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JANUARY 2009



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WINDBLOWN WITNESS

Volume 50 Number 1

January 2009

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November AX



Buttonwillow TT

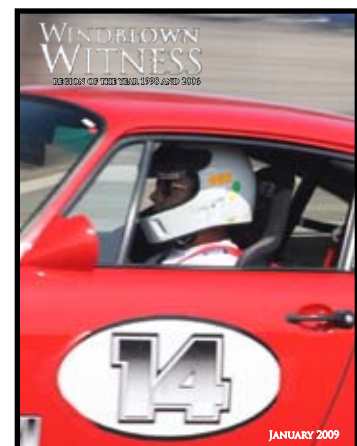
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COVER PHOTO

Jim Binford in his
1993 911 RSA

*Photo by Ted
Witte*



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Kicking off 2009

BY DAVE GARDNER, PRESIDENT

As we start 2009 I not only find myself on the PCASDR board but behind the wheel of our club. I'm really looking forward to 2009 and the fun and challenges awaiting myself and the 2009 board. I feel confident in my role knowing I have such a great group of board members to support me. We have Curt Yaws as a very capable Vice President. Kim Crosser will continue as Treasurer since he did such a great job in 2008. Rikki Schroeder will take on the role of Secretary where I know she'll do a great job. Jennifer Reinhardt, Chuck Sharp and Neil Heimburge will server as Directors and help keep us on an even keel. The 2009 Board will strive to maintain both the number and quality of events we have all become

accustomed to attending. 2009 will also bring with it the uncertain economic times we are all aware of. The board will keep the economic situation in mind when dealing with club monies. We start the year in a financially sound position and will strive to maintain that soundness while providing events for our membership to participate in and enjoy.

What really makes this club special are the volunteers who make all of our events possible. As we go into 2009 we still have opportunities for members to step up and volunteer in chair and/or co chair a position. By now you should have either received an email or read on the forum what positions are available for you to jump into and make your own. We have openings that require varying

amounts of your time. Help support the club and events you are interested in by volunteering your time to make an event happen or even to make an event better. For those who may have made comments over the last year or two on how things could be better, here's your chance to make that happen.

Hold on tight as we head into 2009 with optimism in these uncertain times. I look forward to seeing you at an up coming SDR event.

Dave



BY SUSAN BROWN, EDITOR

No one ever said this job would be easy. And this month has been particularly challenging for me! No Margi to handle to 1001 details of the job, plus all the changes inherent in transitioning to a new year for the driving event scheduling and new board administration. In addition, we are always challenged at this time of year to coordinate the printing of the *Witness* with holiday

closures at the printing house, mailing house, etc. But enough whining...

Thanks to Ted Witte for his cover shot of Jim Binford in his RS America. Jim is a long time member (my records say he joined 16 years ago). I'm not sure if this is his first time on the cover? Someone will tell me. Thanks also to Chris Huck for next month's cover shot. We go to press with 2 month's worth of covers at a time, so that one is already "in the can". Chris is an incredible resource—he's a great photographer, and as a sales manager for Pioneer Centres, he spends his days surrounded by pristine new Porsches.

As usual, Steve Grosekemper has a great technical article this month teaching the proper way to "heel and toe". Greg Phillips has two articles this month—one on the November AX, the other on the latest TT at But-

tonwillow. I only wish I could include some of his videos in the magazine; they are outstanding!

Michael Harris did double duty this month, reporting on the Auto Museum Gala as well as the Charity committee's visit to the Monarch School in San Diego. His article on the school reveals just how emotionally impactful that visit was for those involved. And finally, we have a new writer this month—Andrea Iturbe shares her thoughts on the Tour committee's visit to Salerno Winery.

Here's to a great new year!

Susan





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Driver Awards Dinner

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January 2009



Thursday, January 1

Windblown Witness submission deadline for February issue

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 in December's Witness.

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 41 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

Saturday, January 24 , 2009

PCASDR Autocross

Place: Qualcomm Stadium

Contact: Register at: [HTTP://PCASDR.MOTORSPORTREG.COM/](http://PCASDR.MOTORSPORTREG.COM/)

Tuesday January 27, 2009

SDR Last Tuesday Social

Time: 6 p.m.

Place: Lakeside Steakhouse
9927 Maine Street
Lakeside, CA
619-443-3038

Details: Located in the heart of beautiful downtown Lakeside, this quaint restaurant and bar reminds the diner of the wild west. Be sure to wear your cowboy boots and hat! WWW.LAKESIDESTEAKHOUSE.COM

Contact: SOCIAL@PCASDR.ORG

Friday-Sunday, January 30-February 1 , 2009

SDR/Zone 8 Time Trial

Details: Streets and Big Willow. See page 19 for details.

Contact: TT@PCASDR.ORG



February 2009

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 6 for full details.

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

Saturday February 14, 2009

Tech Session and Open House

Time: 10 a.m.-1 p.m.

Place: Symbolic Motor Car Company
11455 Sorrento Valley Road
San Diego, CA 92121

Details: Lunch will be provided by Symbolic. All Club members are invited to bring their car and spend the morning with Symbolic's service, parts and restoration staff. Details on page 25. WWW.SYMBOLICMOTORS.COM

Tuesday February 24, 2009

SDR Last Tuesday Social

Time: 6 p.m.

Place: El Callejon
345 S. Coast Highway 101
Encinitas, CA 92024
619-634-2793

Details: Owner and former Porsche racer, Bernard Jourdain and his brother Roberto, former Indy car racer are happy to host SDR. WWW.EL-CALLEJON.COM

Contact: SOCIAL@PCASDR.ORG



Upcoming Events

Sunday, March 1, 2009

Desert Classic Concours d'Elegance

Time: 9:30 a.m.-3 p.m.

Cost: \$30

Place: O'Donnell Golf Club, Palm Springs

Details: A world class exhibition, featuring the finest example of automotive excellence. The beautiful setting allows visitors to relax and enjoy rarely displayed automobiles, many from private collections. This is not a Club concours, but you are sure to see Porsches! WWW.DESERTCONCOURS.COM

Saturday, March 7, 2009

26th Annual Porsche Literature, Toy/Model and Memorabilia Swap Meet

Time: 9 a.m.-2 p.m.

Cost: \$30 at 7 a.m., \$10 at 9 a.m.

Place: Los Angeles Airport Hilton Hotel
5711 West Century Blvd

Details: Over 225 tables of collectibles. Vendor info: Wayne Callaway, 1504 East Cedar Street, Ontario, CA 91761, phone 909-930-1999, or go to the website at WWW.LALITANDTOYSHOW.COM

Tuesday March 31, 2009

SDR Last Tuesday Social

Time: 6 p.m.

Place: Mandarin Garden
8242 Mira Mesa Blvd
San Diego, CA 92126
858-566-4720

Details: Owner and Porsche Enthusiast, Rene Doctolero, warmly welcomes the PCASDR to dine at his restaurant. He graciously accepts coupons which can be found on his website. WWW.MANDARINGARDENS.COM. The restaurant is located on the corner of Mira Mesa Blvd and Camino Ruiz. Look for Marshall's and Vons or the Mira Mesa Bowling Alley, which allows access to the rear of the restaurant for parking.

Contact: SOCIAL@PCASDR.ORG

April 3-5, 2009

California Festival of Speed

Details : See page 12 for details.

Contact: INFO@CALFEST.ORG

For email notification of events please send your email address with a request to join the PCASDR eList to: EMASTER@PCASDR.ORG

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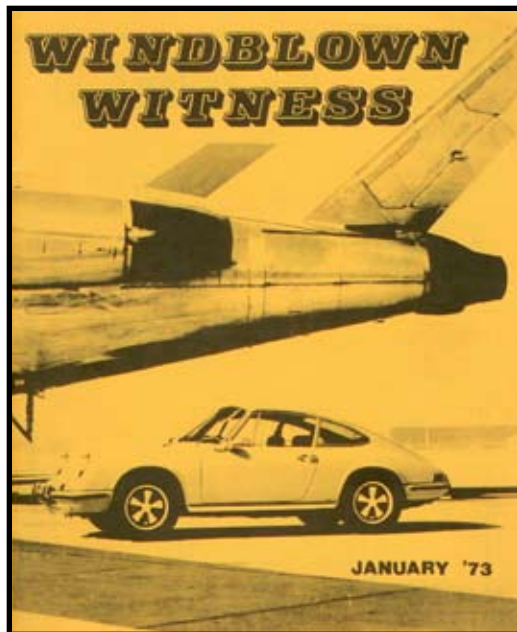
landrovermiramar.com

Old Controversies and Gossip

By TOM BROWN

January 1973, 36 years ago. This month's cover photography was by Ron Lawson. Taken at the San Diego International Airport, it is entitled "Two Types of Rear Engine Power." Go ahead, try and drive into the airport and park this close to an airplane in this day and age, see what happens. I dare you. ☒

The issue opens with an impassioned plea from the Events Chair and the new President (emphasis intentional --tb), asking for input from the membership about the club and for future activities. At first I thought this was curious, but, well, appropriate, as the year begins. After I read further into the magazine, I wondered if it was in response to the issues of the day.



Flip the page and I came to a Letter to the Editor. It was from the previous Witness editors. (They are no longer region members.--tb) They were thanking the region for the support they received to the comments in their final editorial, in the Dec 72 issue, just one month prior. Ok, curiosity aroused, I dug through the box to find the December 1972 issue. I start reading. They were resigning as editors, after 16 months on the job. Seems the results of the annual election demonstrated to them that the club didn't appreciate them. Hmm? What does the election have to do with the Witness? Ok, dig some more. Find October 1972, with the election info. Yep, there it is. Mr. Ex-Editor was running for the board. His platform? Board meetings should be open to the membership and the actions of the board should reflect the wishes and desires of the membership. Switch back to December

1972. Continue reading their editorial. Yes again, more diatribe about the actions of the board, how the club was just an "Old Boy's Club," the membership was being ignored, "perhaps all this wouldn't happen if more of the membership bothered to vote?" (hint, hint for next year --tb), and another call for open board meetings. Ok, interesting, we've seen this come and go over the years, the trials and tribulations of something that is supposed to be "just for fun." But enough gossip.

Back to January 1973, the topic of this column. Flip the page. Another letter. This one is addressed to the LA Region, from us, the San Diego Region. An apology. Seems that the November 1972 issue ran an article about the recent Time Trial hosted by LA. A rather derogatory article. Written by, you guessed it, Mr. Ex-Editor! Back to the box. Find the article. Wow! Let's start by saying that this is a good reason the President should read every Witness cover-to-cover before publication! (Are you listening, Dave?) There were many allegations of wrong doing, but as it was all hearsay, I probably shouldn't repeat them here.

Ok, now can we please get back to January 1973 and stay there? There was a quick column on polishing, which can be summarized as: use as little polish as possible and spend at least 15 minutes on each car panel for the perfect shine. (Who has that kind of time?) The club ski weekend was coming up quickly, so you needed to sign up while you could still get in. There was an article about the December Dinner Dance, including a comment about how the club subsidized the dinner by \$1.00 per person, bringing the entrance fee all the way down to \$7.35. Bringing up the rear of this issue was a trivia contest, with questions based on newspaper comics.

I'd like to close with a nod towards a recent controversy. At the end of the President's column was an announcement that there was to be a new monthly social get-together, where everybody could gather and drink beer! Oh, and let's not forget the advertisement for the Gym-Slal-Khana, a joint Autocross/Gymkhana event. In the ad it mentioned that there would be a "keg or two" and went on to bring up "drinking beer" twice more as a reason to attend.

It makes you wonder what the next generation of SDR members will think of today's hijinks. What exactly are those hijinks? Come to a board meeting and find out! Today, our board meetings are open to the entire membership and the board promises to listen if you have something to say.



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email: info@CalFestival.org

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Produced by PCA Zone 8

An Autocross a Month

BY JOHN STRAUB, ARCHIVIST

Here we are in our journey through San Diego's history, the year 1988. But, before I get into that I've got to tell you about one of our members that I ran into at our last Concours. Jim Austin, Jim was one of two lucky members who won a new 924 at our 1977 Porsche Parade here in San Diego. He still owns the car and I'm glad to report, both he and the car are in good health. It was good to see you again, Jim!

Now to 1988. The President that year was Paul Young, Vice President Steve Hall, Secretary Jim Rydbeck, Treasurer Herb Courington, with the other board member serving; Joe Weber, Fred Fraley and Art Wrightson.

The editor of the *Witness* was Fred Fraley, Membership Jim and Shirley Douthit, Social Cecelia and Vince Knauf, Concours Keith Nelson, Autocross Nancy Rydbeck, Equipment Bill Bogusch, Goodie Store Nancy Bogusch and Nancy Nelson, Rally Chair was Art Wrightson. Our membership was at about 780 members at that point. Looking back, our membership had grown from 70 members in 1960 then dropped to 50 members as Jack and Virginia Case applied for a Charter for the Los Angeles Region, so in 1962 we were back up to 65 members. It had gone to 94 in 1964, 120 in 1967, 200 for 1968, 300 for 1971, 400 for 1976, 560 for 1977, 600 in 1979 and over 700 by 1983. As you can see we had a fairly large jump in 1977, this was because of our Porsche Parade, it happened again in 1992 with our second Parade. I mentioned the two Parades we had at that time--how many of you know when and where the first was? It was in 1956 at Gaithersburg, Maryland.

The cover of the *Witness* was still being printed in black and white after it had been previously printed in color two years earlier. We had also gone back to non-glossy paper for the inside. It really did not look as good as before.

Our year started off with a Autocross in January. The cost was \$20. This was the start of a Autocross for each month for the first half of the year. Some of the members running were; Paul Young, Al Schlegel, Jerry Beauchane, Tom Hauseur Jr., Bob Gagnon, Bob Bertrand, Vince Knauf, Bill Bogusch, Ron Grabler, Otto Obrist, Gerry Layer, Louie Butler, Jerry Sturm, Steve Hall, Steve Dente, Tom Schoch, Bob Lemke, Cecelia Knauf, Monique Straub, and Elizabeth Zellmann.

Also that month we had a Tech Session put on by two attorneys on "How to Avoid Traffic Tickets and What to do When You Get One". This was held at the home of Paul and Ruth Young and Chaired by Doug Hanson. One

note on Tech Sessions, we had started to have one every month at that point.

In February, we held a "Observation Tour and Brunch" starting in Mission Valley and ending in Pine Valley. This was Chaired by Art Wrightson. Tours were well received back then as they still are today.

In March we held a "General Membership and Social" at the new San Diego Automotive Museum. It included a radio control car autocross chaired by Cecelia Knauf. I said new museum, we were the first car club to join the museum and the first to have a membership meeting there. The exhibit hall on the main floor was still awaiting re-modeling so we were able to park a large group of our cars inside. The sight of a large display hall full of Porsches was something to see and remember. Also that month we changed our Autocross location from the Stadium to Holtville for a two day event. If I remember this was the first time we had a "Margarita Party" on Friday night at the hotel. This started the tradition for Holtville.

Our annual "Wine Tour" was in April and started in Mission Valley and ended at Deer Park for lunch. That month, we also had a Rally School put on by Paul and Ruth Young and a few weeks later our Zone 8 Rally chaired by Paul. The Tech Session that month was at Carrera Autobody and a Autocross driving school chaired by John Straub was held at the end of the month.

In May we were back to our usual Autocross location at the stadium. To end that month, we held a "Wash and Shine Concours" at Pioneer Porsche.

As you can see many of the events we hold today, we were doing back in the day.





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20th Anniversary Gala

By MICHAEL HARRIS

San Diego Auto Museum Director Bob Swanson reports the 20th Anniversary Gala and Tribute to Dan Gurney was a big success. The event was held at the U.S. Grant Hotel in San Diego on November 22nd. The Gala opened with a cocktail reception honoring Hall of Fame inductee Dan Gurney. The Museum has featured Ferrari as the year ending marque, which is very appropriate as Dan's big break in motor racing came after a colleague turned down a drive in Frank Arciero's 4.9 Ferrari and chose an Aston Martin instead. Dan drove the Ferrari and history was made. Dan had moved to Riverside with his family following his father's retirement as a New York Met opera singer. Dan first started drag racing following graduation from Menlo Junior College. His first race in sports cars was in a TR-2 at Torrey Pines in 1955. His first win came at Montgomery Field, San Diego, in a 1956 Porsche Super. By 1958 he was setting records in a Corvette. This brought him to the attention of Frank Arciero and resulted in the Ferrari drive. A year later he was driving for the Ferrari Team.

Dan could drive and win in any car in any form of motor sport, in any car. He was the first driver (Mario Andretti being the only other) to win in four major racing series: Formula One for Porsche, Brapham, and Eagle; Indy cars; sports cars including wins at Daytona, Le Mans, Sebring and the Nurburgring, and wins in CanAm and TransAm sports cars; and NASCAR. He is still youthful looking and appears to be capable of climbing back into a race car and banging wheels with the best. In fact, he was driving at the Long Beach GP in the Toyota Celebrity Race not that long ago. Dan donated lunch at his shop for two groups which brought in \$6,000 for the Museum in some of the most spirited bidding of the evening.

Following the reception, guests were encouraged to bid on some lovely auction items, including two vintage LBGP framed posters. Dinner was a delicious three course meal accompanied by what else, Ferrari labeled cabernet sauvignon. PCASDR Concours co-chair Gary Peterson helped plan and execute the event. Gary and fellow SDR member Leslie Shirley also donated items to the auction. Local attorney and Morgan racer Ron Carrico also helped with the event planning. The live auction items included a Long Beach Grand Prix package, private jet to Las Vegas in a Citation 3 Jet with the promise that no one associated with the jet would tell your guests that you were not the owner, a restored 1930 Model A cab, VIP seating for one of the final "Tonight Shows" with Jay Leno, and more. It was a terrific event and Bob Swanson promised



to do more functions like it in the future.

Something else new at the Museum is the "Cars and Coffee" get-togethers on the third Sunday morning of the month. Bob hopes to make this a regular event, depending on Balboa Park access not being restricted due to other events, such as Marathons. Bob sets up some unusual cars in the parking lot in front of the Museum and offers coffee, neat cars, and car talk. How about two brand new 599 Ferrari GTBs or an Allard J2-X? Log onto the Museum's website at sdautomuseum.org to see if the Museum is hosting one. Dixieline Lumber has just donated a restored 1923 Ruggles Truck that they used for parades and events for the past 30 years. Bob said it will be set up soon at the Museum.

You just have a few more weeks to enjoy the Ferrari collection. The sports-racing cars are gone and the Touring Cars have replaced them. These include a 1951 212 Vignale Berlinetta, a 1952 212 Europa Vignale Cab, one of only 4 built, a 1956 250 GT Geneva Show Car and a 1959 410 Superamerica, one of only 34. My personal favorite is the 1963 250GT Lusso Berlinetta, one of the most beautiful of the road car designs. Elegant, timeless Ferrari styling with an enlarged interior made this a wonderful, if very expensive, tourer. One of the most graceful open cars was the 1965 275 GTS of which 200 were produced. Also displayed is a 1968 206 Dino GT, named after Enzo's son. Labeled a "Dino," the car was built to compete with the Porsche 911. It was not as fast as the 911, but the design is ageless, and the car is sought after by collectors today. Newer cars include a 1990 F40 and a 1995 F50, built with "Formula One" technology. Truly there is something here for everyone. Bob wishes to thank all the Ferrari owners for sharing their treasures with us. The Museum has even bigger plans for 2009. I will tell you all about it next month.





Zone 8 Awards and Recognition Banquet

Saturday, January 17, 2009
Marriott Marina Del Rey,
4100 Admiralty Way, Marina del Rey CA 90292



*Dinner, Zone Competition Awards, Region and Enthusiast
Recognitions, Special Guests, Silent Auction and **entertainment***

\$60.00 per person
(Children \$30 each)

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

**Region Presidents,
Nat'l President Town hall Q&A,
Membership &
Newsletter/Webmaster Technical
Seminars**

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

AWARDS BANQUET

Zone 8 Competition Awards
Autocross, Concours, Rally, Time Trial
Sam Wang Award
Enthusiast of the Year
Zone 8 Region of year
Special Recognition awards
Guest Speakers
Meet the PCA National President

**It will be a wonderful evening to meet and greet PCA's National President,
Executive Staff, other Porsche Cars North America special guests, Porsche
friends and supporters.**

**This year our silent auction will benefit the work of the Vasek Polak Health Clinic
in Hawthorne, CA. If you would like to donate an item to benefit this worthy
cause, please contact Tom Gould at 310-261-7535 or tcg3@aol.com**

**Send your banquet reservations with your check payable to PCA Zone 8 and choice
of Angus center cut Top Sirloin steak, stuffed chicken breast or grilled salmon to:
Suesan Way, 10385 Bonnie Lane, La Mesa, CA 91941, 619-992.4287 or contact by
email at SuesanWay@pobox.com Must be postmarked by January 7.**

**The Marriott hotel is offering a reduced rate at this beautiful location at \$189 per
night (must be reserved by 12/26/08) Visit <http://www.marriott.com/hotels/travel/LAXMB> for
Reservations or call 1-800-228-9290. You must mention that PCA has a group block
under Porsche Club of America.**

Charity Committee visits Monarch School

By MICHAEL HARRIS

PHOTOS BY RALPH LINARES

Through the generous support of Mark Smith and Pioneer Porsche, Charity Chairs Annette and Ralph Linares set up a tour and dinner at one of San Diego's most unique and challenging schools-the Monarch School in downtown San Diego. Dinner was free for the children, their parents, staff and Porsche Club volunteers. SDR members Annette and Ralph Linares, John and Monique Straub, and Michael Harris served the food and cleaned up. SDR member Roberto Montoya, owner of Mexi-Cocina Restaurant in Poway and his staff prepared and delivered a full Mexican dinner for everyone.

What is Monarch School? To find out, we were greeted by the Vice President of Development, Paula Kelly. She told us how unique an educational institution Monarch is. It is designed to provide quality education for children and young people who are homeless. There is only one other similar school in the state, located in Stockton. Monarch School is the result of a joint County and private foundation effort that provides schooling for homeless children in grades 2 through 12. Most of the children come from single parent families, and live with their mother, and often other siblings, in a homeless shelter or single room occupancy (SRO) hotel/motel. The school currently serves 120 children, although it was designed to serve 80-100 children. Still, no child is turned away. Often the parent is in a crisis situation because of drugs or alcohol dependency. Monarch School offers stability for the children and is the one constant or "rock" that the children can rely on. The student population is transitory, but the students are allowed to finish the school semes-



Paula Kelly, Annette Linares with principal Sarita Fuentes

ter or even school year. Attendance is 100%. There are no truant children. Breakfast and lunch are served each day, as well as an afternoon snack, and dinner on special occasions. The staff are warm, friendly, and very dedicated. The students we met were charming, polite, and interesting. Their 8th grade teacher, Miss Dana (Dana Harwood), told us how clever her students were with computers. The children worked well together, taught each other and the teacher as well. Many of the children were deficient in basic skills when first introduced to the school, but they worked very hard to get up to speed. We met Principal and CEO Sarita Fuentes, and her Vice Principal, Joel Garcia. They also told us about the strong educational skills they were able to impart, and how hard the kids work. When asked why there were not more programs like this, especially in times of increased foreclosures and economic need, their response was that main street educators are opposed to the idea of segregating these children from the general student population. Monarch's success is ample proof that this special class of kids relate to each other well, do not receive the teasing and feeling of being less than non-homeless children, and show how this special school needs to be replicated and not minimized.

We as a club are extremely fortunate to have the generosity of Pioneer Porsche as well as club members such as Roberto Montoya to help make an event such as this possible. The appreciation shown to us by the kids, parents and staff at Monarch was overwhelming. This had to be one of the most rewarding experiences that the six of us have had in a long time.



Dana Harwood teaches at Monarch



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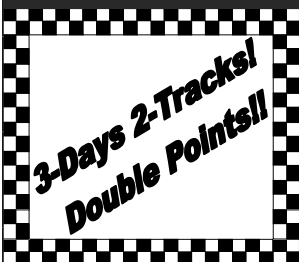
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PCA San Diego Region & Zone 8 Time Trial

Streets + Big Willow Time Trials

January 30-February 1, 2009



- ★ Streets Friday & Saturday: standard format TT Saturday
- ★ Big Willow Sunday: qualifying format TT (like Fontana) in session 6
- ★ Nearly 7 hours scheduled track time per driver



REQUIREMENTS:

- Participants without Competition Permits must have completed 8 Autocross-type events or equivalent accumulated over at least 9 months but no more than 18 months
- SNELL 2000 or 2005 helmet (M may require balaclava)
- Proper fire extinguisher mounted in car
- 5-point harnesses required for all drivers and passengers in Prepared class or higher
- Pre-tech strongly encouraged
- 2009 Zone 8 TT Driving Rules apply, see www.pcasdr.org

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44131 Sierra Highway • Lancaster, CA 93534
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*Rates subject to change by hotel
 Room block released 1/14

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

January 30-February 1 — PCA-SDR & Zone 8 Time Trials — Streets/Big Willow

Car Number _____ Car Class _____

Driver Name _____

Phone _____

E-mail _____

Member # _____ Region _____

Emergency Contact _____ Phone _____

Driver Status: _____ Instructors, will you instruct? _____

☐ Student ☐ Driver ☐ Instructor ☐ Yes ☐ No

Car Number _____ Car Class _____

Driver Name _____

Phone _____

E-mail _____

Member # _____ Region _____

Emergency Contact _____ Phone _____

Driver Status: _____ Instructors, will you instruct? _____

☐ Student ☐ Driver ☐ Instructor ☐ Yes ☐ No

Do you have a: _____ Signed _____

Competition Permit? ☐ Yes ☐ No Log Book? ☐ Yes ☐ No

Do you have a: _____ Signed _____

Competition Permit? ☐ Yes ☐ No Log Book? ☐ Yes ☐ No

Car Year _____ Model _____

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\$25 Late Fee (postmarked/faxed between Jan. 16 and Jan. 26)..... \$ _____

\$100 On-site Registration Fee (if registering after Jan. 26)..... \$ _____

\$30 Transponder Rental (or you MUST enter your # to the right).... \$ _____

\$10 2008 Zone 8 Competition Permit or Log Book..... \$ _____

TOTAL..... \$ _____

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- ★ Please bring a filled-in Tech form with you to your Pre-tech inspection: www.pcasdr.org/img/pdf/general/AXRegForm.pdf

Buttonwillow Blast

TEXT AND PHOTOS BY GREG PHILLIPS



With the short days we were leaving early from San Diego to get up to Buttonwillow on Friday with some daylight left to get unpacked and set up. Steve Grosekemper was trailering my 928 and we soon met up with Cathy Young and Jad and Jim Duncan near Hoehn Porsche to caravan up the rest of the way. Thankfully we had good weather and traffic on the drive up through LA, was much better than last year's rainy ride. And it was also nice that Buttonwillow was a few hours closer than Spring Mountain. Even with a lunch stop past Magic Mountain, we were at the track before 3PM. After checking in at the office we were unloading the trailer at the garage and getting ready for the next morning.

Jack Miller and Robert Baizer were already there as a Lotus group was using the track on Friday and they were

testing out their new suspension setups. They both had big smiles as they came off the track. Mike and Angela Avitt were also early with their motor-home and 911SC and were joined by the Van Zandt's who also towed their 944 Turbo with their motor-home.

Neil Heimburge had tech inspection set up and was already busy. Dan Chambers and Carl Scragg were sharing Dan's 911 SC and were also getting ready. As the sun began to set and they finished up the track session, it was soon time to head for registration at Robert's trailer and pick up our wrist bands, tech stickers and run groups. More and more familiar cars and drivers were appearing, although sometimes there were familiar cars like the Jagermeister 911 but now with a new driver-Peter Czajkowski! Don Middleton was also there with



a 911, but instead of his usual SC Targa he had a “Kinninger” 911 Carrera to join the fun in JP. Also returning after a long absence were Richard Price and Martha McGowan.

After registration we headed back to the motel to get checked in. The motel's name has been changed and it is now a Red Roof Inn. My room had been recently updated and it was quite comfortable. After check-in there was an instructor's safety meeting at the Willow Inn. As the time trial series has gained popularity and the cars and students have gotten faster it was a good time to review our teaching and work to enhance the safety of our program. Besides the good food, drinks and camaraderie, we also shared some of our teaching tools and tips. After the dinner meeting it was time to turn in for an early start at the track.

Saturday

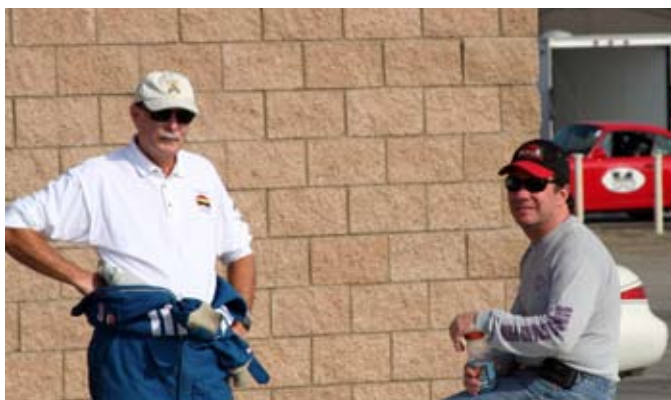
Early Saturday started out with fog and cool weather but by the time we had finished our Denny's breakfast it had lifted considerably and by the time we were at the track it had cleared. We finished prepping the cars and then it was over to the meeting room for the driver's meeting. Jack reviewed the run groups, flags and passing procedures and then announced the student-instructor pairings. As it was the end of the season there were only a few students for this event and I was free of instructor obligations.

Red run group was out first and although the track was still cool Richard Price started out very fast and soon was down to a 2:02.42 in his 993 Cup car. The rest of the run group knew that this was going to be a fast weekend.

After Red it was soon time for my Orange run group. We were taking it easy with cold tires and track and not wanting to get a black flag for going off track in the first session. My 928 felt fine but I was pointing by several cars in the session. Charley Wolk's KS 911 was off to a very good start (2:16.64) and was just behind Bob Schuessler II 911 (2:15.31).



Debby Sharp



Carl Scraggs and Steve Grosekemper

On-Line TT Results!

I should take the time now to put in a plug for all of the work that Tom Brown has recently done to update the time trial results area and to include all of the transponder lap times for review. Some people had wanted a MyLaps.com interface but Tom went even further and you can look at the lap times by run groups, by driver and class. You can also look at your position on each lap of the run group. Each time I look I find some new ways to look at the data. Thanks Tom.

The weather improved quickly and we had a very nice day with temps in the 70's and not much wind at all. In fact we could have used a little more wind to help dissipate the dust that started to accumulate as people were becoming more aggressive through the morning. Buttonwillow does not have gravel like Willow Springs or Spring Mountain., it has a very fine silty dust that makes for a good dust cloud when you drop a wheel off the track, a great dust cloud if you go off the track and if you were lucky enough to go off track sliding across the dirt you would see a wave of dust over your car when it finally stopped and then the cloud rises into the air to announce your mistake to everyone.

Through the morning run sessions I was loose and had poor rear-end traction. Steve also went out in the 928 and felt the rear R6 Hoosiers were done. At lunch we put on the Hankook Z214 tires I had used at Fontana on the rear. It did not make a difference-it made a huge difference. We now had grip in the rear and could carry speed through Riverside and over Lost Hill. I dropped over 4 seconds from the 2:18's before lunch to 2:14 with just a change of the rear tires. Yes, good tires have a big impact on your lap times. It was more fun getting pointed by than pointing everyone else by. Steve also went out in Red run group and was also faster and into the 2:14 range. Richard Price continued to pace the Red run group with times in the 2:01 range. Jad Duncan began to improve his speed and was running 2:02 in the early afternoon. The rest of Red run group were struggling to get below 2:05 until the last 2 run sessions when



Richard Park (AM 2:04.74) and Kris Urquhart (KI 2:03.61) broke through. Otto Obrist was running very quick times in his JP 944 Turbo with several laps in the 2:06 range.

In Orange, Jeff Schmidt and Martin Schact were pacing NP with 2:11's and Glenn Marlin and Jim Duncan were in MI with 2:12's but chasing David Gardner's 2:05 in Red run group. In JP Michael Cornelius (2:12's), Tim Souza (2:14's) and I (2:14's) were vainly chasing Otto Obrist.

In addition to using a GPS data acquisition system from MaxQData, I also tried some in-car video using my Sony S60 point & shoot camera. It has a movie mode that records in VGA at 16 fps and with a 1 GB Memory Stick there was plenty of storage. It turned out much better than I was expecting and the 25 minute run session MPEG file was only about 335 MB. It was much easier than using video tape with surprisingly good quality.

By the last run session of the day the sun was getting lower and glare became more of an issue until the sun dropped further and darkness came on as the Yellow group finished up for the day. After packing up it was time to head back to the motel. I had needed to pump



Dusty drive

some gas at the track before my last session so I was driving the 928 back to fill up on the cheaper gas for Sunday's sessions. It was dark by the time I topped off the tank and got back to the motel. Dinner for Saturday was a change as I went to Denny's with Steve Grosekemper, Jad and Jim Duncan, Cathy Young and tried out the dinner menu. After dinner I downloaded the GPS data but did not get far into studying it before it was time for sleep before another busy day.

Sunday

Sunday was even more foggy and even after we had eaten and driven to the track it had not lifted. The run sessions were delayed about 30 minutes until visibility made it safe to send out the Red run group. With the fog and cooler track most of us started out slowly in Red. But some were pushing too hard. As Steve and I watched the run group from upstairs we saw Paul (Of-road) Young carry too much speed into the Bus Stop



Even dustier drive

and tracked out too wide right and into the dirt before spinning back across the track and ending up on the left side of the track in a swirl of dust. (He showed the in-car footage at the Motorhead Monday and it was spectacular as the wave of dirt covered the windshield.)

By the time Orange was ready the fog had cleared and the weather was improving. With the warming track and cool moist air our times went down quickly. Michael Cornelius and I were both into the 2:13 range and Tim Souza turned a 2:12.76 in our first practice session of the day. Jack Miller and another Lotus Cup car were out in our group and turning very fast times in the 2:08 range. Chuck Sharp was having trouble with the tires on his KP 944 Turbo and Derrick Shiba was starting to figure out his new Boxster Spec track car and had moved up from Yellow to Orange.

In the Yellow group Cathy Young went out with Steve and they were also working on increasing her speed through the Bus Stop, unfortunately with a similar result to Paul's as she stirred up the dust on the inside before pulling back onto the track. Bus Stop was not the only

exciting corner as Sunset had its fair share of dust. Kris Scheussler was turning some very good times in his dad's II 911 before he too found himself out in the dirt at Sunset. Lost Hill was where Carl Vanderschuit's 968 apexed too early and went off into the dirt. He was at least quick thinking enough to roll up the windows as he was stopping and avoided the worst of the dirt getting in his car. For those who were not so lucky, it was a busy time behind our garage with Steve's airhose being used to blow off as much dust as possible. Visitors also included Burl East who christened Robert Baizer's Lotus with dirt and Charley Wolk who lost it coming into Bus Stop.

By lunch time it had warmed up to another nice day. When I inspected my tires however I had some cording on the outside of the front Hoosiers and we now put the Hankooks also on the front. We had another driver's meeting to discuss timing and then had our final practice sessions. The Hankooks' grip was improved but the vibration that I had started to see before lunch from the front rotors warping was worse so I ran just a few laps to judge the tires and then came in. It is time for new rotors for next season. Steve also ran his practice session and then we were ready for timed runs.

Jad Duncan had qualified fastest but by the time he had gone to the pumps to top off his gas and come back he ended up 3rd in line in the first group out. His first lap was his fastest at 2:01.85, but one of the cars in front of him had dropped a wheel off and put up a cloud of dirt in front of him. It was a momentary lift until he could see it was clear and he did not think it was significant enough to request a rerun, but it left the door open for the next driver, Steve Eguina in his QP GT2 to turn a 2:01.45 and take TTOD. Kris Urquhart was next in his KP 911 at 2:02.68, followed by the Loti of Brent Smith and Jack Miller. The next Porsche was Richard Park's AM 914-6 at 2:06.23 just nipping David Gardner's 2:06.25 and Otto Obrist's 2:06.82 with Victor Apostolou's QP at 2:07.14 GT3 and Jack Fried's Lotus at 2:07.25 rounding out the top ten.

Otto Obrist had the JP field covered but decided to make it exciting. When he went out for his timed laps on his warm-up lap he felt something was wrong and came back into the pits with a flat tire. After putting on a spare tire he got back in line to take his timed runs again. He did get one clean lap before going off track on his second lap of 2:41.9 he almost left the door open for us, but one lap was all he needed to win JP and also take the top BRI time. Michael Cornelius saved his best lap for timed runs and got under 2:10 with a 2:09.57. Tim Souza was next at 2:12.53 and then James Buck at 2:13.69 and then I came in with a 2:15.07 with heavy vibration under braking.

After I was finished Steve was getting ready to take his timed laps in the 928. He had a clean run and we were both a bit surprised when the final times were posted and he had also turned a 2:15.07! I initially thought it might have been an error since we were sharing the car and they posted one set of times to both drivers, but after checking that the other laps were different we knew it was just a strange coincidence. He did point out that his second timed lap was faster, but checking out all of the laps for the weekend, my best time was faster than his best time, so he will have to split the bragging rights. In the other shared 911SC with Carl Scragg and Dan Chambers, Carl let the owner win by a tenth of a second, 2:21.69 to 2:21.79. In the shared Scheussler 911, Kris beat his dad Bob 2:14.61 to 2:23.90, but may be looking for a new ride for the next event. Paul Young cleaned up his car and took II class with a 2:08.36. In IP Mike Avitt turned a 2:15.69 and Angela turned a 2:26.74 for IPL. In JS Eric Oviatt turned a 2:21.86 to beat Cathy Young and Martha McGowan.

At the end of the day we loaded up the trailer and headed south. With only minimal traffic we were soon back in San Diego planning our next year's schedule. The first event will be at Willow Springs with Friday and Saturday January 30-31 at Streets of Willow and then Sunday February 1 at the big track of Willow Springs with timing and points for both Saturday and Sunday. Don't miss it.



We had a blast!



SYMBOLIC

MOTOR CAR COMPANY

Tech session & Open House

Saturday, February 14, 2009 – 10AM - 1PM

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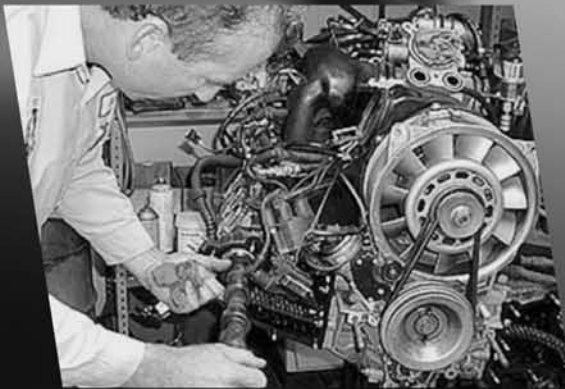
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Last Tuesday Social



The November Last Tuesday Social was held at Poway's Mexi-Cocina Restaurant and Tequileria, belonging to long time member Roberto Montoya.

1. Mike Avitt, Neil and Julie Heimburge
2. George Taylor and Emilia Turkovic
3. The Brown family
4. Emilia Turkovic and Angela Avitt
5. Ted Myrus, Katina and Mark, the Linares Family



Last Chance for Points!

TEXT AND PHOTOS BY GREG PHILLIPS

Although there is one last autocross in December, the November 10th autocross was the eleventh and last “points” autocross for the year. Since the October autocross was a rainout, there was even more impact for this event to determine the year-end standings. Since each competitor would be allowed to “throw out” one event the standings were a little confusing when I was looking at them on the website. For my class in JP, I was leading Thomas Hofmann’s 944 Turbo 95 to 90 and since we had both missed events, we each had no points to “throw out”. But he was close enough that I decided I had better run the 928 and try and get a few more points and save running the 968 for December.



Bryant Hebner

After tech inspection and the track walk it was time for the drivers meeting and then the student-instructor pairings. It turned out that my student was a retired physician Ronald Kobayashi who was at his first autocross with his new 997S. He was signed up for the upcoming Performance Driving School and wanted to try out his car before the school.

Luckily we were corner working first, so we got some water and our hats and headed out on the track. Our work station was near the top of the track and allowed a good view of much of the track, and was not too busy to boot. Ron was able to get his corner work out of the way in the cool of the morning and also review the track and see the other driver’s approach to many of the corners before he had to drive it.

After finishing our corner work it was soon time to head out on the track. We buckled up our harnesses and headed out. Although the weather was warming up it was still cool and the tires were cold as we started our

laps. The first couple of laps went smoothly as I was finding my line and as the tires warmed up I was able to go harder for the rest of the laps.

After my session it was Ron’s turn and we buckled up in the 997. Again with cold tires and a new student we started slowly so Ron could begin finding his way through the sea of cones and start driving the autocross line. Each lap was a progression and by the end of the first practice session he was beginning to feel more comfortable and could begin to see the capabilities of his new car.

Cool Cars

After his session I was out shooting some pictures and could see some of the more unique cars that were out. Sean Dynes had brought out a red “Magnum” Ferrari and was having great fun tossing it around the track. Steve Grosekemper was driving another IS 911 SC-this one was not his cabriolet but Rod Mountain’s coupe that was flying around the track. Speaking of flying, Mark and Erik Kinner were out sharing the AR1 Smurf blue 911 and they were both moving quickly. The other fast cars all seemed to be out of KI as Martin and Jennifer Reinhardt’s 911 C2 was turning good times along with Jim Binford and Tom Comeau in their RS Americas.

By our second practice session, the sun was out and it had warmed up a little more. After the first couple of warm-up laps I was starting to push harder. The track was set up with a short acceleration to start and then a quick right and then left onto the straight and into the slalom section. I would shift into second before the slalom and then through the slalom and accelerating up the hill before braking hard for a right and then tight sweeping left that took you back into another sweeping right at the top of the lot. After a short straight there was an off camber



Trailer Talk



What's with the face, Eric?

right and then a tight and off camber left onto another short straight. Next it was hard braking into another off camber turn, this time to the right and then another short straight into a set of square left turns and then hard acceleration across the swale. After the swale was a short straight before a quick left onto another short straight and then a final right-left chicane before the timing lights. Yes, there were lots of tight turns for a 928. Yes, I was trail-braking and drifting around several of the tight corners to help rotate my car through those corners. And yes it was confusing my student as he was transitioning from the new rear-engine 997 to the front-engine V8 928. We were on the same track and our lines were similar, but the techniques were significantly different around some of the corners.

After my practice session it was Ron's turn again and we went back to the smooth lines of the 997 as he worked his way around the track. His confidence and technique were both improving as the day progressed, and he was certainly having fun. His last couple of practice laps I was not talking him around the track but just cueing him on the upcoming corners and he did very well getting around the track.

Timed Runs

Since I was corner working last, my group was out early for timed runs. That did help some with visibility as the sun was getting low in the west, and was probably worse for the later run groups. After the warm-up lap my first timed run was clean and my first time was 76.66. The next lap was a little faster at 76.49 as I carried a little more speed through the last section of the track. My last timed run was doomed from the start. I tried to get away without bogging off the line and dropped the clutch at a slightly higher rpm. Too much higher as I did

not bog, but instead had wheelspin and left a couple of long back stripes heading into the first before I was able to modulate the throttle and finally get traction. I lost a lot of time sitting there burning rubber. My last lap was 81.45. OK, there may have been a couple of other small bobbles on that lap also!

After my session it was Ron's turn and he went out for his timed runs. A little too anxious on his first lap and had a DNF but improved on his next laps with a 90.31 and then an 89.4 on his last lap. Now it was my turn to work the corners and I ended up on the corners after the slalom near E4. The sun and shadows lengthened through the afternoon but the driving conditions were still pretty good and some of the top times were done near the end of the day.



Angela Avitt shows off her trophy

Top Times

The top times were no surprise as Erik beat his dad Mark 68.89 to 70.22. Martin Reinhardt was next at 70.4. Shannon Johnson led the 993 brigade at 72.11 in NP and was followed by Jennifer Reinhardt at 72.13. Everyone slower than that had just been "chicked". Jim Binford was next at 73.05 and he just nipped Tom Comeau at 73.08. Rounding out the top ten were Tawfik Benabdeljalil's NS 993 Targa at 73.45, Steven Weiler's LP Boxster at 74.05 and then David Gardner's NP 993 at 74.18.

There were several drivers who just missed the top ten and had times in the 74s with Pete Milliken's II 911 (74.53), Tom Tweed's HI 911 (74.55) and Steve Grosekemper's IS 911SC (74.7), Chuck Sharp's 944 Spec (74.84), Kim Crosser's LSS Boxster (74.84) and finally Akira Kogawa's MS Boxster S (74.96). For the BRI, Jess Osterberg's streak was ended as he finished second to Steve Grosekemper with Kim Crosser a close third.



Greg with beer and prize

For JP, I ended up in second place behind Tim Souza's 911 76.48 to 76.49! Thomas Hoffman was third at 78.31 and I ended the year ahead of Thomas 110 to 102.

In 944 Spec, Chuck Sharp beat Sean Steele 74.84 to 75.5 and ended up taking the season series over John Kinkaid, with Sean in third place.

In AI George Copelin beat Herb Meeder 75.75 to 76.51 and their season also ended up the same way 182 to 159. In CS Jess Osterberg beat Sean Molloy 76.38 to 79.1 and their season also ended up the same order 180 to 107. In GP Jackie Corwin and Debbie Sharp were 1-2 for the day as well as the season. In GS it was Josh Yeager ahead of Leigh Rayner and Jerry Mize, but Jerry ended up the season ahead of Leigh with Jackie Lu, Grant Rayner and then Josh close behind. In HP Jerry Sturm was ahead of



George Copelin and Raylene Brundage

Bob Pachorek for the day as well as the season.

In IS it was a close battle for the season with Don Middleton taking second place for the day behind Steve Grosekemper and was able to squeak by Ron Trotter who had a bad day and ended up fifth. Ron started the day leading 92 to 87, but at the end of the day was behind 102 to 100 with Steve finishing 3rd at 75 points. In ISS it was Greg Duncan ahead of Lori Scheussler 81.98 to 82.66, but Bill Behun had an insurmountable lead and took the season title over Michael Monaco and Lori.

JS was another tight season battle, but Carl Scragg was not able to make the last event and Terry Barnum took the top spot and his 20 points moved him past Carl 102-100 (suspicious set of numbers) with Greg Boehm in 3rd at 86 points. In KI it was Martin Reinhardt (177) for the season ahead of Tom Comeau (95) and Bob Gagnon (94). In KS David Kochanek's 968 beat Keith Verlaque's RSA 76.61 to 77.47 and also took the season title over Keith.



Gary Burch, Leigh Rayner and Bill Behun

Keith was kind enough to bow down before the power of the 968 during the ribbon presentation, but is looking forward to a rematch for 2008

In KSS David Marlberg's 944 Turbo S beat Mark Matsumoto's 928 GT 78.24 to 78.86 (not a 928 track), but for the season Mark prevailed over David 135 to 120.

LSS was a year long struggle between Charlie Kleinhans and Kim Crosser. Charlie started out fast winning the first 3 events but then Kim started winning and took the last event 74.92 to 75.93, but Charlie's consistency prevailed 165 to 160 for the season. In MS Russel Shon took the season ahead of Refugio Delgado and Akira Kogawa, but was second on the day as Akira took top honors 74.96 to 75.32. In MSS the winner was Hideki Okano over Tim McLarney 75.92 to 76.04, but the season winner was Steven Kennison over Katina Gonzalez.

In NP Shannon Johnson took the season title over David Gardner as well as taking the class win. In NS Tawfik Benabdeljalil beat Robert Scheussler and Lisa Goetsch with the season results in the same order. In NSS Mark



1st time AXer's Stephanie Lessig and Peter Simpson

Rondeau's Boxster S beat Ralph Linares 993 C4S 76.51 to 77.06 and Mark also took the season ahead of Kevin Morse and Tom Randel.

In OSS it was Tom Meissner ahead of Brendan Fowler 77.38 to 80.08 and the season also ended with Tom ahead of Brendan 155 to 134. In PP Neil Heimburge finished a perfect season undefeated with 200 points. In PSS it was Curt Yaws' GT3 ahead of Ted Drcar's 997 for the season 122 to 80, but the day's winner was Mark Tiexeira at 77.01 ahead of John Gross at 79.98 and Ron Kobayashi's 89.4 in his first event.

At the end of the day David Kochanek was passing out the ribbons in the dusk as the sun had long set by the time the trailer was packed and it was time to leave. One last event in December and then start checking the web-site and *Witness* for next year's event schedule at the Q.



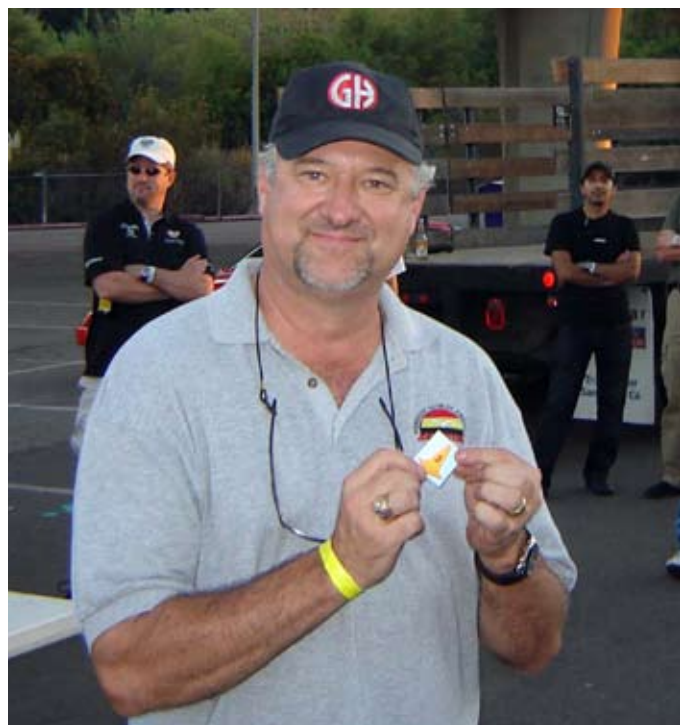
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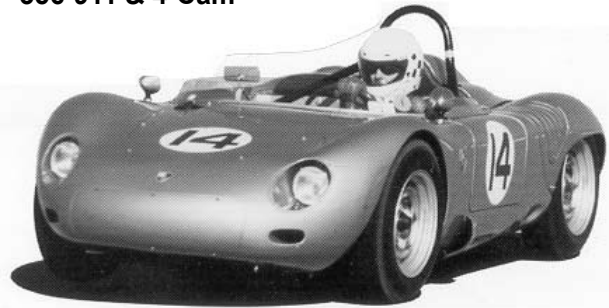


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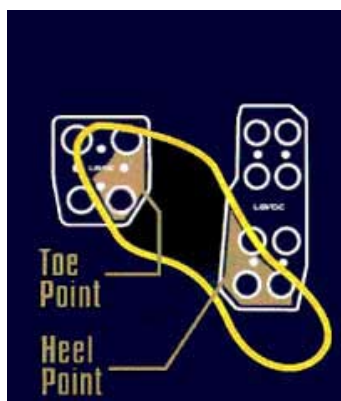
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Racer Lingo Explained: “Heel and Toe”

By STEVE GROSEKEMPER

There is a special language spoken by Porschephiles that is filled with a host of uncommonly used phrases. You’ve heard the lingo: under/over steer, drift, pitch, apex, and throttle-steer to mention just a few. It usually can be heard at driving events and tech sessions. However, these terms have recently infiltrated the ranks everywhere from Concours to Tours, Rallies and even social events!

One of the cooler Porscheophile catch phrases is “Heel and Toe.” This is a term which describes the technique of applying pressure to the brake pedal and the gas pedal at the same time. The reason for using this technique is to increase engine RPM for a downshift while braking before a corner. Since this is done while downshifting, and since humans have only two feet, this means that two pedals must be actuated by one foot. If the name was an accurate representation of how this technique was performed, it would be called “big toe - right side of foot” which is nowhere near as cool as “heel and toe.”



At a recent Time Trial I was trying to help a student driver with this technique to smooth out their car control. As the discussion progressed in the pits we started to build a small discussion group of newer Time Trial drivers. It became apparent that while each of these student drivers had heard of this magical pedal dance, each had a different concept of how it was performed. So I thought, time for another article.

In our next run session I tried to demonstrate how much smoother the lap was (and easier on the car) to use the Heel and Toe technique as opposed to driving without it. At about 8/10 speed I drove a lap or so concentrating on heel and toe smoothness. Then I switched to the “one foot one pedal” rule. To my dismay I couldn’t

complete a lap without my right foot sneaking over to the gas pedal. I have been driving this way every day for the last twenty years and it had become automatic to me. So I gave it 100% of my concentration and managed to thoroughly embarrass myself. I think my student was secretly pleased at how poor my driving smoothness was when I was limited to the one foot per pedal rule.

Well, the teacher became the student as I realized how much more wear and tear a car endures using this style of pedal actuation. The stress on the engine, clutch, transmission, C.V. joints, as well as the engine and suspension mounts, is just enormous. So there isn’t any reason we shouldn’t all be practicing our fancy footwork on our daily driving routine. Practicing this skill only at an autocross, D.E. or Time Trail is just a lesson in frustration. Practice, practice, practice... then when you think you have the foot skills of a World Rally Champion, you can take your skills to the track.

The way this is performed varies slightly from car to car, but the theory is very similar. The first step is to apply pressure to the brake pedal with the ball of your right foot just below the big toe. While maintaining even brake pressure, roll your foot to the right, pivoting on your heel. Let your twisting foot apply pressure to the gas pedal while depressing the clutch and downshifting. Brake, clutch, throttle, shift, then throttle again. Sound easy? Let me just say that three different pedal inputs using only two feet can be a significant challenge if you want to do it smoothly. (See figure 1)



Older Porsche models (non-power brake) are the easiest on which to perform heel and toe. This is due to the fact that the brake pedal is usually more even with the gas pedal under hard braking. On later model cars, the brake pedal is higher than the accelerator under braking making a pedal adjustment necessary to more easily perform this valuable task.

Adjustment Procedures

1977-97 911s-Below the pedal board is a two-foot long metal rod which connects the brake pedal to the master cylinder. There are 15mm locknuts on each end of this rod to facilitate shortening of the rod for proper heel and toe adjustment.

924/944/968/928-These cars have a push rod between the brake pedal and the brake booster. A simple shortening of this rod will produce the desired pedal height.

97 & later 911/Boxster/Cayman-These later cars have a lock nut and adjustment rod right behind the brake booster actuation rod boot. Loosen the lock nut and spin the rod to obtain the desired length.

After the desired pedal height change is achieved, the brake light switch needs to be checked and repositioned or the brake lights will not actuate properly. Remember, the brake lights should come on with only a hint of pedal pressure. You don't want to be driving down the road and have a suburban in your back seat because your brake lights didn't come on soon enough.

If the height is good, but the gap between the brake and gas pedals is still too great, the right side of the gas pedal can be shimmed up to bring it closer to the brake pedal. These two adjustments will get 90% of all Porsches properly set up for heel and toe.

After the pedals are set up, the next step is to tune the driver's ability. This technique takes a good deal of practice and is only an advantage when it is done smoothly and without having to think. Fortunately, this is one racing technique that can be safely practiced in every day driving.

First Lesson

Step #1

The downshift begins with full throttle acceleration towards a corner.



Step #2

Lift the right foot from the gas pedal and press the brake pedal.

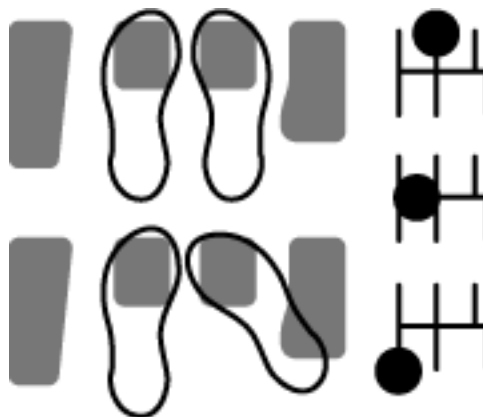


Step #3 / 4

Just before the braking is done, the left foot depresses the clutch pedal. The right hand begins the downshift.

The right foot is still applying, but easing up on the brake pressure as the car approaches the turn-in, then the foot rotates so the heel is above the corner of the gas pedal.

As the shift passes through neutral, the right heel gives a quick push of the gas pedal to rev the engine quickly (the ball of the foot is still on the brake easing up even more).



Step #5

The left foot releases the clutch, the right foot rotates off the gas. Done correctly the RPMs generated by the throttle blip above matches the RPMs needed, and as the clutch is released the engine engages smoothly with the current wheel speed. There should be no forward or braking lurch when the clutch is released.



Step #6

The right foot completes the braking with a smooth release.



Step #7

The right foot moves over to the gas pedal to assume the normal position at first only to maintain the pressure needed to sustain the vehicle speed through the first part of the corner. Then pressure is gradually applied to accelerate out of the turn.



Correct pedal setup will depend on the car as well as the driver's foot size, height and flexibility. Some cars and drivers will have no problems just the way the car came from the factory. If you can chew gum and walk on the outside edge of your feet at the same time, you aren't going to have any problems learning this technique.



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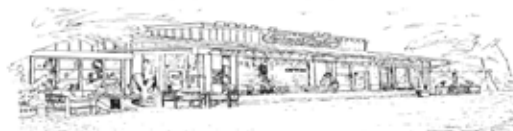
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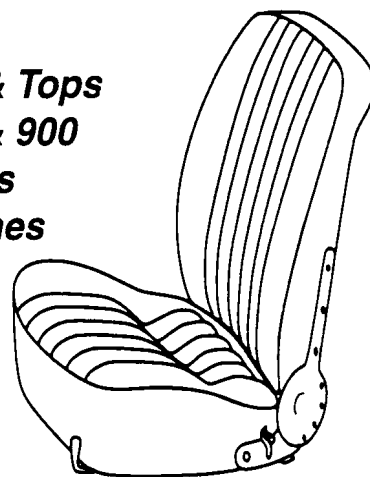
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If you are interested in an overnight stay, there are a limited number of discounted rooms available. Please contact social@pcasdr.org no later than December 1, 2008 for the discounted rate of \$159. After this date, room arrangements will need to be made individually with Paradise Point Resort at 800.344.2626.

\$55 Per Person ~ Reservations Due By December 26, 2008

Visa / Master Card or Checks accepted. Checks made payable to PCA-SDR

Number of attendees _____ Total Amount \$ _____

Name on card: _____ Card # ____ - ____ - ____ - ____

Exp. ____ / ____ Signature _____

Contact Phone Number: _____

Please complete the above information and send with your payment to:

Tami Ibbetson

11212 Constellation Drive, El Cajon, CA 92020

619.334.2171



Installation Dinner Charity Auction:



We need help from individuals and businesses to donate goods or services to help raise money for Rady Children's Hospital and Monarch Schools. Items that have been donated in the past have included, wine baskets, spa products, car care products, timeshare use, gift certificates, offering a dinner in the home and other unique experiences.

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.

November Tour to Salerno Winery


By ANDREA ITURBE

It was a typical Southern California day: the sun was radiant, the sky pristine and the breeze cool.

The Porsche Club members who made the excellent choice of zipping through beautiful back country roads (as opposed to racing in a parking lot) had the opportunity to experience some of the best back roads in the county, from the winding bends of Japatul Road and Highway 78 to the breathtaking second-gear curves of Mountain Lyons Road and Highland Valley Road. Luckily it seemed like the roads were open only for the Porsche convoy as the glittering procession snaked up and down the winding roads with almost no traffic.

The hard driving and the hot sun built our appetites,

so after 100 grueling miles of shifting, turning, accelerating and braking we were received at the house and winery of Herman Salerno, former opera singer and current wine maker in Ramona.

We gathered in the shade-filled terrace of the winery near a quaint adobe house atop a hill surrounded by vineyards. We were entertained by singer Piero Rizzi with popular Neapolitan songs. An excellent salad and pasta lunch was served, and we were able to savor a wide variety of Salerno wines. Animated conversations were heard at all the tables, and as the day wound down everybody was already eagerly anticipating the next tour. 



A view to excite any Porsche driver



Porsches at rest





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December 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.

2008 Board

The December 3rd meeting of the Board of Directors was held at the home of John and Monique Straub. All Board Members were present. The minutes of the November meeting were approved.

President's Report

I would like to thank the 2008 board for your support and dedication throughout the past year. I think we had a good year with many new and different events. Thank you also to all the chairs and committees for all the time and effort put into all the events and activities it takes to keep SDR running. We had 70 events this year, ranging from autocrosses, time trials, driver's education, tours, socials, and much more. Thank you!

I want to thank the 2009 board for stepping up to lead the way through another year. Most especially I want to congratulate Dave Gardner for stepping up to the presidential tasks of 2009. I wish him the best of luck and success.

The Board had an email vote and unanimously approved an additional \$100 for fire extinguisher maintenance.

We received thank you letters from the Burn Institute and from Monarch School for our recent monetary donations.

Treasurer's Report

The money market, checking and charity accounts reconciled. Expenses in November were lower than income.

The sources of income in November were the Buttonwillow Time Trial, the Windblown Witness, the National Membership Rebate, and the November AX.

Expenses in November were lower because much of the major expenses had been prepaid in earlier months. The expenses were Windblown Witness mailing expenses, Spring Mountain ambulance services and the Installation Dinner DJ services. We also paid the refunds for the canceled October AX.

In December, we have committed to purchases of replacement timing equipment and displays, as well as prepayments of events to be held in 2009.

CHAIR REPORTS

Autocross. A reconciliation for the November AX was

presented. A budget request for a new AX wireless timing system was approved. The timing displays have arrived. Online registration is moving nicely.

Auto Museum. The 20th Anniversary Gala was an enjoyable event and collected financial support for the Museum. The Ferrari exhibit runs until the end of December and the quality of the cars displayed is outstanding. The Board approved a \$500 donation to help the museum.

Charity. Annette reported that 75 pairs of socks and 48 pairs of underwear were collected to give to the Monarch School. The November 10th dinner was a success and served 60 people. Thanks to Pioneer, Mexicocina, Michael Harris and the Straubs for supporting and helping out at the dinner. There is a need for auction items for the installation dinner. Please contact pcasdr.org with your donations.

DE. The board approved a deviation from the Zone 8 rules for parking lot only DEs. The novice entrant must now demonstrate that he/she has competed in at least 4 days of PCA AXs or Drivers School type events. This experience shall be accumulated over a period of at least 3 months, but not more than 12 months.

Insurance. All insurance certificates are in place for December.

Membership. There are 1443 primary, and 1118 secondary, for a total of 2561 members.

Social. Please send in reservations for the 2008 Installation Banquet. Katina advised that the Driver's Dinner is almost sold out. Jackie C. and Jennifer R. presented a budget request for the 2009 Installation and Charity Banquet to be held at the Birch Aquarium in La Jolla on Saturday, January 9, 2010. The budget was approved.

Time Trial. The Buttonwillow time trial reconciled. A budget request for the 2009 TT series was approved. TT registration will be online starting in January 2009.

Tours. Vince reported that the Cayenne tour was great fun. 10 cars participated.

Witness. It was approved to publish a Zone 8 region, nonprofit charity ad free of charge.

Unfinished Business

The Festival of Speed will host POC in 2009 and include car corrals, time trials and club racing. Expect 3 days of great fun.

New Business

It was approved for Charity to offer one 2009 year's worth of AXs, one Witness cover at the charity auction

and 2 free admissions to the Performance Driving School (1 spring, 1 fall), Budget requests to print 100 year books as well as the 2009 President's gift were approved.

Last Presidential Act

Martha presented Dave Gardner with a President's Survival Kit. She passed the gavel to Dave along with a #1 President's badge, a gigantic pink comb to stay well-groomed, an incognito nose and glasses to fool the paparazzi, ear plugs and extra strength pain reliever to help cope with problems, a magnifying glass for the fine print, a magic wand to solve the difficult tasks, and a bejeweled crown to make him feel like a President.

2009 Board

The second part of the December Board meeting began with the transfer of duties to the 2009 Board. All 2009 Board members were present with the exception of Rikki who was ill. Dave, and the 2008 Board, thanked Martha for running the 2008 ship and setting the direction of the club with all the great events. We look forward to having her as an advisor in 2009!

2009 President's Report

Dave asked that the board members contemplate the club's overall direction and goals for the 2009 year. It was discussed to come back with fresh ideas for better member involvement, ways to retain sponsors, remain fiscally sound in hard economic times, and still have fun.

Dave reminded the board and meeting attendees about gracious meeting protocol. Please be respectful and minimize interruptions.

New Business

Curt requested information to aid him in filling out the yearly Region Report form.

All Chair and committee positions were reviewed for openings. Dave will ask for volunteers to step up and help fill these positions through the spam mail and a forum posting. All positions were ratified at this time with openings to be filled at a later date.

Please review the following Board meeting sites and openings for the year: Jan-Schroeder's, Feb-Yaw's, Mar-Open; Apr-Open, May-Corwin's, June-Straub's, July-Crosser's, Aug-Open, Sept-Brown's, Oct-Open, Nov-Open, Dec-Open. We would appreciate people to offer their homes for any open months. Please contact president@pcasdr.org if you are interested. The club reimburses the cost of the dinner and beverages.

A \$750 budget request was approved for new name badges.

Chair Reports

Tech Sessions. Symbolic and 2009 Parade Preparedness tech sessions will be held in 2009.

Tours. 29 rooms at the Lighthouse Inn have been re-

served for the 2009 Monterey historics tour.

Witness. The feasibility and necessity to change over to MAC hardware will be investigated.

Next Meeting

Jan 7, 2008 at the home of Rikki and Dick Schroeder. Social at 6pm, meeting at 7pm.



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 January 7th meeting at the home of Dick & Rikki Schroeder appeared in the December *Windblown Witness* (page 50).

The February meeting will be held on Wednesday, February 4th, at the home of Curt and Janet Yaws, 3541 Celinda Drive, Carlsbad, CA, 760-720-7191.

Directions:

From I - 5, going north

Take Carlsbad Village Drive exit

Turn Right at exit (go east)

After 1.2 miles, turn right on Celinda Drive



New Members

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

Greg Bare & Amanda Bare

San Diego, CA
2001 911 Turbo Coupe

Mark Gomez

Vista, CA
1954 911 SPD

Garry Grant

Encinitas, CA
2009 977 T Cab

Mark Harms

Murrieta, CA
2007 911 997 T

Benjamin & Jay Hoffman

Temecula, CA
1999 996 Coupe

Erik Kinninger & Devin Neeley

El Cajon, CA
1981 911 Coupe

Roy & Sharon Kitchener

Coronado, CA
1997 993 Coupe

Jacqueline & Richard Mahfouz

San Diego, CA
2008 Boxster

Eduardo Meza Pena

San Diego, CA
2008 Cayman Coupe

Peter Simpson & Stephanie Lessig

Encinitas, CA
1988 911 TARGA

Jim & Leslie Smith

Solana Beach, CA
2004 911 C4S

Darang Tech

San Diego, CA
2002 996

Ngoc-Nhung Tran & Lynne Baldassari-Cruz

Oceanside, CA
2007 Boxster

Lawrence & Gobert Yeung

San Diego, CA
2006 Cayman S Coupe
Anniversaries

Five Years...

Tony Badeaux
Jamie Ferensic
Andrew Hearsum
Gregory Imler
John Kressin
Thomas Liguori
Eileen Maher
Lew Rosengard
Ted Witte

Ten Years...

Bob Ehrman
Nelson Faller
Douglas Gregg
Chris Richards

Fifteen Years...

Larry Garcia
John Plavan
Daniel Schroeder

Twenty Years...

Michael Augst
Val Farrell
Joel Johnson
Phil Spaid

Twenty Five Years...

Howard Fisher

Thirty Years...

John Moorehead

Members Count

San Diego Region's membership currently stands at 1426 primary members and 1109 secondary members, for a total of 2535.

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.



Rentals

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

RACE CAR RENTAL Local AX arrive and drive 944 spec rental. \$250 w/ instruction from 20 yr PCA driver. 944's also available for big track DE's & TT's. Tim Comeau 619.994.0919 www.comeauracing.co (619) 582-1913

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

1978 911SC Coupe Blk/ Blk, 82K original miles, strong motor/ trans, factory short shift kit, new tires/ shocks, \$10,000 (858) 688-5977

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. Rbtl motor@129k. Religiously maintained. Great daily or track car. please email for details thestig944@gmail.com or call Andy (619) 952-0534

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 944 S2 Kinninger owned 944 S2 coupe 123k, very clean, and well maintained, runs very strong, turbo twist 18 inch wheels. \$7000 obo (619) 929-8269

1989 carrera targa euro model grand prix white xlint 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

2000 Boxster S Good condition, reliable, no leaks, 60K service, tires, water pump & brakes all done in 2008. biege interior, \$16,000 mfm2614@roadrunner.com (760) 221-2522

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

2002 Boxster S Meridian Silver. Low 37, 800 miles. Garaged and babied. Near flawless. Bose CD, heated seats. Must sell! Many thousands below blue book. \$19,900 firm. (619) 889-0668

2002 TWIN TURBO \$54,995. 9,625 Miles! Always Garaged! Silver Metallic Exterior/ Grey Interior. Metal Door Sill Model Insignas. Manual trans. Has all the standard goodies! craigmajewski@yahoo.com

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 Michelin 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 Fac-

tory Warranty. Always garaged. \$62K OBO. Contact A. Ramirez (626) 825-0706

2007 911/997 Carrera S 3.8 engine, only 8800 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. \$65,000 obo, call 619-886-1487.

911 street / track car. If your looking for a 911 with all the trick stuff, this is the one. Complete and ready to go, 3.2 conversion, Carrera brakes, suspension upgrades, to much to list. Call John Simone @ (760) 940-1244

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

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

2001 911 Carera Coupe Jungle green/light tan. Most options, well maintained, 6 speed, recent rear tires, 70k miles, \$35K, Carlsbad, CA (760) 602-0664

MERCEDES-BENZ SL500 Roadster Cnv SL 500 Convertible. Red with Hard Top and Black Soft Top. 16,000 miles. 1995 Mint condition. Best offer. (858) 454-3113

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

Pristine 82 911SC Targa Beautiful jet black exterior with custom-ordered cork leather interior including dashboard. New rear brakes/ upgraded valance/ polished alum. Fuch 7' & 8's, new Michelin Pilot Sport tires, new momo leather wheel & shifter, both front seat bolsters replaced, new Targa folding top and much much more recent mechanical & cosmetic work performed. (858) 837-0726 \$21K OBO

SWEET 924 1978 924 no it's not an "S" sweet is the price. does not run. needs fuel distributor work. new tires/wheels. \$200.00 (619) 952-3663

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

94 964 C4 Street/Track Factory Widebody; Silver/black; beautiful condition; R6 POC >3S PCA race legal; street legal; \$40000/BO endoguess@mac.com (858) 456-2480

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

Other Vehicles

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

Trailers

Barter: Trailer 4 storage Barter use of 20 foot enclosed TPD trailer in excellent condition for secure storage. Steve sgerken@avitacor.com (858) 663-7861

Parts

PORSCHE 1971 911T ENGINE 2.2 Engine and transmission from a 1971 911T, good running conditions, complete with carburetors 3500.00 (619) 207-5618

WELTMEISTER (front sway bar kit...) DROP LINKS ONLY single side threaded, complete, cheap \$30.00 (619) 952-3663

TRACK DOT TYRES (2)NEW 275/40/17 KuhmoV710 \$400. (2)NEW 275/40/17Hoo-sierR3S03 \$300. (2)NEW 315/35/17Hoo-sierR3S03 \$400. (619) 952-3663

Removable Hard Top for 2001 Boxster, Lapis Blue, excellent condition - \$750 (858) 487-8276

19" Zone 3 Chrome Wheels Wheels are 19" X 8.5" front and 19" X 11" rear with 4" lip. Wheels only. (I run 315/25/19 and 235/35/19s). Off of a 996 Turbo, will fit all 996 wide body cars. Near perfect condition. \$6,000 when new. Asking \$3500.00. Bill (760) 208-7939

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

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

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

FUEL PUMP 1975 came off a 911s, oem, works great, \$100.00.# 619-952-3663.

1990 Carrera 4 stock wheels 16" set \$150.00 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

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

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: 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

BOXSTER STUFF Wind deflector (needs tabs) \$75. Radio, stock \$75. Porsche backpack \$25. All in good shape. (619) 295-9702

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

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 Indoor, safe, secure. Monthly / Yearly. San Diego (858) 581-1101

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

Business Directory

BetterBodies Motorsports Porsche Polyurethane Body Parts For 997, 996, Boxster, 993, 964, 930, 911. Spoilers, Bumpers, Fenders, Wings. Visit our San Diego Showroom (619) 690-5081

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.



Lamborghini San Diego

Authorized Dealer
Automobili Lamborghini

Symbolic Motor Car Company

7440 La Jolla Boulevard
La Jolla, CA 92037
858.454.1800

View all of our current inventory at
www.symbolicmotors.com





Susan Brown, Editor

To:

PERIODICALS



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

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

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Parts and Service
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