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WINDBLOWN WITNESS

Volume 49 Number 12

December 2008

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Spring Mountain TT



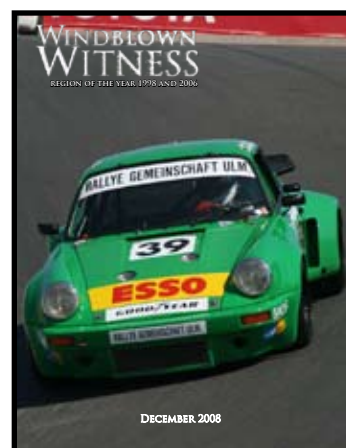
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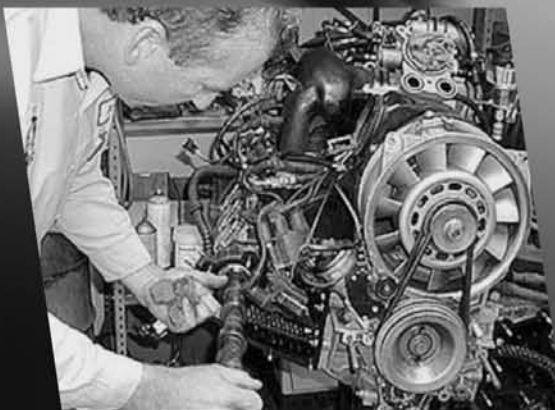


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Thanks for the Memories

By MARTHA MCGOWAN, PRESIDENT

To the Board: In this, my last article as President, I would like to say that I endeavored to do what was in the best interest of the Region and, with the support of the 2008 Board and Chairs, I believe I have succeeded. My fellow Board members have been a pleasure to work with. Each brought unique skills and perspectives to governing. Vice-president Jim Duncan was my right-hand man whom I could always count on to assist with the various tasks for which I asked for his assistance. Jennifer Reinhardt was a superb and efficient secretary and was always by my side offering support and encouragement. As treasurer, Kim Crosser poured his heart and soul into a tough job made more difficult by recent changes to California laws. Christy Copeman jumped in to help me with the all-important tasks of creating and keeping the calendar, organizing and finalizing the board and chair lists, and much more. Dave Gardner, ever the voice of reason, plunged in where ever he saw a need and always did so with a smile on his face. John Straub's unflagging enthusiasm manifested itself in the success of the Region's largest event of the year: the Coronado Speed Festival, where 275 parking passes were handed out and hundreds of people were fed and entertained. Board Advisor, Ted Myrus, diligently reminded me of many essential tasks that the president needs to do. I sincerely thank the Board members for making my term as SDR President an excellent experience.

To the volunteers

I have learned that the heart of the Region is, without a doubt, the volunteers. I think SDR has one of the largest groups of volunteer chair and committee positions of any Region in the country. In 2008, we had 70 events including autocrosses, time trials, driver's educations, performance driving

schools, socials, tours, our first rally in about two years, last Tuesday socials, and many more. There are 35 different committees comprised of approximately 100 volunteers. I salute each of you and thank you for the countless hours spent organizing top-notch events for our members.

There are many unsung heroes within SDR. These are the chairs and committee members who work to organize all the behind-the-scene activities that are needed to keep the Region moving forward. These people take care of insurance, the *Windblown Witness*, the website, the forum, classified ads, legal affairs, the yearbook and many more tasks. There are also many unbadged volunteers who take care of various event setups and post event cleanups. I want to give a very special thank you to all of you—you know who you are. I know how difficult it can be to work as hard as you do without the "glory." I hope I have been able to express my gratitude to you all throughout the past year.

To the sponsors

I also want to thank our sponsors. Pioneer Porsche, Hoehn Motors, Symbolic Motors, Black Forest, Dieter's and Mexi-Cocina have all continued to offer financial and other support to our Region. Thank you also to the many, many advertisers in our newsletter. Your patronage helps us publish what I feel is the best newsletter in the country.

Good luck to the new Board

In our new president, Dave Gardner, I think we have a great leader and I wish him all the best. The remainder of the 2009 Board of Directors is comprised of Curt Yaws, vice-president, Rikki Schroeder, secretary, Kim Crosser, treasurer, with Jennifer Reinhardt, Chuck Sharp and Neil Heimburge as directors. The 2009 Board of Directors is sincere and talented and will do their best to provide the right decisions,

policies and resources to move the Region ahead. I hope this new Board receives the help and support and encouragement that were afforded me.

Upcoming events

The 2008 Installation and Charity Banquet is Jan 10, 2009 at Paradise Point. Tami Ibbetson and Katina Gonzalez are working diligently to make this a memorable event where we will honor the 2008 Board and chairs and committees, and award the 2008 enthusiast of the year. We will also welcome our 2009 Board and chairs. Our Charity chairs, Ralph and Annette Linars are soliciting for charitable donations for the silent auction to benefit Rady Children's Hospital and Monarch School. Please contact them at CHARITY@PCASDR.ORG if you are able to donate an item or a service to be offered at the auction.

Also coming up in 2009 is the Monterey Historics at Laguna Seca raceway, where Porsche will be the featured marque. We are in the process of reserving rooms and planning a driving tour to Monterey. Stay tuned for more information on this.

Thank you once again for your support and encouragement in 2008 and for allowing me to serve as President of the best car club in America. Happy holidays.

Martha



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Closing out 2008

By SUSAN BROWN AND MARGI KNIGHT, Co-Editors

And so we end another year. We join Martha in congratulating the four new San Diego Region Board officers, ably led by Dave Gardner as President. At least from the outside it appeared to be an exceptionally orderly transition, which hasn't always been the case in San Diego!



Martha has been exceptionally open in her columns about her passion for volunteering, and how much she gets out of working for the Club. Often passion doesn't translate well into leadership and organizational skills, but that has not been the case this year. Martha has led well, and the proof is in the lack of Club drama this year. Larry Clark's passing of the Witness baton could have been a Club crisis, but it wasn't. Martha gathered together a few lucky victims and worked out a transition plan. Larry was the most surprised at how easy it looked. Of course, it wasn't simple, but Martha made it look that way. In 2008 we continued to have an incredible number of outstanding driving and social events, which we have almost come to take for granted. But the reality is we ARE special! And Martha made sure we knew it.

While we have worked together

incredibly (surprisingly?) well this year on the Witness, Margi and Susan are splitting up. No irreconcilable differences, Margi has decided to take some time off from the relationship and is giving Susan the house to take care of. The judge (new Board) has concurred and so she'll be going it alone. She always got the fun part of the job anyway.

This Month's Magazine

This month we feature articles on the Oktoberfest Tour by two of our members, Tim Woods and Cherie Frude, the Sunset Point Concours by Rich Caccese, with pictures by Rich and Ted Witte, the Spring Mountain Time Trial by Greg Phillips, the Progressive Dinner by Dick Schroeder and a very helpful article by Steve Grosekemper, should your significant other have been "good" enough this past year to warrant something Porsche for the holidays.

Behind the Visor

In October, Porsche Cars North America, Inc., announced September sales of 1,458 in the United States compared to last year's record-breaking September total of 2,641, a decrease of 45%. For the nine months of calendar year 2008, Porsche sales are now 21,076 vs. 26,278 over the same period in 2007. We guess that news isn't particularly surprising...

Don't you just love the PCA-SDR Forum! Here is a place for members to voice opinions in public. Members can say almost anything for the World Wide Web to see. Recently there was a thread started by Greg Phillips wherein he simply asked, "Where's the Beer"? It soon morphed into what we like to call the "Beer Wars". Since this has been broadcast over the intertubes...we



would like to note some interesting quotes:

oregonduckman wrote:

"Personally I would not be complaining about the drinking after the AutoX if designated drivers were assigned to those individuals who wanted to have a drink after the day's events, I think this would set a wonderful example for the young people who attend the events."

Response by Gary Burch:

"I know some people who should have designated driver during the event. My new association; D. R. U. N. K. (Drinking Reckless Unrepentant Nuclear Kruiser)"

Response by LaLa661:

"Thanks for volunteering yourself for our newest chair position: Designated Driver Assignment Manager (or DDAM for short) Have fun with that one!"

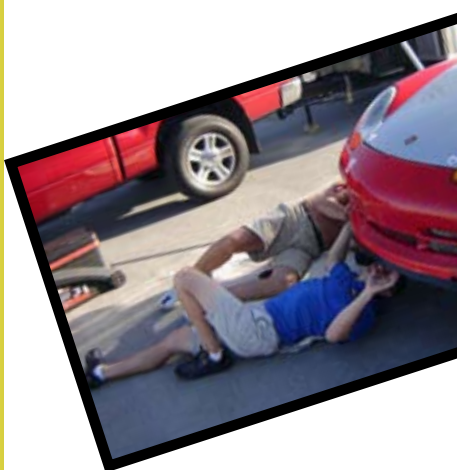
So, with this in mind, be ready to support your new Board with the ever-increasing number of volunteer positions for you to enjoy!

Lastly, a housekeeping note. We receive our address database from National on a monthly basis, so please update your email, phone number, address etc. on www.pca.org as needed. For local notices, email changes should also be sent to EMASTER@PCASDR.ORG.

Margi and Susan



December 2008



Monday December 1

Windblown Witness submission deadline for January issue

Monday, December 1

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

Wednesday, December 3

Monthly Members and Board Meeting

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

Place: John and Monique Straub
9215 Brier Road
La Mesa, CA

Contact: 619-667-3826

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 43 in November's *Witness*

Sunday, December 7

OCR Z8 Autocross

Details: El Toro Fields, Irvine

Contact: AUTOREG@GMAIL.COM

Saturday, December 13

SDR Autocross–Qualcomm West Lot

Details: See page 55

Contact: AX@PCASDR.ORG

Sunday, December 14

SDR DE Qualcomm West Lot

Details: See page 55

Contact: DE@PCASDR.ORG

Tuesday, December 30

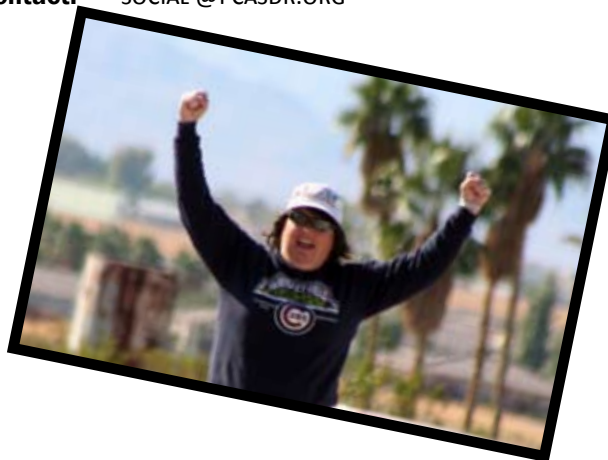
SDR Last Tuesday Social

Time: 6:00 p.m.

Place: Casa de Reyes Restaurant
Plaza del Pasado Old Town
2754 Calhoun Street
San Diego, CA
619-220-5040

Details: The restaurant features grilled meats, fresh tortillas, plentiful portions of classic Mexican dishes and our famous margaritas. WWW.PLAZADELPASADO.COM

Contact: SOCIAL @PCASDR.ORG



January 2009

Wednesday, January 7

Monthly Members and Board Meeting

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

Place: Dick & Rikki Schroeder
3344 Purer Road
Escondido, CA

Contact: 760-743-3156

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 50

Saturday, January 10 , 2009

Installation and Charity Banquet

Time: 5:00 p.m. – Cocktails and Auction
6:00 p.m. – Dinner and Awards
9:00 p.m. – Dancing by the Sound Guys

Details: Vic Elford, famed 917 driver will be the honored guest speaker at SDR's annual bash, held this year at the Paradise Point Resort and Spa on Mission Bay. See page 43 for details.

Contact: SOCIAL@PCASDR.ORG

Saturday, January 17 , 2009

Zone 8 Awards Banquet

Time: 6:00 p.m. – Cocktails and hors d'oeuvres
7:00 p.m. – Dinner and Awards

Details: Zone 8's annual award banquet will be held at the Marriott Marina del Rey. See page 16 for details.

Contact: Suesan Way, 619-992-4287 or SUESANWAY@POBOX.COM

Upcoming Events

Saturday, February 8 2009

Driver Awards Dinner

Time: 5:30 PM - 9:30 PM
Place: Basic
410 10th Street
San Diego
619-531-8869

Details : Come enjoy pizza and driving awards. Cost is \$25 per person. See page 25 for full details.

Contact: RSVP SOCIAL@PCASDR.ORG or Katina at 619-934-6554

April 3-5, 2009

California Festival of Speed

Details : See page 21 for details.

Contact: INFO@CALFEST.ORG



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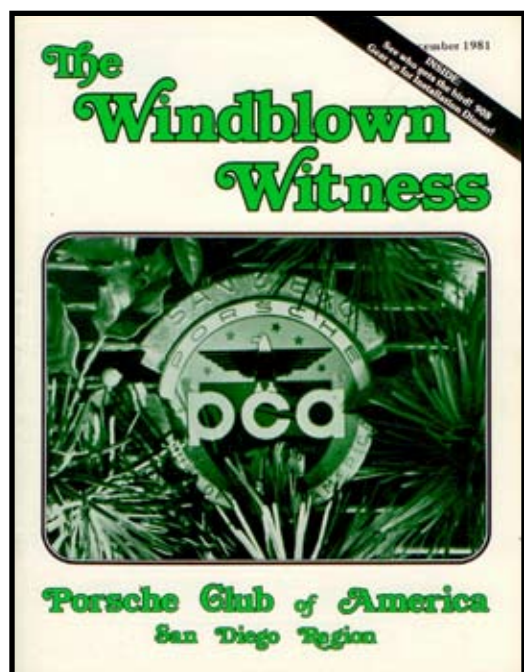
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And Now, The Holiday Issue

By TOM BROWN

This month's cover is from December 1981. Credited to John Straub, you can bet it was staged specifically for the cover, as he was one of the Witness co-editors that year. Perusing the issue, the first thing I see is an ad for the upcoming Installation dinner. \$19.95 per person, including an open bar! No, you can't blame today's prices solely on inflation. The ad highlights eight, yes, eight sponsors for the night, which certainly helped to keep the prices down. Of course, that flyer was quickly followed by one for the Zone 8 Banquet at \$16.00 per person and no sign of sponsors in the ad. Hmm, I wonder what that says about the food?



Letter writing campaigns work

"Important Notice to our Members: The Stadium Manager has informed us that all motorsports club use of the stadium parking lots has been cancelled for a weekly swap meet." Thus began an urgent plea for a letter writing campaign to the stadium board of directors. As the swap meet is held at the Sports Arena and we are still autocrossing at the Q (knock on wood), I can only surmise that it worked.

The Letters to the Editor section was hopping, including one with a spark plug warning. It seems that the author had just changed his plugs for a race only to find that his horsepower was considerably down. After the event he pulled the new plugs and tested them, only to find several were defective, right out of the box. Also

on the tech side was an article about the 914 fuel line recall. An unfortunate side effect of the battery location, the fuel lines were frequently weakened by battery acid. Combined with a high pressure fuel injection system and that's a recipe for disaster.

The Welcome Mat shows a Ted Witte transferring in from the Rocky Mountain Region that month. Can this be the very same Ted Witte that, 27 years later, is found at our autocrosses, camera in hand, keeping the photo page on the web site up-to-date?

The Thanksgiving food drive was a big success, which included an afternoon at Malibu Grand Prix. (No, don't ask "Why don't we do a go-kart event today?" Don't even go there.)

St. Porsche?

Finally, as the Christmas issue, how could it be complete without the poem "A Visit from St. Porsche," obviously modeled on the famous "A Visit from St. Nicholas" by Clement Clarke Moore. (Did you know that this poem was largely responsible for the modern concept of Santa Claus? Including his physical appearance, the night of his visit, his mode of transportation, the number and names of his reindeer, and that he brings toys to children.) I think this "Porsche version" has been reprinted in several December issues, but unfortunately this year no credit was given. I'll close as it does: "Safe driving to all, and to all a good night!"



A Visit From St. Porsche

AUTHOR UNKNOWN

T'was the night before Christmas, when all through the house
Not a creature was stirring, not even a mouse.
The stockings were hung by the chimney with care,
In hopes that St Porsche soon would be there.
The children were nestled all snug in their beds,
While visions of coco mats danced in their heads.
Ma in her kerchief and I in my cap,
Had just settled down for a long winter's nap.
When out on the lawn there arose such a clatter,
I sprang from my bed to see what was the matter.
Away to the window I flew like an "S",
Peeked out the curtain and started to dress.
The moon on the breast of the new fallen snow,
Gave a luster of midday to objects below.
When what to my wondering eyes should appear,
But a metallic Green Coupe and eight tiny reindeer.
With a little old driver, so lively and merry,
I know in a moment it must be St. Ferry!
More rapid than Porsches, his coursers they came,
And he whistled and shouted and called them by name.
Now Speedster, now Spyder, now Targa, now T,
On Cabriolet, on Carrera, on RSK and E.
To the top of the porch, to the top of the wall,
Now dash away, dash away, dash away all!
As dry leaves before the wild hurricane fly,
So up to the housetop the coursers they flew,
With a car full of accessories and St. Ferry too!
And then, in a twinkling I heard over my head,

The Semperit Super Radials perfect tire tread!
As I drew in my head and was turning around,
Down the chimney St. Ferry came with a bound.
Dressed in asbestos racing suit from foot to head,
His clothes done up in a beautiful Bahia Red.
A bundle of Konis were slung on his back,
And IQ lamps and mag wheels filled part of his pack!
His eyes, how they twinkled, his dimples, how merry,
I knew in a moment it must be St. Ferry!
His droll little mouth drawn up in a bow,
Smiled as if to say, "I know".
The stump of a pipe held tight in his teeth,
And the smoke, it encircled the "marque" like a wreath.
He had a custom tailored car cover,
A fantastic gift for a Porsche lover!
He was generous and kind as he gave a PCA patch,
And PCA emblems, decals, binder, and car badges to match!
But with a wink of his eye, and a twist of his head,
Soon gave me to know I had nothing to dread.
He spoke not a word, but went straight to his work,
And filled all the stockings, then turned with a jerk.
And laying a finger aside of his nose,
And giving a nod, up the chimney he rose.
He sprang to his Coupe, to the team gave a whistle,
And away they all flew like the down of a thistle.
And I heard him explain ere they drove out of sight,
"Safe driving to all, and to all a good night!"



Driving Fast Close to San Diego: Finishing 1987

BY JOHN STRAUB, ARCHIVIST

Here we are moving along to the second half of 1987 with our history of San Diego region.

As I mentioned in last month's column, we had our trailer stolen. Well, we had replaced it by now and were fully functional again by the middle of the year. This was the result of a lot of volunteer work by members, club fundraisers and donations.

Our membership was about 800 by this time as compared to our 1450 today. We had a PCA-SDR "Telephone Hotline" number for up to the minute events, changes and location information. It's hard to believe but, remember this was before the Internet, and our Website! The *Witness* had gone back to sporting a black and white cover due to budget limitations.

Monthly Activities

In July we held a Driver's School on a Friday night for first time autocrossers. Saturday followed with a region autocross to put all that new knowledge to work. I remember this event well, as a good friend, Volker Bruckmann and I had a tie for TTOD. Some of the other members running this event were; Bill Smith, Tim Comeau, Nancy Rydbeck, Jerry Beauchane, Al Forester, Louie Butler and Gerry Layer. Gerry was driving a beautiful 911 at the time, I now see Gerry at the vintage races running his 356 still with that Porsche spirit! If you're at a vintage race some time stop by and say hi to him. He's a Porsche enthusiast who has owned some of the best racecars Porsche ever built. In fact he was the "Porsche Guide" I had called on to lead the "Porsche Tours" at our "Parade Race Car Display" last year here in San Diego.

August brought our Zone 8 Concours held at Heritage Park in Old Town. It was a great location for that event. The chairs were Heather Brigham and Frank Bendrick.

In September we held a two-day time trial at Holtville. September was a little early to go down to the desert as the temps are still in the low 100's that time of year. Some of the members running: Paul Young, Otto Obrist, Tom Twells, David Baron, Bob Lemke and Paul Haas in his 924 GTR.

October was the perfect time for our "New Member Dinner". This was a free event to bring out the "newbies" to meet the board members and chairs. Each chair would stand up and tell the new members what their specific types of events were like. It was kind of an "outreach"

program for members.


November, we were back to Holtville for more. This time of year the weather was better for high speed driving. If you have been following my column in the *Witness*, you have heard me mention Holtville many times. Well let me give you a little background on it.

Holtville History

It all started in 1962, the February *Witness* announced a "run" (they were called "runs" back then, rather than "tours") to Brawley...115 feet below sea level for a day of fun at the airport. I think it was through the influence of Tom and Nat Hauseur (who had lived in Imperial Valley); the Mayor had given us a half-mile strip with a good paved surface at the end of the Brawley Airport for an autocross. They even had skydivers to entertain us. The club went out there and after the autocross proceeded to run speed runs straight out and back on the pavement.

This event transformed into an overnighter and then a weekender with golf on Sunday. Howard Strutzel and Joel Naive built us our first electronic timer, and then later dual timers. We played there about once a year from 1962 through 1966. Each time we went the mayor put on a new topping of asphalt (how about the mayor doing that for us at the stadium now). We had only two classes, Normals and Supers as 356's were called back then. And there wasn't much difference, the guy with a Super--well, he felt better!

In 1967 Dick Barbour became our President and he announced that PCA-SDR would, on March 4th and 5th, put on a "Drivers School" and "Time Trial" speed event at the Holtville Airfield. This new racecourse had been approved for SCCA National and Regional races at that time. We were to have the driver training sessions in the mornings Saturday and Sunday with timed speed runs Sunday afternoon. Seat belts and helmets were required for the first time.

We went there again, this time twice in 1967, Spring and Fall. It was to become a tradition for the Region for 30 plus years! And it all started in 1962 with an idea to drive our cars fast at some place close to San Diego. 



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Ferraris on Parade

By MICHAEL HARRIS

The San Diego Auto Museum has opened the Ferrari exhibit which will run through the end of December. As previously announced, the display now consists of Ferrari competition cars. In mid-November the display will change with the removal of the racecars and the addition of sports/touring cars. The Ferrari Display was a prelude to the Museum's 20th Anniversary Gala and fundraiser held November 22. The Gala offered a Fashion Show, 4-course wine dinner, induction of Dan Gurney into the Museum's Hall of Fame, and more. I will have a full report on the Gala next month.

Come see the Ferraris

In honor of the Ferrari display, the Museum's walls have been re-painted in distinctive red and black colors. Entry into the display takes you by a monitor displaying photos of Dan Gurney during his 20-year racing career. Photos include his 1967 win at the Belgian Grand Prix in his own American made Eagle, and his drives for Porsche. Next to the monitor is a Gurney built American Eagle single seater Indy car. His cars won 49 Indy type races, including two at the Indianapolis 500. Ford, Chevrolet or Drake-Offy motors powered these cars over the years.


From the Eagle, we walk to the Ferrari display. There is a photo array and printed commentary of the life of Enzo Ferrari in the corner. In front of this display is a 1932 Alfa Romeo Tipo B Grand Prix car. All the Ferraris on display are show quality restorations. As the Alfa is the oldest car associated with Enzo, on the opposite side is the newest car in the display, a 512BB Le Mans prototype racer. Interspersed between the old and the newer car are 1950s and 1960s GT and sports racing cars.

One of the few non-red cars was a stunning 1950 166MM Barchetta (Little Boat) in white. The 1996cc V-12 motor produced 140hp and was mated to a 5-speed. Next to it was a 1951 212 Vignale Berlinetta. This stunner was done in red and black, and had a unique chrome strip above the egg crate grill running along the leading edge of the hood. Beautiful! Also displayed was a 1951 340 America with a racing number appended to the side. The only non-Concours prepped car was a 1954 375 Mille Miglia complete with dirt and dead bugs, having recently competed in one of the Historical Tours. The two most iconic Ferraris were the 250 Testa Rossa with a 2953cc V-12 producing 300hp @ 7,000rpm and the 1962 250 GTO. Both were done in Ferrari red with racing numbers and are multi-million dollar vehicles. A dark blue bodied 250 GT Zagato with white top was set off in a corner by itself. So many beautiful cars!



More Sport Racers

Finishing the display were three more sports racers. A speed yellow 275 GT/2 was next to a 1956 red 250 GT Tour de France. Also displayed was a 1962 250 GT SWB (short wheel base). One of the SWB cars sold this August at the R/M auction in Monterey during the Historics Weekend at well over \$1,000,000. This used to be 250 GTO money. Even in hard times, there are buyers for these cars as they are so rare and unique. In addition to the vehicles displayed, there are artists' renderings of Ferraris including displays by local high school students. You could easily spend the better part of a day here. In fact, the display has brought out more docent volunteers than I usually see. They are all knowledgeable, friendly and very interesting to talk to. And they can always use your help.

Museum Director Bob Swanson stated that Museum attendance has increased over last year despite the sagging economy. The Museum is considering putting on a Historic Sports Car Tour similar to the Copper State 1000 type event next year. I will have more information in the months to come. The Museum has also agreed to participate in the annual Auto Show to be held at the San Diego Convention Center in December. Bob says they are looking for 1950s and 1960s sports cars to display. 





Zone 8 Awards and Recognition Banquet

Saturday, January 17, 2009
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6pm - Hosted Cocktails and hors d'oeuvres, 7pm – Dinner and Awards
Dressy attire

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Seminars**

Z8 Presidents Meeting: 9am - Noon
Nat'l President Town Hall: Noon - 1:30pm
Membership Seminar: 2pm - 3pm
Driving Event Seminar: 3pm - 5pm

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Enthusiast of the Year
Zone 8 Region of year
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Donating Blood May Save YOUR Life!

By TOM GOLICH

In November's issue in the Witness I wrote about an article in the September 28, 2008 issue of Parade Magazine, "8 Ways to Stay Healthy." Number 1 on the list was "Give Blood." I now have a new reason to urge club members to visit the San Diego Blood Bank to donate blood. The visit and donation might save you from serious heart issues.

As I write this article, I have a new Pacemaker in my chest as of last Thursday. I did not expect to have such an addition, but thanks to my recent visits to the Blood Bank my doctor determined I needed one. Now for the background of how the device came into my life. One of the benefits of giving blood is the Wellness Profile provided at the time of your donation. Over the past months, my ability to donate blood products has on occasion been prevented by an irregular heartbeat. As a result I went to my Cardiac doctor to have a check-up. As part of the process, I was put on a heart monitor for what was to be a 21-day period. After four days the doctor's office called me, to tell me to send the monitor back to the provider, the doctor had seen all he needed to know. It seemed that at 6:30 a.m. of the first full day I was wearing the monitor my heart rate dropped to 33 beats per minute. Less than two weeks later, I was in Scripps La Jolla having the "procedure" performed.

If I had not been giving blood on a regular basis, I don't

know how long it would have taken for my condition to be detected. I, like many other men, am not inclined to see my physician very often. Even during a normal physical the irregular heartbeat might not have shown up.

As stated above, donating blood at the San Diego Blood Bank provides a wellness profile covering cholesterol, blood pressure and pulse rate. These are provided at the time of the donation or, in the case of the cholesterol test, about a week later, via the Blood Bank's web site, which is www.sandiegobloodbank.org.

So how do you donate blood? Call the San Diego Blood Bank at 619-296-6393 to set up an appointment. It takes less than an hour to go through the interview and donation process. The basic requirements are for you to be in good health, feel well, be at least 17 years of age and weigh at least 110 pounds. When you go in to donate just tell them you are there to donate to the Porsche Club of America account (group code: PCOA).

There are a number of locations to donate blood throughout the San Diego area: downtown, El Cajon, Escondido, Vista, National City and Murrieta. Hours and locations of these sites are on the website as well. If you have general questions related to the donation process, you are welcome to contact: Tom Golich at 858-755-4986 or tsgolich@aol.com.



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Sunset Point Concours

TEXT AND PHOTOS BY RICH CACCесе

This probably sounds weird to anyone who doesn't own a Porsche, but I really enjoy prepping my car for the Region's Concours. I purchased an Amazon Green, 1994 968 Cab in November 2006 and started to bring the exterior back from a life time of automatic car washes. Oh, the joys of Color Sanding! I figured that I would get it all ready in time for the San Diego Parade. Well, I didn't quite make that Parade, and just barely got it ready for the next Parade in Charlotte. Yep – when I estimate the time it takes for one of my DIY projects, my wife Nancy triples the time estimate and she's usually right. This six month project took 18 months, but I was able to enter the car in our Region's Concours on October 19th.

It was a terrific morning as I pulled up on the grass at the water's edge and my friend, Ben Wainscott, pulled up his 356, which he just finished fully restoring this past year. About 25 cars entered in the Concours with another dozen on display. Graciously sponsored by Pioneer Centres, the SDR Concours team put on an intimate event with a great lunch, and very classy awards. It was a great way to spend a San Diego "Chamber-of-Commerce" Sunday (sunny and perfect temperature) with our cars and friends! Oh, and our families, too...

Thanks to Gary Peterson, John Straub, Steve Lopez, and all of the volunteers for another great event!

Results

Full

- C-2: Skip & Leslie Shirley-SDR
1958 Speedster
- C-5: Joe DeMeo GPX
1986 Turbo Best of Division
- C-6: Bob Rosenfeld

Wash & Shine

- 1: Ben Wainscott
1956 356
- 2: Darya Loyo-OCR
1969 912 Best of Division
- 3: Jessie Imanil-SDR
1994 911
- 4: Rich Caccese-SDR
1994 968
- 5: Charles Rooks-OCR
2001 Boxster

Street

- S - 1: Karen & Joe Nedza-OCR
1963 356 Best of Division
- S - 2: Craig Goodman-SDR
1961 356
- S - 3: Gary Peterson-SDR
1968 912
- S - 5: John Gurell-SDR
1988 911
- S - 6: Frank Lanza
2001 996
- S - 9: Steve McKay-SDR
1989 951
- S - 10: Robert deRose
964 356

Unrestored

- U/R - 5: Steve Lopez-SDR
1986 Turbo Best of Division
- U/R - 9: Ziggy & Inca Szielenski-SDR
1989 928
- U/R - 10: Bob Graham



Pioneer Centre's Aqua Blue 911 Cab



From Left to Right:
 Gary Peterson, Concours Chair and Daniel Lewis of Pioneer Centres
 John Straub, taking Concour prep seriously!
 Ben Wainscott's restored 356
 Can you see the palm trees reflected on Rich Caccese's 968?

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PCA-SDR Progressive Dinner 2008

TEXT AND PHOTOS BY DICK SCHROEDER

Just over thirty members gathered at 4 p.m. at the lovely Ramona home of Gayla and Dave Loucek for appetizers. Not only were we greeted by an outstanding 360 degree view from their hilltop, we were also met by a small portion of Dave's car collection at the top of their circular driveway. The display cars, all of them driven regularly, put most of the attendee's cars to shame. He displayed two Porsches: a 356 coupe as well as an '88 cabriolet, two '48 Fords, one sedan as well as a beautiful woody. A great Packard as well as what appeared to be an early '70's Volvo to go along with the 427 Cobra. Beautiful stuff!

Dave also does wood working as a hobby (he restored the woody himself), and he enjoys making lovely wood boxes from exotic hardwoods, using unique forms of joinery. He donated one to the club to be used as a door prize for those in attendance. It was beautiful, made from Honduras mahogany and black walnut.

Rikki Schroeder checked us in at the door and we wandered through the house to the patio around the pool where we were served all manner of appetizers as well as a selection of beverages. We all wore name tags, making introductions easy and it seemed everyone there spoke with everyone else. Certainly an enjoyable time!

Soon it was time to head down the mountain on a perfect Porsche road, Highland Valley Road, to the equally wonderful Bandy Canyon Road. I was in a part of the caravan headed by Ralph and Carol Turner in their new Carrera 4S. Ralph made it a spirited drive, but well within the limits of safety in a Porsche. Malcom Jarvis and Pam Lawrence in their early Targa were right ahead of me and a very well driven BMW behind. I could only shake him in the very tight stuff. No wonder! When we arrived at the dinner house it was Jim Binford and his wife Myrna in an M5 no less!

Our dinner hosts were Judd and Faye Goldfeder at their lovely Escondido home where we arrived just as the sun set over the hills far to the west. Their whole backyard, that which was not covered by pool and huge fire pit, is a series of different level decks, making for an interesting layout for our tables. Rikki and I shared our table with a couple who joined the PCA only days before, after buying a Boxster, transplants from South Africa, Ted Van der Merwe and his wife. Ted was very enthused about his newly acquired toy and I'm certain we'll see lots more of him. Also at our table were Leigh and Debbie Rayner and the father and son pairing of Chris and Tim Woods.

Following dinner and some great conversations, as



Charlie and Pam

well as a tour of all of the interesting objects in Judd and Faye's home, it was time for the final run to the dessert house. Pretty easy for me, as it was held at the Schroeder house, only about 10 minutes down the road, near Lake Hodges. Everyone arrived in good order and it was time for brownies and ice cream and a hot cup of coffee.

The evening had pretty well cooled off by this time, so most folks opted to stay in the house, although a few ventured out to watch the koi in the pond below the deck. Some were disappointed that it was too dark to view the aviaries, but that's for another time. We held the drawing for the lovely mahogany box and the surprised winners were Pam and Charlie Wolk.

It was a great event, ably chaired by Rikki Schroeder with great set-up and clean-up help from Jennifer Reinhardt and Katie Kinninger.



Rikki Schroeder greeting guests



Dinner host, Judd



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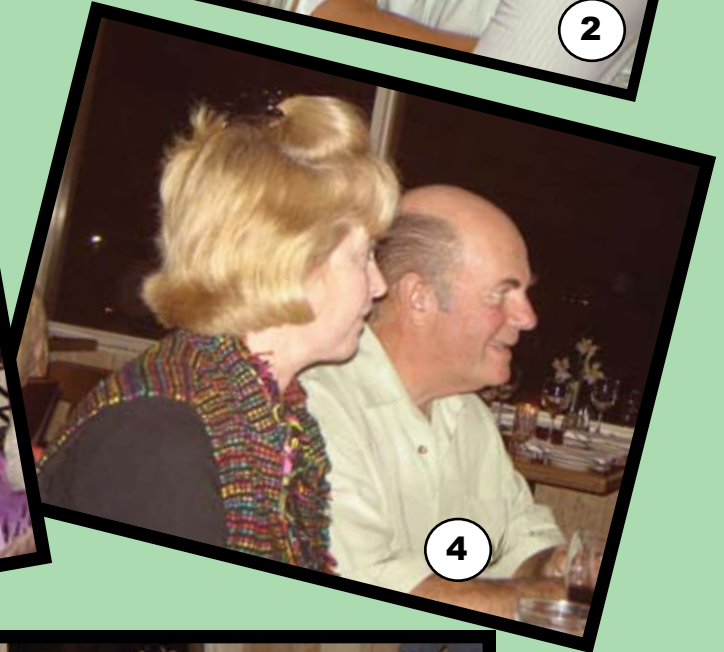


Motorhead Monday



1. Mark Rondeau and Michael Brown
2. Michael Brown
3. Dave Quesnell, Neil Heimburge and pals
4. Jad Duncan, Glenn Marlin and Richard Park

Last Tuesday Social



1. Tammy West and Philip Titone
2. Tom Brown and Pat Corona
3. Neil Smoozing
4. Leslie and Skip Shirley
5. Bill Marsh and Angela Avitt



Too Long Between Time Trials

TEXT AND PHOTOS BY GREG PHILLIPS



Although it had only been a few months...ok, make that 6 months...since the last event, the time trial people were a little rusty but excited to get back on the track. Although there had been several autocrosses, a driver education and the occasional Porsche Owners Club event, for some people, packing for Spring Mountain would be different. Primarily for me, I was not driving my 928 to Pahrump but was towing it behind Steve Grosekemper's F150 on Lewis Wise's trailer. So there was more room to put things on the trailer as well as inside the car, (like the extra set of tires that I ended up not using...).

Heading out to Nevada

Due to some last minute changes we started Friday with a small caravan heading out on I-15 with Jad and Jim Duncan towing the Duncan Racing 996 and Cathy Young driving her 87 Carrera. We all had made significant changes to our cars since the California Speedway event.

Cathy had redone her suspension and was on new R rated tires. The 928 had a new oil pan extension, new rod bearings and a new smaller starter that was required for the extension. The suspension was unchanged but I was running 275/45/16 Hoosiers all the way around that I had used at the last autocross. The 996 had a new crate motor, ECU and ignition switch along with enhancements to the (Integrated Dry Sump) oiling system to help the engine survive at the higher G-loads with their new Hoosier tires.

The drive went smoothly as I relaxed in the passenger seat and the weather was cooling down nicely from the heat we had been having mid-week in San Diego, with even higher temps in Nevada. The forecast was for more cooling along with a chance of rain (and snow!) over the weekend as a cold front moved through. We brought our cool-suits, but were hoping not to have to pump warm water through them. We rolled into Pahrump and checked into the Best Western.

Since Ethan Dahlkamp was one of those with a late change of plans and the motels were full, he took my room and I shared a room with Steve. Next we headed out to the track to unload the trailers and finish registration.

The new look of the track

The first thing we noticed was how much the track had changed. When we first started at the track you could barely notice the Quonset huts off the side of the road and now there was a large new clubhouse and garage, a new entrance with a tunnel under the track and a new skid pad/kart track. It is hard not to miss from the main road.

In the pits there were already several people unloading and getting ready for the weekend. Jack Miller and Robert Baizer had brought their new Lotus Exige Cup cars instead of Porsches for the weekend and were getting them prepped and the harnesses installed. We were able to get our cars unloaded from the trailers and the tires



Jad's having fun!

and gear unloaded while the Duncans unloaded and put on their front splitter. After final tech we headed over to Robert's trailer to finish registration and take a look at the new Lotus cars. Ethan was able to get into the driver's seat, eventually, so I did not even try.

After the track we went back to the Best Western and got cleaned up for dinner at the Wulfy's sports bar. It was busy being a Friday night but we were able to get dinner out of the way and then started working on getting the big screen TV's switched to the Speed Channel for the F1 qualifying. It did take awhile but we were finally successful. Qualifying was interesting but was difficult to follow without the audio portion (and with the \$3 Fat Tire Ales). After the qualifying we headed to bed for an early Saturday start with Lewis Hamilton on the pole in Japan.

Saturday preparations

Saturday began with an early start of a hot breakfast included at the Best Western and then back to Spring Mtn. to warm up the engines, finish final preparation and get ready for the drivers' meeting with Jack Miller. The weather was brisk in the morning and there was a breeze

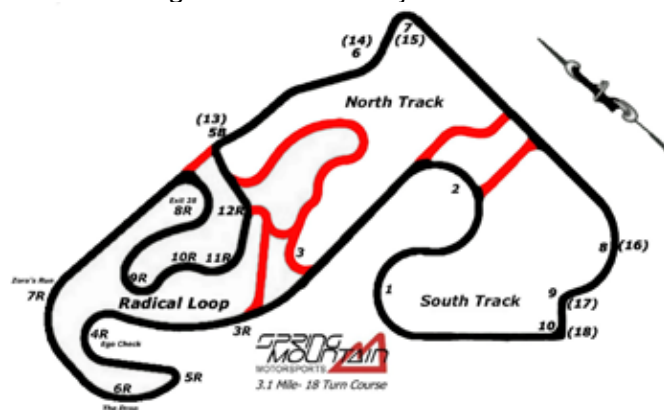


Enjoying Dinner

blowing throughout the day but the temperatures did come up through the day. Jackets and gloves were handy in the morning, however.

The drivers meeting was held in the new Corvette administration building which includes classrooms, a gift shop, restrooms and showers as well as garages for the driving school (Radical & Corvette) cars. The facilities keep getting better and better, I only wish they could be in San Diego County! Jack reminded everyone to take it easy with the cold tires and track in the morning and then went over the student-instructor pairings. I initially did not have a student, but Jim Duncan wanted to concentrate on shaking down the 996 so I would spend the day working with Don Middleton's 911 SC Targa.

Don has quite a bit of autocross experience but was just getting back to the big tracks after a few years off. My run group was orange and up after the red run group finished. Don got the harness adjusted and we took to



the track for our session. We had two yellow flag laps to warm up our tires and check out the track. Although the longer track configuration was the same as last year, there had been improvements to the curbing and runoff areas as well as some repaving in turn 2 to eliminate the bump at the apex. There was also a new track exit at turn 3R and entrance at 5R for club members. We started out slowly and then picked up the pace as things warmed up, but the track was still low on grip even with warm tires.

After my session it was back into the pits and into Don's SC and back onto the track for more fun. Don was taking it easy as he learned his way around the track and got into the groove of not being able to rest after each lap like at an autocross. We worked on his line and getting his downshifts smoother and before we knew it, the checkered flag came out and it was back into the pits. The morning went quickly with just the three run groups. Drive, instruct, rest and rehydrate then repeat. Times were coming down for both of us as the track warmed up and we were more familiar with it. Don dropped under 3:00 and I was down to 2:50. Don went from pointing by lots of drivers to getting an occasional point himself.



David Quesnell

My times were mid-pack for orange, but I needed to try and pick up the pace to keep up with the rest of JP, especially the 944 Turbos of Otto Obrist and Michael Cornelius. I was keeping up with the 911 Carreras of Tim Souza and James Buck, but Pete Milliken's 911 was quicker yet. The other surprising cars in my run group were Jackie Corwin's GP 944 with her new motor and Russell Shon's MS Boxster now on R tires. The other surprise was a new Corvette ZR1 that was amazingly quick under acceleration. After my point-by on the straight it just blew by me like I had stopped for coffee.

Don's times were also beginning to drop and he found another SC Targa with Bill Behun to run with as their times were fairly close throughout the weekend. There was another Targa with Cathy Young's JS Carrera and she was out with Steve instructing as she was learning about her new suspension as well as the grip in the new R tires. There was one more 911 SC with Angela Avitt (IPL) in her first time trial event and was running times just ahead of Cathy's at around 3:02.

Soon it was time for lunch and although there was a



Don Middleton

BBQ set up serving food, Cathy had volunteered to be the lunch lady and we were dining on turkey sandwiches, chips and cookies while staying out of the wind. The weather had been threatening with dark clouds around us but we stayed dry and relatively warm. It was surprising to see snow appearing on the local mountains at the higher elevations! If the wind had stopped, we would have had great weather, but we were not that lucky.

After lunch it was back to the track and the times were coming down as the temperatures improved and we started pushing more. The Lotus Exige gave us a visit in one of the orange run groups and they were very quick. With a 260 HP supercharged Toyota engine pushing about 2000 pounds, they were very similar to the Dieter's 914-6 with slightly smaller tires. Jack and Robert were having fun and they both ended up just under 2:38 for the weekend.

At the fast end of the pack were Roland Schmidt's new 911 in AR2, Jad Duncan's MI 996, and Steve Eguina's QP



Otto Obrist checking results

GT2 that were running 2:30 to 2:32 and being chased by Jae Lee's AR2 911, Kris Urquhart's KI 964, Anthony Dilanzo's AR1 911, Bernie Bogard's QS GT3, Chuck Sharp's KP 944 Turbo, Peter Busalacchi's QS GT3 and Keith Parker's X car all between 2:32 and 2:35. Just above 2:35 were Behr Salehi's AR1 911, Ethan's KI Boxster, David Gardner and Glen Marlin in MI 993's, Curt Yaw's QS GT3 and John Magnuson's X class RX7. At 2:38 to 2:40 were Otto Obrist's JP Turbo, Pete Millikin's JP 911 and David Quesnell's AM911, followed by Richard's Park's AM 914-6.

I took a run group off in the afternoon to rest and take some pictures and Steve took out my 928 for that session and later went out in the yellow group to put down some times for me to shoot at for the weekend. Yes he can drive a front-engined V8 car, he just usually prefers mid or rear-engines. At the end of the day I had Don run the last session without me (or my weight) in the car and he continued to improve his times.

After the last checkered flag it was time to pack up and head back to the Best Western to get cleaned up and rest a little before heading for dinner again at Wulfy's. It was still busy but we were gain able to eat and get one of the big screens for the Japan F1 race. Unfortunately, on Japan time it was rather late in the evening on the West Coast so we had some time to kill and more Fat Tire beer was needed to help pass the time. Once again it was difficult to follow the F1 race without the audio and the explanations but Lewis Hamilton ended up getting punted by Felipe Massa but still had to serve a penalty? Fernando Alonso was the surprise winner for the second race in a row. I would have to watch my recorded version to find out how the FIA (Ferrari Assistance Association) handled this race.

We started with a larger group that did dwindle through the evening. Kris Urquhart was there with his brother and nephew from Colorado. We spent some time discussing the microbrews of Colorado (and California). Jad and I were the last of the drivers to finish the televised race and then tried to get some sleep before another early Sunday morning. I slept fairly well but am blaming the dry desert air for any reports of snoring that may occur.

Sunday happenings

Sunday was still cool and breezy but the clouds were not as ominous and the weather was nicer overall. Don was comfortable in his SC and I had a little more time to take pictures on Sunday. The first sessions were again slower with the cool track but the conditions were almost ideal just before lunch as the wind died down and the track warmed up. I was able to get down to 2:45 but still felt I was leaving some more time out on the track. Cathy had hit a plateau at 3:05 and for a change of pace she went out with Jim Duncan in one session and then I went out on the last session with her. Her times dropped down to 3:02.

In contrast to others in our group, Ethan had done nothing to his KI Boxster since his last event and just rolled it onto the trailer and headed for Nevada. But it was running well and fast until he started having some problems with a fluid leak getting on his exhaust. He had tried some exhaust wrap and felt it was just a power steering leak but it did not clear completely.

Cathy again provided lunch with more sandwiches, nuts and cookies. Unfortunately as lunch progressed the wind came up and was stronger through the rest of the day. We had our final drivers' meeting to discuss the timing procedures and then ran the final practice sessions. Red had run last in the inverted schedule and the fastest drivers were lined up for the start of timed runs. Jad was on the "pole" but when it was time for the timed runs, the 996 mysteriously would not start. Steve was paged

over the loudspeakers and after cycling the power off and then on it started up after the "reboot".

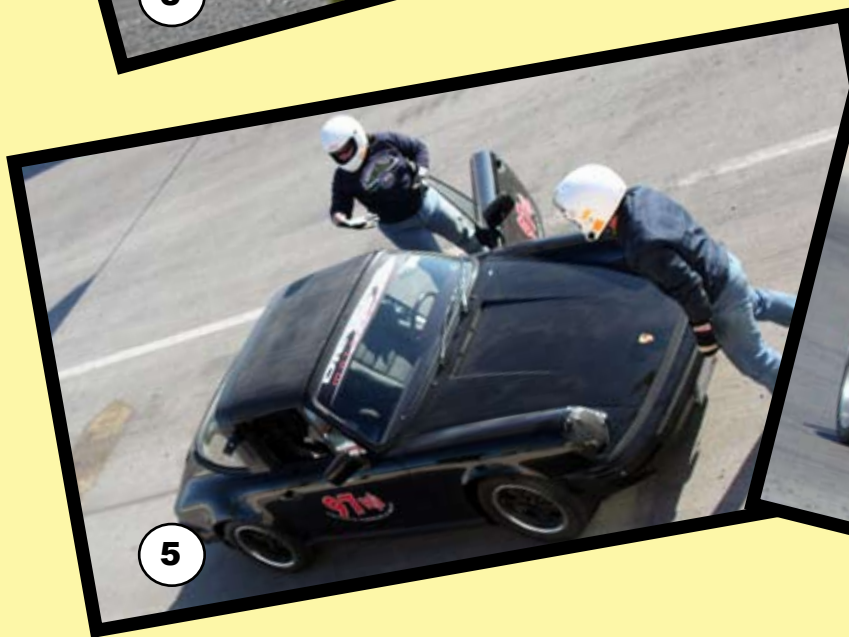
In the interim the first timed group had left with Roland Schmidt, Kris Urquahrt, Steve Eguina and Bernie Bogard running. With some relief after sitting and waiting, Jad was finally able to make his timed runs. After Buttonwillow and California Speedway he was starting to feel jinxed. At least this time his car was running and he knew Roland's best time was a 2:31.86. So he had to run a clean fast time, and he did that with two laps under 2:30 and a best of 2:29.28 for TTOD. Roland's AR2 time held up for 2nd and he finished ahead of Steve Eguina's QP at 2:32.48. Kris Uquhart took KI at 2:32.93 and Glen Marlin had his best time of the weekend at 2:33.21. Peter Busalacchi took QS at 2:33.5, just nipping Bernie Bogard at 2:33.85. John Magnuson's RX7 was next at 2:35.17, followed by Curt Yaws GT3 at 2:35.19 and then Richard Park in AM at 2:35.56.

In JP I knew how fast the Turbos had been but I did put down my best time of the weekend at 2:45.34, which was behind Otto Obrist at 2:36.31, Pete Millikin at 2:39.69, Michael Cornelius at 2:41.84 and just ahead of Tim Souza at 2:46.24 and James Buck at 2:46.4. In the Lotus Class it was Jack Miller's 2:37.44 which nipped Robert Baizer's 2:38.05.

Steve ended up running timed laps in Cathy's car and turned a 2:54.12, but by the time he finished and she was able to run, she ended up being the last car out in timed laps. But that did not dissuade her at all as she turned in her best time of the weekend and broke the 3:00 minute barrier with a 2:58.52 in JS. The other Targa boys had Don running a 2:55.53 for IS and Bill Behun turned a 2:56.92 for ISS. The other SC had Mike Avitt running a 2:47.33 in IP and Angela Avitt a 3:02.12 in IPL. Other ladies included Jackie Corwin's 2:47.12 taking GP over Debbie Sharp's 2:53.43. Chuck Sharp's KP Turbo ran a 2:35.74 and Russell Shon's MS Boxster just got faster with a 2:43.35.

At the end of the day it was time to get the car back on the trailer and loaded for the trip home. Although a few of the smarter people (the Duncans) spent Sunday night in Las Vegas and went back on a more leisurely schedule, Steve and I had to work on Monday and so we headed back home from Pahrump on the expressway with Cathy Young following. We made it back non-stop to San Diego and now it is time to start preparations for the last Time Trail of 2008 at Buttonwillow in November. Maybe next time I will try out my other set of tires and can try and move up a notch in JP. Don't forget for the full results of the event, check out the website at www.pcasdr.org.







1. Chuck Sharp
2. Roland Schmidt, Behr Salehi and Jack Miller
3. Tim Souza
4. Steve Grosekemper in 928
5. Cathy Young and Steve Grosekemper switching cars
6. Angela Avitt
7. Ethan Dahlkamp's Boxster
8. Kris Urquhart and his nephew
9. Driver's meeting

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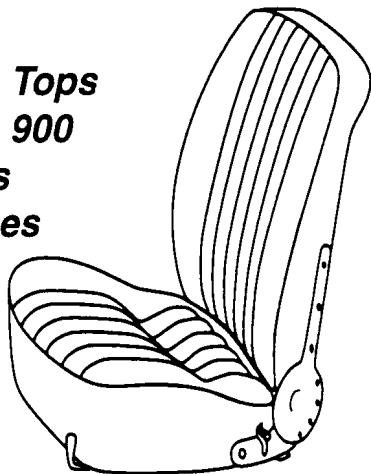
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Santa's Little Helper

By STEVE GROSEKEMPER

Is it December already? If you are like me, December is the month when you must come up with that perfect gift for that certain someone that they would never get for themselves. It doesn't matter if you celebrate Christmas, Hanukkah or even Festivus, we all can use a little help finding that perfect gift.

One thing I have learned in my many years on this earth is that the best gifts are ones that follow a few simple rules. The gift should be something the recipient wouldn't (or think they shouldn't) buy for themselves. It should be something that is out of the gift giver's realm of knowledge. The giver should enlist top secret spies and other forms of intelligence to find the perfect gift.

As a Porsche Mechanic by trade, I get calls each year starting in November from spouses of customers looking for a little inside info. So if your special someone is a frequent visitor to your local Porsche shop, that is an excellent place to start. Do they hang out with a bunch of other PCA club members to watch Formula One, to go karting, or just have a meal? All of those attending are great sources of "intel."

Last year one father got a set of Euro tail lights from his 9-year old daughter and one husband gave his wife a set of Bilstein shocks. The year before that a man got a set of track wheels and tires for his 911 from his wife and children, and not much else I expect. The year before that a friend got a certificate for the first Time Trial of the year stuffed into a tie box. The point is; the perfect gift can be made an even better gift when it comes from the most unexpected place.

The gift that keeps on giving

Does your Porscheophile camp out by the mailbox waiting for the Witness and Panorama to come? Well, maybe they could use something to pass the time between issues.

Excellence is an independent magazine all about Porsches. The photography is spectacular and the articles are technically detailed. They also offer a look into things that might vary from the norm from other official Porsche periodicals. October's articles ranged from a 911T with 831,000 miles on it, to a special-bodied 356 that could have been on an episode of the Jetson's, to a 482HP daily driver 911SC. This is my favorite Porsche magazine... next to the *Windblown Witness*, of course. To subscribe, go to WWW.EXCELLENCE-MAG.COM and click on subscribe.

Bonus: they only have 9 issues a year so they show up at odd intervals, usually between Club magazine ar-

rivals.

This next periodical is not quite as elegant as *Excellence* and features just about anything on wheels, not just Porsches. It is no less entertaining, however. Their motto is more like fast/fun/cheap. No articles on wax and polish here; it's all about driving and making you and your car a better machine. There are some entertainingly crazy articles in there. This is the magazine I most often take to a friend and say, "You have got to read this crazy article!" The magazine is *Grassroots Motorsports*—"The hardcore sports car magazine." Just point your browser to GRASSROOTMOTORSPORTS.COM and click on subscribe.

Books and stuff

There are some great books out there to choose from and I have received a lot of these as gifts over the years. Just go to Amazon or Google and start typing in the search window.

Porsche 911 Redbook is a small pocket-sized book that tells all about 911s from 1965-2005. Does your gift recipient love facts and figures, knowing how many 1971 911S Targas were built? What year piston squirters were introduced? Well then this is the book! As a bonus, it's inexpensive-making it a great stocking stuffer.

Porsche Specials—by Lothar Boschen and Jurgen Barth is one of the first Porsche books that I received as a gift and is one of my favorites. It talks all about using Porsche parts (mainly engines) in other vehicle projects dating back to 1908 but focusing mainly on the 50s to the 80s. How about a 928 powered VW Rabbit, or a mid-engine Carrera RS powered '72 Beetle, or a 4-door 911 built in 1967? Hey, aren't they just getting around to building that at Porsche? This is a hard one to put down for the guys that itch to tinker with everything.

911 Performance Handbook 1963-1998—by Bruce Anderson is the air-cooled 911 owner's bible. A must read before jumping into any 911 race project or a great alternative to getting your racecar building fix without getting dirty.

Driving in Competition—by Alan Johnson is a great book for the new performance driver in your life. Have they done some autocrossing or a driver's education event? Do they talk about heel and toe, but really don't seem to know what it is? This is the book for them. This book will teach them what the most important turn on the course is and why. This was the first Porsche related item my not yet wife gave to me in our dating days. (She used the secret double agent tactic to get this important intel). Back

then I thought it was sweet of her for supporting my addiction. Now I realize it was her subtle way of telling me I wasn't as good of a driver as I thought I was.

Porsche High-Performance Driving handbook—by Vic Elford is another book in the same vein as the Alan Johnson book. I just haven't read this book so I can't provide descriptive input.

Blue & Orange "The History of Gulf in Motorsport"—by Michael Cotton is a history of Gulf Oil Racing. These are probably the most recognizable vintage racecars of the late 60s and early 70s. While not 100% Porsche, the 917 and other cars of that era were a huge part of their history. Is there a blue and orange t-shirt or jacket in the closet? Did they paint their ugly brown early 911 blue and orange? This book may be just the thing to stuff under the tree.

The Unfair Advantage—by Mark Donohue with Paul Van Valkenburgh. This is a great book for those who drive and wrench on their own cars. Donohue was a driver and an engineer who learned ways to improve himself and his cars through preparation and technology to give himself an "unfair advantage."

Gift Certificates

Gift certificates are great for many reasons. First, it is easy to stay on budget. If your special someone wants

a set of \$350 H&R springs for their Boxster, a \$100 gift certificate is like saying "she wants you to have those springs" and everyone lives happily ever after.

The most popular place for gift certificates is Porsche parts catalogues. The largest of these is Performance Products/Automotion. Just point your browser to www.AUTOMOTION.COM. There you will find just about everything a Porsche owner could want. Your local Porsche shop will probably also provide gift certificates to install those H&R springs or Bilstein shocks.

So you've come to the end of the article and you think hey, these are some really great ideas, but I am the one with the Porsche that needs those new springs! Hopefully, your other half reads the *Witness* and you will be all set. If your kids read the magazine, just waiting to get a crack at the Porsche when they turn 16, you may be in luck. Hey kids, share this article with your "other" parent. If the "other" in your life is only an occasional reader, you could tape something conspicuous to this page of the magazine. I like to use Starbucks gift cards and jewelry store sale fliers as bookmarks, but you may have your own favorites.

Happy Holidays!



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For more information or if you would like to donate items or services, please contact the Charity Team at charity@pcasdr.org.

Installation Dinner Silent Auction Rules

When you register for the Installation dinner, you will also be registered for the charity auction, even though you may choose not to participate.

The credit card number you provide will be used to pay for any items you purchase at the charity auction.

Upon check-in, everyone within your party will receive a sheet of stickers to be used for the silent auction. The silent auction will open at 5:00 pm and all bidding will close promptly at 7:00 pm.

No charges will be made to your credit card unless you have won an item. Credit charges will appear on your bill as "Porsche Club of America, San Diego".

Each silent auction item will have a bid sheet. Bid using your assigned bid stickers and enter the bid amount of your choice. Some items may have a minimum opening bid, so please check the bid sheet carefully. All bids must be in at least \$10 increments.

If your bid (or any information on the bid line) is illegible, your bid will not count and the bid of the next highest bid amount will be awarded the item. PCA-SDR's charity team will determine who wins an item and their decision is final.

Winners will be posted as soon as possible, approximately 9:00 pm.

Please pick up all items ASAP after the winners are posted. The team is planning on distributing all items to the winners by 9:30 pm.

The Oktoberfest Tour

Fall Festival in a 1967 912

By TIM WOODS

My son Christopher told me about the upcoming tour through the back hills of East County to Julian and ending in El Cajon at the German American Society Oktoberfest. It sounded like a fun adventure for the two of us, a nice leisurely drive up the mountain with maybe a stop in Julian for apple pie. We'd wanted to take his 1967 912 on that drive since he had bought it. Our trepidations over its dependability had been quelled by its performance at the Porsche Rally we'd participated in a couple of months ago.

We got to the Lakeside Park-and-Ride just as several other Porsches of varied vintages and types were arriving. Of about twenty cars, once more ours was the oldest (although later a 356 showed up somewhere along the route). Chris suggested that I drive, as my double clutching skills exceeded his. I responded by thanking him, putting it into 3rd and immediately killing the engine when trying to pull away. A not very swift start to what turned out to be an incredibly entertaining day. We were given a detailed instruction sheet which outlined a route we hadn't experienced before. No one seemed anxious to be the lead car, so there was some creative jockeying in the parking lot as we lined up to head out.

We were the fourth car in line behind three powerful, newer 911 variations. The traffic light put us in a group of six cars, followed by two Boxsters. We had been cautioned to drive carefully, within our comfort zone; and if someone else wanted to go faster, we should let them go by—that sounded fine by us, after all we were just out for a nice Sunday drive. As we headed up Wildcat Canyon I thought, "Man are we going to be getting passed a lot;



Staging for the Tour

this little four cylinder is going to find it hard to keep up." It turned out not to be the case as local traffic on the road was brisk. As we drove through the Indian Reservation, the string of Porsches fell in behind an ice cream truck and when he finally pulled off, everyone jumped on their throttles, only to discover a tight right hander with oncoming traffic and a steep drop-off on the outer bank. That was a bit sobering and subdued the group's attack a bit.

The citizens of Ramona were treated to quite a sight as our parade cruised down their main drag. Leaving town, any hopes anyone had of rapid motoring were dashed when an old Army power wagon pulled into the front of the queue. We knew it was going to be tedious when he passed two turn-outs without pulling over. Fortunately the route took a left turn toward Santa Ysabel, the truck went straight, and traffic suddenly disappeared.

Here the road got a lot more interesting with lots of tight second and third gear corners which suited the 12's power band beautifully; we were keeping up and having a ball doing it. Thoughts of a leisurely cruise disappeared as we fell under the spell of the car and the road. I was being careful to stay on our side of the road while praying that everyone coming from the other direction was being



Mike Gagen and ?

just as judicious. Zipping through Santa Ysabel I noticed no one stopped for Dudley's bread. Our route bypassed Julian as I became more aware of my bladder, but we were having too much fun to consider pulling off—apple pie? We don't need no stinking apple pie—we're having fun here.

Our string of cars was pretty lucky with traffic signals. I dreaded the thought of missing a green light and becoming the lead car. It's much better to let someone else set the pace; and they were doing an admirable job of maintaining a brisk, entertaining pace without giving into the temptation of dangerous Banzai style attacks on the twisty corners.



Bob and Mona Albrecht

We passed a couple of 356's on the down side of the mountain and joked that if we were them, we'd make a u-turn and join the fun. (Maybe that's where we gained the 356 that showed up at the end.) As our group was accelerating toward Lake Cuyamaca, we rounded a bend to find a couple of County Mounties with a group of BMW motorcycles pulled over, handing out citations—the unfortunate bikers gave us looks that clearly said: "You lucky



Tom and Susan Brown



Ann and Al Schlegel

dogs, this could have been you."

Chris's forty-one year old car had been performing flawlessly but hiccupped a couple of times coming around the lake. He suggested that maybe when we hit the interstate we should take that way back, instead of continuing along through Jamul. Parent-child roles were reversed as I gave him my best, "Please, please, can we play some more?" look. He acquiesced and the car responded by settling back into its purring mode. The little lady continues to impress. The rest of the drive down the mountain was uneventful until we heard an approaching throaty roar and were practically blown off the road by a Monster Carrera whose driver just couldn't resist one last burst of power before we hit civilization. I'm sure it had nothing to do with him wanting to check out those two attractive young ladies who were in the 911 in front of us.

After completing the approximately 100-mile trek, we entered El Cajon and as per the instruction sheet pulled into a convenient church parking lot where a large group of us parked and proceeded on foot to the Oktoberfest celebration to enjoy some bratwurst.

I'll have to say, while the Porsche Rally was fun, the Tour, with its challenging route full of twisties, was much more exhilarating than I had anticipated. The weather cooperated and once more Chris's Porsche provided us with a great father-son experience. It doesn't get any better than that.



Meet you again soon!

Oktoberfest Alpine Tour

BY CHERIE FRUDE

It was another beautiful sunny day in San Diego, a perfect day for a Porsche tour. One by one the cars drove in with colors ranging from white to black, all different years and body styles. The meeting place was the park and ride near the Lakeside Rodeo grounds. Some of our participants were dressed in their Oktoberfest attire—very appropriate! The engines were revving at 10 a.m. and Tom and Susan Brown were in lead position. We all stayed tightly together with a respectful distance gaining speed until we had a comical slow down at the Barona Community Center behind an ice cream truck and we were forced to putter along for a few miles.


Porsche's don't like to putter!

Our scenic route was through the quaint town of Julian. Cuyamaca is still trying to recover from the fires, but with the trees and brush gone we got a chance to see some of the interesting houses with beautiful stonework and greenery peering through. We hit some speed and hugged the S curves of Lyon's Valley Road for several miles. At the last stretch to our final destination we faced yet another slow down that forced us to slither down Steele Canyon



Mother Goose comes to Oktoberfest

Road, dodging a group of bicyclists who didn't wish to stay in their bike lane.


Overall, it was a beautiful two hour tour which ended with a welcome at El Cajon's Oktoberfest with beer and bratwurst. Hope you all will join us next time! 

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Evolution Driving School

BY CURT YAWS

Autocross-the sport of driving around an asphalt lot dodging dirty orange cones, is not a hard thing to do at first glance. But after several years of practice, you start to find that the easy gains are, well, easy. Those last few seconds of time are pretty hard to come by. So when I heard about the Evolution Performance Driving School, with their focus on autocross, I thought maybe they could help me.

Evolution (www.evoschool.com) is a travelling school and has been in existence for 15 years. They have about 45 driving instructors who fly around the country to put on 80 clinics per year. The class I attended October 18th at El Toro Fields had three instructors for 19 students. Pat Solerno, a twelve year ax'er and PCA member, holds three SCCA national championships. Mike Johnson holds eight SCCA national championships, and Ryan Beutzer of Long Beach holds four SCCA national championships.

The school is focused on safety. We had a discussion about corner worker safety and awareness. There were always three cars on the track, so watching the other drivers was a big part of the school.

We first split up into six groups of three drivers each. There would be two sessions in the morning. The first session of three laps would let the instructors see what we needed to work on. Instruction is very individualized as there are students who have never driven at an AX, and drivers with many years experience who also instruct. During the intro meeting, we met all the drivers and their cars. Most were 911's, since the event was sponsored by the Orange Coast Region of PCA. There were also Boxsters and Caymans, as well as a Ford GT, a Miata, and a Mitsubishi Evo. The six groups were assigned corner working duties just like a regular AX.

The track, which is standardized for their school, starts with a five cone slalom. It then turns to the right around a circle of cones leading to a left turn pivot, then to a long right hand sweeper and through a Chicago box. Leaving the box, there is a short straight to a pair of lefts and then the finish. It should be about a 30 second track.

We were in the cars and driving by 9:05 am. After our first session of three laps, I was running a best time of 32.50. For the second session, we went to 20 minute periods and many more laps. Pat Solerno, my instructor, had me get more aggressive in the slalom, using quicker hands and trying to hit the cones with my rear tires. Staying on the backside of the first few slalom cones allows you to apply more throttle exiting the end of the slalom. Pat also worked on having me brake earlier, as much as a

car length sooner on the tight corners. That helped keep the car from understeering as gas is applied to exit the corner. We also focused on watching out the window for two to three turns ahead. This gives you more time to think about where you want the car, and you let your peripheral vision handle the close up work. Pat's remaining suggestions were to start my turn in a little sooner to position the car better for the apex, and use more of a flicking action with the steering wheel in tight turns such as the Chicago box. My time dropped to a 30.91.

After the second session, we had a group meeting. The theme was mostly about looking farther ahead. We found that identifying about five key points on the track was enough, and we could just look ahead for those points in each lap. The group meeting was also a good opportunity to talk with the other students. Tim and Karen Hayden were in a 2001 Turbo they bought three months ago. This was their first driving event and I bet they will be back. Joe Weinstein, also in a turbo, is an 18 year driver and instructor who came down from the Golden Gate Region to attend. Bruce Li was there with his monster Ford GT which was modified with a larger supercharger. His wife Su Li was driving the Evo. Greg Lush drove his 911S cab. Gerry Kokoska ran his silver 993.

For our final session, the instructors rode a few laps and encouraged us. Then we had three laps to show our stuff. My first lap was a 30.4 and very smooth and controlled with high speed exiting the slalom. The second lap I carried too much speed into the last straight entering the two lefts. That failure to slow down early enough caused me to understeer, increasing my time to 30.6. The last lap went from bad to worse as I really nailed the slalom, entered the 360 degree circle with too much speed, had to wait for the front to hook up, and turned in a 31.7. That failure to get on the brakes soon enough had cost me over a second just in one corner.

Learning just how far you can actually look ahead was great, but seeing the price I was paying for entering corners too fast was worth the price of admission. Of course I could have learned it for free by listening to Peter Busalacchi, who has been telling me the same thing all year as he whips me in the QS class at the San Diego autocrosses. But it's good to have statistical data to back up your excuse for losing.

- *First Goal: Shave a second off my AX lap times. I think I will do that.*
- *Second Goal: Learn something to help me be a better Instructor. Accomplished.*
- *Third Goal: Beat Peter. Not likely.*



November 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 November 5th meeting of the Board of Directors was held at the home of Joe Hofmann and Jim Monday. All Board Members were present. The minutes of the October meeting were approved.

President's Report

The Board unanimously approved an email budget request for \$300 for Jerry to have a converter installed in the trailer.

The 2008 and 2009 Boards met on Oct 29 to select new officers and discuss chair selections. No motions were made and no votes were cast.

The 2009 Officers are President – Dave Gardner, Vice President – Curt Yaws, Secretary – Rikki Schroeder, and Treasurer – Kim Crosser. The Directors are Jennifer Reinhardt, Neil Heimburge, and Chuck Sharp. We have an excellent leader in Dave, so let's all offer our support. Congratulations to the 2009 Board. We have a number of chair positions available, so please contact a board member if you're interested in helping in 2009.

November is the Sock and Underwear drive month to benefit Monarch School. The greatest need is for new socks and underwear in adult sizes for the older students, (men's boxer shorts for the 16-18 year old boys).

Silent auction donations are needed for the Installation and Charity Banquet.

Treasurer's Report

The money market, checking and charity accounts reconciled. Expenses in October were higher than income.

The sources of income in October were the Concours, PDS, Spring Mountain TT, Witness advertising and the Goodie Store Coronado Speed Festival sales.

Expenses in October were the Installation Dinner, Driver's Dinner and Buttonwillow TT prepayments, AX Stadium rental, Concours, PDS, and Progressive Dinner expenses. We purchased new tires, generator service, and fuel for the trailer. The stadium property taxes were also paid.

We can expect a PCA National membership rebate soon.

I would encourage anyone with an event planned and committed for early 2009, particularly Time Trials, to request prepayment of venue fees where reasonable, as prepaid 2009 expenses will reduce our tax liability significantly. Additionally, if we have other needed expenses, such as timing displays, these need to be done quickly so that we can pay for the costs before December 31st.

Chair Reports

Autocross. The Board approved a revised budget request to purchase 2 each double-sided timing displays. Chuck Sharp has offered to work collectively with other car clubs to approach the Qualcomm Stadium site rental

staff. The goal is to negotiate a contract with the stadium for a longer time period of notification of cancellation, and possibly a fee if late notification does occur.

Auto Museum. Please sign up to attend the Gala on Nov. 22nd. The museum is looking for people to display their cars at the new car show at the Convention Center Dec 31-Jan 4th. They are looking for a 356 coupe, cab or Speedster, any Morgan and an early Jag XK-E.

Charity. We still need volunteers to serve dinner at the Monarch School Family Dinner on Nov 10. If you wish to tour the school, arrive at 4pm. Dinner starts at 5:15. A \$1000 check from the club will be presented in lieu of canceling the raffle. The Sock and Underwear drive continues during November. A budget request for beverages for the dinner was approved.

CDI. Chuck submitted a reconciliation for the PDS.

Concours. Gary submitted a reconciliation for the Concours.

Insurance. All insurance certificates are in place for November.

Membership. There are 1450 primary, and 1123 secondary, for a total of 2573 members.

Social. Rikki submitted a reconciliation for the Progressive Dinner. Tom reported that the Oktoberfest Tour and lunch was a success. A budget request was approved for legendary Porsche Racer Vic Elford to speak at the Installation Dinner.

Tech Sessions. There are plans for a Symbolic Restoration Facility tech session in January.

Time Trial. A reconciliation for the Spring Mountain TT was submitted.

Tours. Ignacio stated that the November 8th Tour will lead to the Ramona home of Herman Salerno where lunch and opera singing will be on the menu.

Witness. A budget request for the FTP site was approved. The board approved a reduction from the current three-month grace period to a one-month grace period for expired members to still receive their Windblown Witnesses.

Unfinished Business

The board approved the revised cost of purchasing 2 each, two-sided, timing displays.

The online reservation system may be used for any club event that requires an rsvp. The Club pays no fees for registrations that do not use a credit card for payment.

There was an approval to hold 29 hotel rooms for the

2009 Monterey Historics Tour. The dates are August 13-16, 2009. There will be no charge if we cancel by July.

New Business

Joe Parness raised concern over the consumption of alcohol after an AX. Guest speaker and CHP Officer Brian Pennings reminded us that it only requires a .08 % blood alcohol concentration to be convicted of a DUI, as well as the obvious danger to oneself and others driving under the influence of alcohol. PCA National Insurance confirmed that the AX event is considered over after the last car crosses the finish line. At that time our PCA Host Insurance coverage begins.

Don Auten has done preliminary research on the Coronado Navy Base as a possible future AX site if the Qualcomm Stadium is torn down. Don and Jim Binford will investigate further into the feasibility of this location.

Martha thanked Joe Hofmann and Jim Monday for their hospitality for tonight's Board meeting.

Announcements

The California Festival of Speed is confirmed for April 3-5, 2009.

Adjournment/Next Meeting

The meeting was adjourned at 9:44 p.m. The next meeting will be held on December 3rd, at the home of John and Monique Straub. Social at 6pm, meeting at 7 pm.



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. All members are welcome to attend.

Directions to the December 3rd meeting at the home of John & Monique Straub appeared in the November *Windblown Witness* (page 43).

The January meeting will be held on Wednesday, January 7th, at the home of Dick & Rikki Schroeder, 3344 Purer Road, Escondido, CA, (760) 743-3156

Directions:

From I – 15

Exit West on Via Rancho Parkway

Left on Purer Road

From I – 5

Exit East Via De La Valle

Right Paseo Delicias/Del Dios Highway

Right Via Rancho Parkway

Right Purer Road



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New Members

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

Joshua Ball

San Diego, CA
2006 Cayman S Coupe

Miguel & Marlene Boggiano

San Diego, CA
2002 996 Cab

Christopher Pannacciulli

La Jolla, CA
2008 Cayman S

Matt Ritchey & Allison Morris

San Diego, CA
2006 Cayman Coupe

Theodore Van Der Merwe & Gail Van Der Merwe

Escondido, CA
1999 Boxster

David Van Rooy

Jamul, CA
1964 356 C Cab

Gabriel Willis

La Mesa, CA
2000 Boxster

Anniversaries

Five Years...

Phil Blackburn
Robert Coates
Randy Correia
Doug Darlin
Marc Geller
Thomas Haines
Brian Harnish
Walter Jewell
Carol Laulom
Steven Levstik
Marina Piccioni
James Short
James Smith
John Widdel

Ten Years...

Mark Christenson
Iris Delaney
Scott Grimes
Nicholas Psyllos

Fifteen Years...

Thomas Beilke
Hervey Stern

Members Count

San Diego Region's membership currently stands at 1443 primary members and 1118 secondary members, for a total of 2561.

Join, Renew, Update

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

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

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Street Cars

\$8,000. 911 CARERRA RS or RSR Own the vintage Porsche you've always dreamed about owning, while retaining the reliability, and performance, of a newer car. All for as little as \$8,000. (if you supply the donor car). How about a '73 911RS, in white with red scripts? Or an RSR in Martini Racing trim? We specialize in inexpensively, quickly, and beautifully back-dating 1978 to 1989 SCs, Carreras, and cars from that same period with Turbo flares. Give us a call to discuss your budget and your vision. Call Larry at 619.955.3974 or Jason at 619.867.6637 at GT Motorsport USA. Ask for our FREE e-brochure. Or email us at larry@gtmotorsportusa.com or jason@gtmotorsportusa.com

1966 912 modified with 2.2 engine, SC front end with S calipers setup for autocross car needs nothing ready to race call for details. David 858-692-9294.2mistermayor@gmail.com

1968 911L Rare soft window Targa. Newly upholstered seats with black/white checkered inserts. No accidents or rust. Very nice driver with excellent mechanicals. \$38,000 (858) 586-7771

1970 911 10,000 miles on 2.7 E cam motor. Interior and exterior good. Factory sunroof. (619) 245-3600

1974 911 Targa 2.7 Ltr Gold Metallic with black vinyl interior. VIN9114110048. Very good driver with excellent mechanicals. Smog exempt. \$12,500 OBO (858) 586-7771

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

1989 carrera targa euro model grand prix white xInt cond 62,000 miles beautiful car \$27,000 2mistermayor@gmail.com or (858) 692-9294

1989 Porsche 928S4 1989 Porsche 928S4 Red/ tan 113,000 miles. Well maintained.

Recent engine work - new clutch, head gas-kets, brakes, radiator, rear side panels, etc. Regular maintenance and records. Very clean body & interior. Recent smog. Second owner. \$16,000. ochs@cox.net

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

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 RS america set up now for T/T, D/E, club race. You can bring it back to street. Track / Race car section.

1997 993 For street, DE, TT. Roll bar, suspension by Mirage Int'l. 3 sets of wheels. Many extras and records. \$39,500. psc993@gmail.com, (760) 518-6220

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

2000 Carrera 4 Coupe Triptonic-S, Red/ Beige, 44,989 miles, Satellite radio, 6 Disc CD player, Tru-Flo Muffler, 18" alloys, Well maintained, always garaged, \$35,900 (858) 586-7771 **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 Meridian Silver. Low 37, 600 miles. Garaged and babied. Near flawless. Bose CD, heated seats. Must sell! Way below blue book: \$22,900 or best offer (619) 889-0668

2003 Porsche 911 Cabriolet Lapis Blue/ bluetop/ savannah beige interior, 18" Turbo wheels, 6K miles(really), 6-speed, newcondition, upgraded stereo, \$45K, (760) 433-0676

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 Porsche 911 S - \$57,900 Atlas Grey metallic (drk blue gunmetal). 26k miles. NAV, Bose Premium sound, integrated Bluetooth, sport seats (heated), short shift option, remote 6 disc CD, Bi-Xenon headlamp pkg, PASM (adj suspension), newer Michellin PS2 tires (less than 4k miles), rear parking sensors, front/ side air bags, GPS location & disable security system (dealer installed), Non smoker, No accidents, always garaged, SUPER Clean. 6yr / 100k mile extended Porsche N. A. warranty available for an additional \$2k. (858) 254-0735

2006 997 Carrera 4 24K miles. Silver/black full leather interior. Porsche Crest in headrests. 6 Speed, manual transmission. 19" Carrera S Wheels. Bose High End Sound package. Heated seats, 6 CD Changer, Self Dimming Mirrors, Tire Pressure Monitoring System. All maintenance records available. 4-year Factory Warranty. Always garaged. \$62K OBO. Contact A. Ramirez (626) 825-0706

2007 911/997 Carrera S 3.8 engine, only 8700 miles, Speed Yellow with black interior, a strikingly good looking car, 6 speed, Sport Chrono,

Bose, 5 spoke Carrera Classic wheels, Michelin PS2 tires, clear bra, three Mobil 1 oil changes and recent dealer service, factory warranty until March 2011, always garaged, excellent condition - no excuses, one owner. \$69,000 obo, call 619-886-1487

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 sterer 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

2005 997 Carrera (MUST SELL) EXCELLENT 16,500 mi OBO. \$59,500. Silver / black interior. WP0AA29975S716078, 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

Track/Race Cars

1993 RS America Race Car Black Forest built, PCA G stock class, 2760 lbs, 301 HP, every legal option, many podium finishes, \$50k, sgerken@sbcglobal.net (858) 663-7861

1993 RSA D/E T/T RACE ready. Needs nothing. OEM & BBS wheels. New 710's. Sparco 6pt. Bar, fire system... priced to sell. 619-952-3663. \$38,500. pullup60940@mypacks.net

85 Carrera street/track, rebuilt trans with low ring and pinion and limited-slip. Rebuilt motor

with headers and custom 2 into one exhaust. Dyno'ed at 225 hp to wheels. 2450lbs. Roll bar and race seat. Big torsion bars. Built to run in top-ten. \$24k Mark Kinninger, kinninger@cox.net 619 733-5500

911 1974 Rear Deck Lid Original 1974 rear deck lid for sale. \$100 for original deck lid. (949) 548-2625

911 Rear Wing and Deck Lid fiber glass rear deck lid and wing for 1974 911. In addition, have original 1974 rear deck lid for sale. \$100 for original deck lid and \$400 for rear wing and fiber glass rear deck lid. (949) 548-2625

914 2.4 RS Modified 1974 914 2.0, coil-over 911RSR front suspension w/930 brakes, reinforced trailing arms with double adjustable Koni shocks and 930 brakes. Black Forest built 2.4ltr four cylinder less than 500 miles 901 trans with short gears and factory limit slip.

225x45x17f 275x40x17 r Kumo Ecsta ASX tires with less than 500 miles. 7.5x17F 9x17r Turbo twist(replica)wheels. custom wheel flares.

Multiple TTOD Wins, great training car for all types of speed events. It also is a wicked fast street legal car. Call for additional information. (951) 314-3600 (951) 314-3600

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

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

Other Vehicles

2008 Nissan Titan 3600mi \$28K Pro-4x model; Grey/grey; tow pkg; looks and smells new. Been garaged since purchase. Just don't need so am selling. (858) 456-2480

TRAILER 14'X6'6" Four wheel, electric brakes, 14" wheels, most doors can open, long ramps, dove tail, superwinch, new tires, works great. \$1,300. (619) 952-3663

Parts

1989 carrera whaletail Mint, new paint (Grand Prix White) \$1500.00. David 858-692-9294. Call for details. (858) 454-4025

carrera whale tail factory lid and tail off my 1989 carrera.grand prix white new paint mint condition \$1200.00. David 2mistermayor@gmail.com (858) 692-9294

HRE Wheels 6 spoke chrome rebuilt by Mirage Int'l 2006. 17X8.5et50, 17x10et70. With Hankook 245/40ZR17, 275/40ZR17 tires. Fitment for 993 NB. Asking \$1000 Glenn (858) 592-1760

GOT TYRES ? For Sale, any 4 Yokohama

High Performance passenger or light truck tires, up to 18", non race tires. \$800.00 619-952-3663

B&M Short Shifter Kit Brand New, fits all 986/987 Boxster, Cayman, 996/997 Carrera/Turbo/GT2/GT3. Still sealed complete kit with two sets bushings and grease. \$220/obo. (619) 302-2136

997 Factory Car Cover Original Porsche 997 Cover (probably fits 996 also). Zippered for good fit (zipper repaired). Good Shape \$50, OBO. Paul (619) 449-1768

SPARCO Steering Wheel Model 345, Leather. 350mm Deep-Dished, which is great for Porsches. Used but excellent condition. W/O adapter/hub. \$239 New. \$100 OBO Paul. (619) 449-1768

964 rear drop links. Pair of lightly used drop links from rear of 1990 C2 (964). \$20. Call Kris @ (858) 775-8744

4 DESIGN 90 RIMS For Sale - 4 design 90 (9 spoke, flat) original factory rims. 7" wheels, 16" diameter, \$100. Please call Martha at (619) 265-8377

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

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

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

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, \$100.00.# 619-952-3663.

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

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

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

944 Turbo or NA long block I'm looking for a running or rebuildable engine to put in my street/ time trial car. Please email Chris at lunasea@ieee.org

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 16x8 Fuchs Am looking for a pair of reasonable condition 16x8 Fuchs for an 87 911. Black center or polished petals OK. (760) 944-9576

wtb BBS 16" 3 pce rims. For 911, 5x130 pattern, any width. Mike (619) 660-8000

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

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

WTB: Boxster Rear Bumper Cover from 2003-2004 Boxster/Boxster-S. Preferably in Seal Grey Metallic, though open to others. (619) 302-2136

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

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

EZ-UP frame. 10x10 EZ-UP frame with side panels. Needs new top. \$20. Call Kris @ (858) 775-8744

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

Motorola Race Communication System. Two-way Radios, 2 channels. Complete race package. Driver to Pitcrew. Still in case. Great cond. \$400.00 Call 619-440-5165 Ken.

Piloti Monaco Driving Shoes Sz.11, \$110 new, Nomex lined, worn on 2 drives (no races), as-new, \$50. Del Mar area. Dave (858) 259-2262

RIMS CHEVY / GMC 4 16 X 6.5, 8 lug, two sets of lug nuts, metric and sae. (sae for earlier year) clean, upgrade \$300 #619-952-3663

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

TRAILER 6'6" X 14' see ad in "other vehicles" (619) 952-3663

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).



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, 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*

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, and the Zone 8 web site, 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

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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.



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Rolls-Royce Phantom DHC



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To:

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.

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PERIODICALS



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