
Dieter's Porsche & BMW Service .....	12
European Motor Sports.....	22
Euro-Trim Upholstery .....	18
Executive Detail.....	16
Goldfish Consulting.....	32
Hoehn Porsche.....	26-27
La Jolla Audio .....	36
Land Rover.....	33
JMC.....	45
Mexi-Cocina Restaurant & Tequileria.....	23
Mirage International.....	22
Modern Image .....	28
Motor Works, Inc.....	29
Ocean Beach Upholstery .....	22
Pelican Parts .....	32
Personalized Autohaus.....	32
Pioneer Centres Porsche.....	IFC, BC
RMS Transport.....	18
Roger Roberts, Realtor.....	22
Signature Resources.....	4
SpeedZone Paint & Bodyworks .....	25
Stone Brewing and LeMom Racing.....	6
Symbolic Motor Car Company .....	IBC
Velvet Touch Wheel Services.....	48
Vineyard Specialties.....	18
Volker's German.....	29
West Coast Specialties .....	18
Wheel Enhancement.....	29

## Special Event Fliers

Goodie Store Online .....	14
PCA-SDR Zone 8 TT .....	17
PCA-SDR Concours by the Bay .....	19
Performance Driving Events .....	51

# Display Advertising

For display advertising contracts and billing information, please contact:

Bob McLaughlin  
Business Manager  
858 337-4907

WITNESSBUSINESS@PCASDR.ORG

## Rates

All rates are quoted per month with a minimum commitment of three months. Ads may be prepaid or automatically billed to credit cards.

Type	Width x Height	Monthly
Full	7¼ x 9¾"	\$200
Half	7¼ x 4¾"	\$125
Quarter	3½ x 4¾"	\$75
Eighth	3½ x 2¼"	\$50
Key Position		\$325

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

## Submissions

We prefer that materials be submitted in .JPG, .TIF, .EPS or .PDF format. Please send files to EDITOR@PCASDR.ORG. Photos will be returned only if accompanied by stamped, self-addressed envelopes. We reserve the right to edit or refuse to print any ad.

***Deadline for submitting new ads or changing existing ads is the first of the month preceding the issue date. To start, cancel, or inquire about an ad, contact the Windblown Witness Business Manager, Bob McLaughlin at WITNESSBUSINESS@PCASDR.ORG.***

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





Bugatti Veyron W16



Rolls-Royce Phantom DHC



Lamborghini LP560



Bentley Continental Flying Spur



Saleen S7



Spyker C8



Lotus Exige

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**858.454.1800**





To:

PERIODICALS



Margi Knight & Susan Brown,  
Editors

**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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## 2009 Porsche Design Classic Watches.

**911 Classic Ladies Chronograph**  
\$699.00

**911 Classic LTD Chronograph**  
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**911 GT2 Classic Chronograph**  
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