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Volume 50 Number 2

February 2009

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December AX



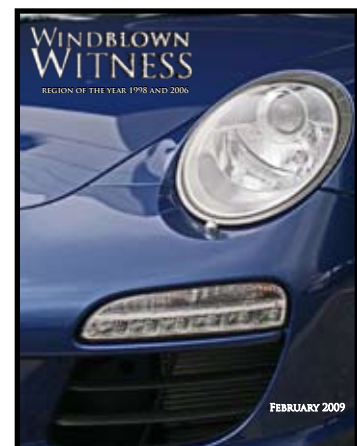
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COVER PHOTO

L.E.D. corner
lights-only one
of the many new
changes on the
2009 Carrera
*Photo by Chris
Huck, Pioneer
Centres Porsche
sales since 1997*



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We're Off and Running!

BY DAVE GARDNER, PRESIDENT

2009 is off and running at full speed. The Installation Dinner was a great success and outstanding event. I'd like to extend a huge thank you to Tami Ibbetson, Katina Gonzalez and Martha McGowan for putting together such a great event. Mark Shevitz was the MC for the evening and did his usual outstanding job. Those of you who attended the Porsche Parade here in San Diego in 2007 should recognize him as the MC from that Parade. Vic Elford, I can't say enough about Vic. His stories were absolutely informative and entertaining. Vic has an incredible past as a professional driver and he's an outstanding individual as well. He signed countless autographs and engaged in conversation with anyone with a question. Thank you to Ralph and Annette Linares for putting together the charity silent auction. We raised \$7,026, \$3,513 for the Monarch School and \$3,513 for Rady Children's Hospital. In addition Mark Smith from Pioneer Porsche donated checks of \$19,000 each to Monarch School and Rady Children's Hospital. Thank you Mark and Pioneer especially in these hard economic times.

By the time you read this we will have had our first Autocross of the year. In addition to the Autocross

several San Diego PCA members along with the BMW club and the SCCA spent a Saturday repairing the Qualcomm Stadium West parking lot so we can have a better surface to play on. Thank you to the BMW club, SCCA and our members who worked to make the parking lot safer for our events. Our first Time Trial of the year, a double header, was held at Willow Springs. We had 2 days at Streets and a 3rd day at WSIR. This counted as 2 Time Trial events.

Coming Events

Check the calendar in the *Witness* or on the forum for upcoming events. A few key events are: the Autocross schedule is complete through May, and the Time Trial schedule is complete through the rest of the year. We will have many tech sessions this year. The first will be held the morning of Saturday Feb 14th at Symbolic Motor Car Company. This is a tech session and open house combined.

The Driver Awards Dinner will be held on Sunday, February 8th at the Basic Urban Kitchen Bar. I hope to see all of you drivers there.

The last Tuesday Social will be held at El Callejon Restaurant in Encinitas. We are looking good for continuing our last Tuesday social events this year.

Additional events to look for this year are Tours; we are planning several tours this year so watch the calendar for a tour near you. There will be a Concours event, Rally event, historic races at Coronado and several social events. We're planning a very busy year and I hope to see you at an event this year.

Volunteers

We need volunteers. Here is your opportunity to give back to the club. We have several openings for Char-

ity, AX/DE Equipment, Goodie Store and of course Social could always use a helping hand. I can't stress how important volunteering is to the club and how many volunteers it takes to make all of our events happen. For those you at the Installation Dinner you should have an idea of what it takes when you got to see all of the 2008 volunteers standing together center stage. You will not be left out in the cold to work alone. We have many people who will help you get started and offer help along the way. Please consider helping out by being a volunteer. Contact any board member for more information and what opportunities are available for you to jump into. It's a great way to get to meet and interact with fellow PCA members.

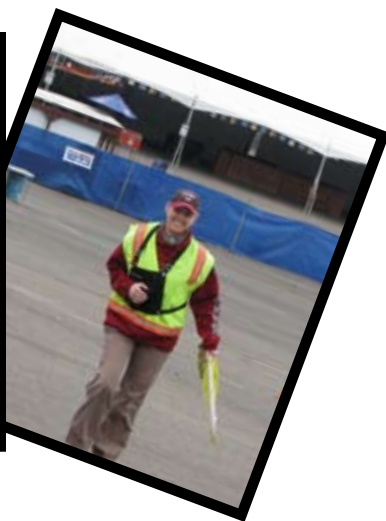
A Friend Remembered

Last but not least I'd like to take a moment to remember Bill Bohorquez. He passed away Dec 13th after a long battle with Lou Gehrig's disease. I'd like to express my condolences to his twin brother Ed and his family. Bill always had a smile on his face and I always enjoyed seeing Bill and Ed put their bright green 356 through its paces. He will be missed.

Dave



February 2009



Sunday, February 1

Windblown Witness submission deadline for March issue

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

Wednesday, February 4

Monthly Members and Board Meeting

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

7:00 p.m. – Meeting

Place: Curt and Janet Yaws

541 Celinda Drive

Carlsbad, CA

760-720-7191

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 46 in January's *Witness*.

Sunday, 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 15 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 18. WWW.SYMBOLICMOTORS.COM

Sunday, February 22

SDR Autocross West Lot

Details: See page 42

Contact: AX@PCASDR.ORG

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

March 2009

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

Wednesday, March 4

Monthly Members and Board Meeting

Time: 6:00 p.m. – Social hour and food
 7:00 p.m. – Meeting
Place: Neil and Julie Heimburge
 6290 Camino Corto
 San Diego, CA 92120
 619-583-3795
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.

Saturday, March 7

SDR Autocross SE Lot

Details: See page 42
Contact: AX@PCASDR.ORG

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

Saturday, March 14

SDR DE West Lot

Details: See page 42
Contact: DE@PCASDR.ORG

Thursday March 19, 2009

Tech Session

Time: 6 p.m.
Place: Mirage International
 8448 Miracrest Place, Suite F
 San Diego, CA 92121
WWW.MIRAGEINTL.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

Upcoming Events

April 3-5, 2009

California Festival of Speed

Details : See page 25 for details.
Contact: INFO@CALFEST.ORG

Saturday, April 11

Zone 8/SDR Autocross West Lot

Details: See page 42
Contact: AX@PCASDR.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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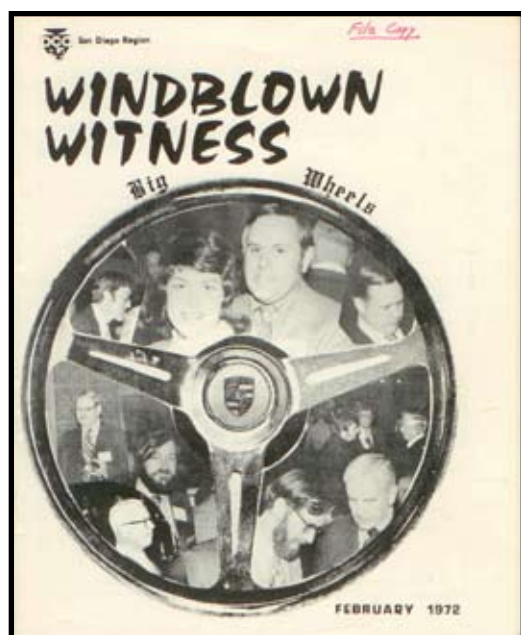
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Big Wheels

By TOM BROWN

Titled “Big Wheels” this cover (Feb, 1972) commemorates the winter 1972 PCA National Board meeting held here in San Diego. (The Club’s “big wheels” came to town.) Front and center in the steering wheel are Carol and Ernie Paschoal (Ernie was the SDR President that year). The other faces represented are various people from PCA National. There are two National board meetings a year, the summer one held annually at the Parade, and the other one held each winter. San Diego has hosted the National board numerous times, as we have just the climate they are looking for this time of year.



Ernie was very proud of the fact that the party held after the board meeting was the largest SDR event to date, with approximately 50 people from out-of-town and another 125 from the region attending. (That was almost 25% of our membership at the time!) It was interesting to spot a couple of familiar names: Betty Jo Turner – then and still the Panorama Editor; Bob Rassa, then and still a contributing editor to Panorama. Additionally, at the time there were several SDR members on the National staff. George Thwing was PCR Chair, Tom Hauseur headed up the Nominating Committee and was the Policy Chair. Wally Cole was the National Secretary. It was at this meeting that the region submitted the bid that would culminate in the 1977 Parade. We were trying for 1975, but it seems a couple of other regions had priority.

Autocross Rules

As the current Zone 8 Rules Coordinator, I found the 1972 autocross rules to be very interesting. Actually, they were pretty incomprehensible. Only an abbreviated version was published, which leads me to believe you had to already be familiar with them to make any sense of it. Of course, there were three cars that were most popular—the 365, 911 and 914, but that didn’t stop them from being comprehensive. Each of those cars had several different classes to encompass all their various flavors. There was even a class for all the race cars, including the 917! But how often did one of them show up at the Q?

Volunteers

And now from the “some things never change” department. The beginning of the year is when the new president and board are calling for volunteers – the necessary component to ensuring a year of successful and fun events. 1972 was no different. I close now with a poem from this issue (unfortunately un-credited).

Do you *Just Belong*?

Are you an active member, the kind that would be missed?

Or are you just contented that your name is on the list?

Do you attend the meetings and mingle with the crowd?

Or do you simply stay at home and crab both long and loud?

There’s quite a program scheduled that means success if done.

And it can be accomplished with the help of everyone.

Attend the meetings regularly and help with hand and heart.

Don’t be just a member, but take an active part.

Do you take an active part to help the club along?

Or are you satisfied to be one who will just belong?

Do you ever go to visit a member that is sick?

Or leave the work for just a few and talk about the clique?

Think this over members: Which is right or wrong?

Are you an active member, or do you just belong?



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The First Event of Its Kind

BY JOHN STRAUB, ARCHIVIST

We are now at the end of the first six months of 1988.

So here we go. In July of that year we held a Tech Session at Tech Finish. These types of finishes were relatively new on the market and with more and more new Porsches having metallic paint they were the hot topic on car care. Our Tech Session chair was Doug Hanson, he became the Treasurer for our second Porsche Parade to be held a few years later.

Talking about Porsche Parades, the Parade that year was held in Colorado Springs. San Diego Region had a fairly high turn out for that Parade. Some of the member attending from San Diego were Keith and Nancy Nelson, Paul and Ruth Young, Jim and Nancy Rydbeck, Art and Gerry Wrightson, Ernie and Carol Paschoal, Pat Scanlan, Vince and Cecelia Knauf, Ron and Mary Ann Mistak and I'm sure others that I have missed. (Sorry for my lack of memory some times.) As Monique and I drove home from Colorado we talked about how great it would be for San Diego to host another Parade. The last one San Diego did was in 1977, eleven years earlier. It was going to be the following year that then President Art Wrightson put Monique and I in charge of looking into doing the ground work for a possible 1992 Parade Bid.

In August of that year, we held not only an Autocross at the Stadium, but also a two day Time Trial. Some of members running the Autocross were Keith Nelson, Al Schlegel, Jerry Beauchane, Tom Hauseur, Joe Weber, Bob Gagnon, Doug Clarke, Vince Knauf, Ron Grabler, Bill Bogusch, Otto Obrist, Bill Myrick, Gerry Layer, Jerry Sturm, Lou Butler, Tom Schoch, Steve Hall, Steve Dente, Paul Young, Bob Lemke, Heather Brigham, Cecelia Knauf, Monique Straub, and Elizabeth Zellmann. Try as I may I could only get a second place in the AX Top Ten, losing to Jim Rydbeck who captured the TTOD. For the Time Trial that month Ron Mistak in his killer 914/6 took TTOD.

Fast forward through a few months of that year. We held Tours, Rallies, Tech Sessions, Concours, Street Concours, another Holtville Time Trial, the Installation Dinner and three very special events. That brings me to the "First Event of its Kind" for our Region.

This was the idea of two of our most active members, Vince and Cecelia Knauf. They came up with the idea of holding a joint event with the BMW and Mercedes clubs. The event was to be called the "Deutsche Marque Weekend". This first annual of many began with an autocross on Saturday at the stadium. There were very impressive plaques awarded for each class of BMW and Porsche.

The rally was on Sunday and had a "Monte Carlo" style format. For the members out there that are not familiar with this type of rally, the instructions include a diagram of each intersection with the direction of travel indicated by an arrow as well as mileage for each turn. The final part of the weekend was a social at the house of Vince and Cecelia with wonderful German food, beer and award presentations. This was the first of many of these events for our Region, maybe ten or more.

The next special event they put on was a, "Porsche Slumber Party". Held again at the Knauf's house, this started with a "Radio Controlled Autocross", then a "Best Dressed Slumber Party" award won by Dick Hofland, followed by barbecued bratwurst and German potato salad for dinner. Then came the scary movies, followed by a scavenger hunt with a list of required items from your car or pockets. Then back for more scary movies. By 4:30 a.m. most had passed out with the loudest snorer award going to Keith Nelson.

The third special event that Vince and Cecelia put on was the "New Member Pot-Luck" held at the automotive museum. The museum was in the middle of a major remodeling, so Cecelia turned it into a Halloween haunting with jack-o-lanterns, gala streamers, large skeletons and eerie sounds. After lots of fun socializing with new members, we sat down at decorated tables and everyone ate far too much of the truly great food that only a pot-luck can bring out. The Board members were introduced as well as committee chairs who gave short presentations on up-coming events.

As I think back on the great events that members like Vince and Cecelia Knauf came up with and chaired, a smile comes to my face. I'm really glad I got to be part of that and to know them! It's members like them who make the Porsche Club what it is today.





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20th Anniversary Gala

By MICHAEL HARRIS

Auto Museum co-chairs Skip Shirley and Michael Harris presented Museum Director Bob Swanson a check from San Diego Region PCA in the sum of \$500 to aid the Museum in improving their children's space. Bob was effusive in his appreciation and praise of our Club in being steadfast Museum supporters. Skip has been a long time volunteer spending up to two days a week at their restoration shops, working on different auto restorations. The shop used to be in downtown San Diego but is currently in more spacious facilities in National City.

The biggest news from Director Bob Swanson is that there will be a show at the Museum this year featuring Porsche. Skip Shirley, Michael Harris and John Straub have pushed for this show for over a year, and the Museum board approved. The show will be held the last quarter of 2009, roughly from October 1st until the end of December, or through the first week of January 2010. This is still in the very early planning stages but Bob envisions a show similar to the Ferrari display that ended in December. That is, dividing the display into two segments; the first for racing Porsches and the second phase



for touring/sports cars. Porsche is the honored marque at Laguna Seca for the Historic Sports Car Races in August 2009. We are hopeful that some of the cars brought here for that event may be able to be shown in San Diego at the end of the year. (The year 2009 is also the 100th Anniversary of Morgan Motor Cars, and there will be a Morgan Class at the Pebble Beach Concours. Better get your hotel reservations for Monterey now.) If you know anyone who has either a Porsche racing car or touring car in nice condition, keep the Museum in mind. Bob hopes that the Museum can put on a show similar to the Ferrari Show. This might include a program guide picturing and describing the cars, an outside banner advertising the show, and more. More details will be published as they



become available.

The next show will feature "Hot Rods" from January 6th to March 31st, followed by "Cars and Society." The third quarter will feature "Nissan: The Cars and the Company," and the year will end with the Porsche show. The "Cars and Coffee" events on the third Sunday of the month continue from 7 to 9am in front of the Museum in the parking lot.

Despite the downturn in the economy and the falling off of tourism and attendance in Balboa Park in general, the Auto Museum has actually generated an increase in attendance of 4% over 2007. During December Nights the Museum opened its doors to 8,300 guests. The Ferrari Show generated a lot of interest and the cars were of outstanding quality, both in terms of model uniqueness and restoration quality. We hope to equal that next year with the Porsche display. The library collection continues to grow. One of the more interesting features of recent shows has been the video displays. These videos offer interesting insights into the various displays. If you have not visited the Museum lately, please stop by. You will be very impressed. See you next month.



Skip Shirley and Michael Harris present the check



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The “Other Car” December Autocross

TEXT AND PHOTOS BY MARK RONDEAU



It was for time for our annual “Other Car Autocross”. It had been 3 months since I was able to attend an autocross and it felt like longer. October’s cancellation and the date change in November had conspired against me. I was ready to go get some laps in and have some fun.

Leigh Rayner and I were really looking forward to this AX as we would be passing the corner working torch to our replacements, Mike Brown and Steven Weiler. I had a good time working with Leigh this past year, but we both wanted to help out in other areas of the club. I must admit that there are some positives to being a corner working chair. You get to meet everyone who drives. Everybody knows your name. It’s a great boost to your popularity. At least, that’s how we saw it.

I woke up early Saturday and noticed that the weather wasn’t cooperating as much as I’d hoped, but it was a no points event anyway and I figured the event would hap-

pen rain or shine. I made sure that I packed a few layers to ward off the cold and rain and headed to the Q.

After a quick trip through tech in my Boxster S, I met up with Leigh and Mike and discussed corner working duties and procedures with them. Once the track was thrown, Mike and I went out and set the corners for the day’s event. Steven, Mike, Leigh and I then went over the remaining procedures and after Leigh’s last safety talk as corner working co-chair, we handed the reins over to Mike and Steven.

My student for the day, Lori Chesley, was going to run her first AX with us. She was a little apprehensive and not quite sure what to expect. I let her know that we would start off slowly and work up as her comfort level climbed. Once she realized that she wasn’t the only student at the autocross, she felt a little less pressure.

After making sure that Mike and Steve had things under control, Lori and I headed over to my car to get to pre-grid as I was in the first run group. I started off slowly to get Lori used to the track and point out the turn in, apex and track out points as references for when she would drive during the next session. The track was a little damp, but my street tires were gripping pretty well. As we picked up speed on subsequent laps, I realized that this was not the high speed track that it seemed when I was setting corners. The rhythm section needed perfect balance to get through it correctly and then on the brakes to set up for the hairpin corners at the end of this section. The next section was a sweeper into the top straight and then hard on the brakes into another off camber hairpin with a short straight into a late apex left hander. The last



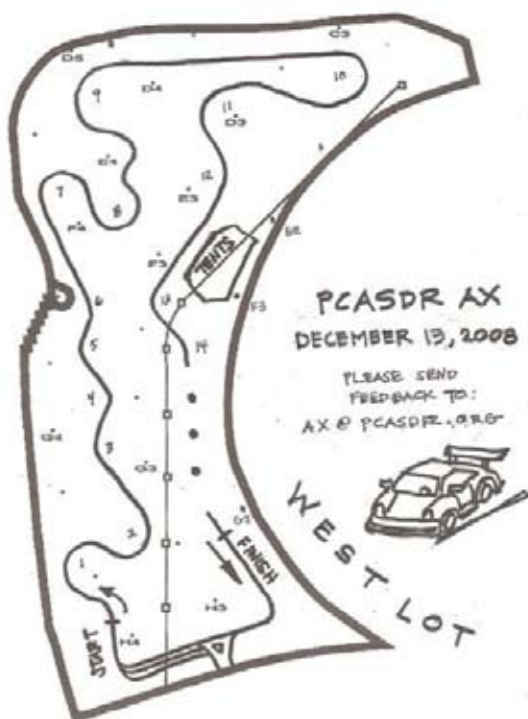
Devin Neeley and Eric Kinninger

section was also the fastest. As you turned onto the last straight, you could really roll onto the accelerator and keep it there. This straight had an off camber kink in it that really proved the “don’t lift” adage. A few cars got in trouble there. I didn’t have any problem in my car holding the corner in third gear. Once the corner was cleared, it was back on the brakes to set up for the three cone slalom and then back on the gas to slip through the final chicane to the finish line. I was able to get down to a 1:20.57 during the first session and felt pretty good about it.

Now it was time for Lori’s first practice session and she was a little less apprehensive about going out now that she’d experienced the track. We took our time around the course and let her build up her comfort level and confidence. As she completed each lap, I noticed that she was



Terry Barnum guarding the potty



Paul Young doing the chicken dance?

starting to smile more each time. Her best time during that first session was a 1:49.xx. The best part was that now she was getting comfortable, building confidence and starting to have some fun.

As she was a first time student, I went out to work corners with her during her session. We picked a corner along the rhythm section so that she could see how other drivers drove the line. My corner working session was right after hers. We stayed out there and moved up to the hairpin corners so that we could study the best line through that section. We were both able to pick up some good information while running to reset cones. This was the first time I’ve worked corners all year and it was a nice change of pace. Now I know why Kim Crosser always looks happy to work corners.

While we were out there working corners, our significant others were kind enough to bring us food from the lunch truck. It's a good thing too. We didn't have much time to get ready for Lori's next session. Lori continued to gain confidence and brought her time down to a respectable 1:36.xx. Keep in mind that she was driving a 5 series BMW with 4 doors and an automatic transmission. I drove it at speed during one lap and couldn't believe the understeer. The car does have a lot of power with its V8 engine and it stops a lot faster than you would think. The weight of the car is most apparent while cornering.

We then jumped into my car again for my second run session. There was some light rain falling on parts of the track (weird?) which made driving interesting. I really love the way the Boxster S handles and how smoothly it accelerates. I was able to get down to a 1:18.15 during the second session which seemed to be a good time on street tires.

We finally had some down time after a very busy morning. I walked around checking out the various non P cars at the event and found some to be amusing (Ford Focus, VW Rabbit), exotic (Ferrari, Porsche 904), powerful (Corvette, BMW), and the usual collection of Porsches. I was particularly impressed with the VW that lifted its rear wheel about 16" off the ground around the tight corners.

As I mentioned earlier, the kink in the back straight in conjunction with the cold temperatures and less



Dan Chambers

than ideal dryness, caused a few spins that were deemed to be on the dangerous side. After a change to the track which slowed it down by about 3-4 seconds, we were back up and running. I'm not sure what my times were after the change as we developed timing problems during the last practice sessions.

I'd like to thank everyone for showing up and working corners with a minimal amount of hassle from Leigh and me. Your cooperation all year was appreciated and noticed. I hope that you'll show the same respect and cooperation to our new corner working chairs, Mike Brown and Steven Weiler.



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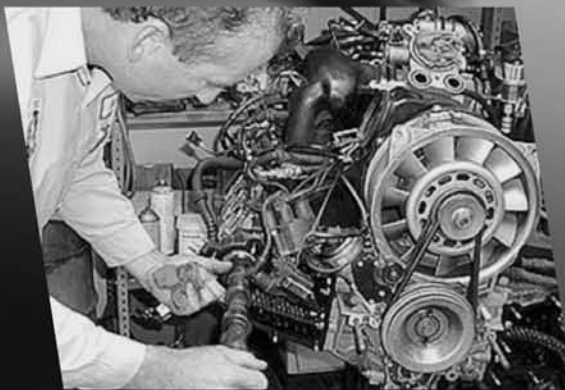
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TEXT AND PHOTOS BY GREG PHILLIPS

Editor's note: Astute readers noted that last month's Witness included an article on the November 2007 AX, rather than the 2008 AX. This year's times are much faster!

Although I had pre-registered for the last points autocross of the year, when the alarm went off I had a long debate with myself. At first I was not going to go as it was so early. Then after I decided to go, I remembered it was in the SE lot and my 928 is not so agile in tight corners so then I considered bring the 968 instead. Luckily I reconsidered both decisions because the autocross crew put on a great track in the SE lot and it was a lot of fun in the 928.

Since it was really not that early I was able to get into tech line with time to spare after emptying out the car. We were using the trolley tracks for shade as they had the trailer set up in the SW corner of the lot. Tech went quickly and it was soon time for the track walk. As we started looking at the track the day did look brighter. The track was fast with sweeping corners on each end as it folded back and forth around the SE lot before finishing up back in the SW corner.

Practice Runs

Next up was the drivers meeting and then the student-instructors pairing where I met my student for the day Bryant Hebner and his Cayman S. He was sharing the car with his son Grant who was already an experienced racer although this was their first PCA autocross. Bryant's group was up first for corner working but our job was to put up the boundary flags to keep the spectators out and we were quickly done. He finished getting his car ready and soon it was time for my practice session and we buckled up and headed out. The first lap went quickly as we tried to see how the track flowed and then the next few laps we were able to pick up the pace and start pushing harder. The straights were short but fast and the sweepers at each end allowed you to carry your speed onto the next straight, but finding the right braking points was difficult.

After my session it was Bryant's turn in the Cayman. Although we had talked about a slow lap to start and get acquainted with the track, Bryant had other ideas and we were able to get his spin out of the way by the third corner. The Cayman is fast but he got behind in the esses and around we went. The rest of the lap went well and he was undeterred. The rest of the session was without incident as he settled down and started learning the track and the potential of the Cayman.

After the session we had time to watch some of the other entrants and I was able to get some pictures of the other run groups and enjoy the beautiful fall San Diego weather. Since this was the first autocross since the Performance Driving School we had a good turnout of the recent graduates as well as some other new drivers to try out the SE lot. We also had a few seasoned veterans we had not seen in a while like Roland Schmidt in his black AR 911, Dan Andrew's AM Gulf 911, Richard Park's AM 914 and the Hauptmann Bruderschaft 914 with Dustin, Tyler and George, Jr. driving along with some familiar faces in new cars. Mark and Erik Kinninger were tuning up on another 911 Carrera "Kinninger Special" (which later turned up at Buttonwillow in Don Middleton's hands).

For the next practice session I was trying to judge my braking points as well as trying to get the power down coming out of the sweepers. The track started with a short straight and then a quick right- left combination that brought you into a straight running along the east edge of the lot. At the end of the straight was hard braking for a sweeping left and then hard acceleration out of the sweeper and onto another short straight. Getting traction out of this sweeper was difficult as you were balancing your lateral grip and acceleration. Too much throttle made for some large drift angles. Unfortunately it was not a long straight and you soon needed to set up for a right and then left which brought you into a right hand sweeper that turned around the inside wall of the lot. This was also an interesting area because of the patched areas of pavement. The new pavement provided better grip but there was a transition from new to old and then back to new with a large bump at the exit of the sweeper. The 928 was not too bad here but some of the more stiffly sprung cars (Hello Martin & Jennifer



Lining up



Martin Reinhardt working the timing system

Reinhardt) had a big bounce and traction loss here. Again there was a short straight before hard braking into another sweeping left onto a straight running along the west wall. At the end of the straight was braking into a left and then quick right before accelerating through the timing lights. My times had improved and I was getting down into the 1:06 range, partially with more practice and also I had less weight without a student. Unfortunately I had checked with Carl Scragg and asked him about his times before my practice session and he said he was down to 1:03! My last practice laps did show some improvement but I was nowhere near as fast as his 911. But he was faster than Roland Schmidt's 911, at least for this practice session. While I was waiting in line after my first lap, they closed my lane and routed us around Roland's car. The next time around there were several people around his car with jacks and tools. But by the end of the session, he was running again. I turned out he had lost the bolts supporting his engine and it had fallen onto the ground. With Mark Kinner's and Mike Avitt's help they used the jack handles and put them in his exhaust as handles to lift the engine up and then were able to jack it back into position and reattached so that he could finish the day. Sadly there were no pictures to share.

After my practice session it was time for Bryant to work on his times. His son had been improving and had adjusted the tire pressures. So when he went out his times continued to drop, but he was still chasing his son's times. We were both chasing faster times. But he was not concentrating on speed but was working on smoothness, proper line and unwinding as he accelerated out of the corners. It was paying dividends and he was not spinning.

Timed Runs

My run group was up first for timed runs and after the practice lap to warm up the tires I started my first timed run. It felt quick and my time was reasonable at 1:06.8 on the display but then I heard I had one cone penalty for 2 seconds. My second lap I was a little more conservative but still had a decent time of 1:06.86 and was clean

this time. The last lap my tires were losing some grip (or I was pushing too hard) and I ended up hitting more cones so my second lap was my fastest. Carl was unfortunately ahead of me during timing and I was not able to see his times until the end of the day. He did beat me with a 1:05.58 to take JP, but when questioned about his earlier laps he had to admit he was stretching the truth (lying) about his 1:03. I was 2nd in JP and Rex Sampsell was 3rd at 1:08.83.

Brant's group was up soon and he also improved his times and was also very consistent with a 1:07.66, 1:07.42 and a 1:07.53 on his timed laps. His son eventually ended up taking NSS with a very fast 1:04.13 and was also 3rd best BRI. Hassan Zaidi was 2nd in another Cayman S at 1:06.12 with Bryant ending up in 3rd place. NSS was also the largest class with a dozen including the ladies as the Cayman is a very popular and fast Porsche.



Going through Tech

It was then time for corner working to end the day. I ended up working at the sweeper that went around the inside wall with the patched pavement. As I watched the different groups come through I found there were a few fast drivers taking a different line through the sweeper. Instead of the usual late apex that allowed tracking out to the edge of the track, they were staying in tighter to the inside and taking an even later apex. Although they did give up some of the trackout potential, they were able to gain because they stayed on the new pavement all the way through the sweeper. Not only did they have greater grip but they did not have to contend with the change in traction on the old pavement they also did not lose traction over the bump. Maybe I should corner work before my timed runs next time.

Although this was the last points event of the year, only a few of the classes were still undecided. In 944 Spec Sean Steele was leading John Kinkaid, who was hoping for an upset win. Sean ended up taking the championship

but Leigh Rayner ended up taking the win at 1:06.74 with Sean 2nd at 1:07.1 and John 3rd at 1:07.28. In AI George Copelin had a lead over Herb Meeder and extended it by finishing first with a 1:03.46 ahead of Herb's 1:06.72. In AM, Clark and Austin Smith were 1-2 for the year but Dan Andrews (1:01.96) and Richard Park (1:02.83) ended up 1-2 for the day. In IP it was Angela and Mike Avitt with Angela winning the day with a 1:09.28. In KSS Mark Matsu-moto's 928 GT finished the season on top and also beat Don Traver's RSA 1:08.45 to 1:10.86 for the day. In JSS and JSSL the team of Peter Simpson (1:14.81) and Stephanie Lessig (1:18.79) were winners in their first event.

KI was another competitive class. Although Martin Reinhardt had locked up the title, Jim Binford, Tom Comeau and Jennifer Reinhardt were still battling. The competition seemed to help Jim as he ended up turning a 1:01.77 to not only win KI but also take TTOD! Martin was 2nd at 1:01.91 with Jennifer 3rd at 1:03.98 and Tom with a 1:04.14. Jim and Martin were also 1-2 for TTOD with Dan Andrews (AM) and Roland Schmidt (AR) right close behind with a 1:01.96 and 1:01.98 respectively. Carl Vanderschuit's LS Boxster was 5th fastest at 1:02.48 and also was the top BRI. Jesse Meczer's GT3 was next in QS at 1:02.72 with Richard Park 1:02.83 and Erik Kinninger 1:02.94 winning in II. Rounding out the top ten were George Copelin's AI 914 at 1:03.46 to just nip Tawfik

Benabdeljalil's NS 993 at 1:03.47.

At the end of the day, we were able to finish up with still some daylight left to pack up the cones, open the beer and load the trailer, although not necessarily in that order. Our last event for the year will be the Other Car Autocross in December, but we already have a January event on the schedule as well as the first of the Time Trial series at Streets of Willow on Friday and Saturday January 30-31 and then Big Willow on Sunday February 1. Keep your eye on the Witness and the website for further details and here is hoping Santa will leave a new set of tires under the tree.



Joseph Elumba in a 1972 911T

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Dash Electrical Fire Prevention

(Pre-89 911, 912, 914)

BY STEVE GROSEKEMPER

One of the most terrifying experiences a Porsche owner may ever be faced with is an electrical fire while driving. Not only is your precious car going up in flames, but it is extremely difficult to give 100% of your attention to the road when the passenger compartment is filling with noxious fumes.

I could tell you what to calmly do when this happens, but I would rather tell you how to avoid it as well as the thousands of dollars in repair costs.

This situation is usually caused by a short in the dash illumination circuit. The problem with this circuit is that it is not fused. When part of the circuit shorts to ground the current load greatly exceeds the capacity of the wire. This situation is usually caused by chafed/deteriorated wiring, bad bulb holders, or other unexplained circumstances. The short causes heat, fire and, of course, highly elevated repair bills. The overheated wire lives inside a large main wiring harness which takes only seconds to be completely destroyed.

Fortunately, this disaster is easily averted. An inline fuse holder can be installed at pin #58a of the headlight switch. Then if a short does occur, the fuse (3 amp) blows before any damage is done.

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1. Disconnect the battery ground cable. (This is mandatory, not just a good suggestion.)

2. Remove the headlight switch knob.

First pull the switch out (on position). For pre-84 cars gently turn the knob in a counter-clockwise direction. If the knob doesn't come off very easily, don't force it. There is a hole in the shaft of the switch that a small wire or allen wrench can be put into to keep it from turning. If you force it you can damage the switch. For 84-89 cars you need to pop the plastic emblem out of the knob. A small screwdriver works great for this. Under the emblem is a small locking nut that must be removed prior to removal. If you try to twist the knob off with the lock nut in place, you will damage the knob. Don't forget to keep the shaft from turning.

3. Remove the switch bezel. There are special tools to remove these but only old factory mechanics have them, if they haven't lost them. The rest of us just improvise with whatever we have in our tool boxes.

- On early cars where the bezel sticks out, you can just reach around to the back of the switch and give it a

twist. This will break the switch loose so you can remove the bezel with your fingers. This usually only takes about ¼ turn to accomplish.

- On cars built after 1974, you can use the same approach but you might have a hard time getting the bezel out as it is recessed into the dash. You can use your special factory tool or do what I do and try using the tips of a set of small needle nose pliers. Push the center shaft back in for better access to the bezel if your needle nose pliers are too short.

4. Remove the headlight switch from the dash.

- Carefully reach around the back of the dash and pull the switch out so you can access the back of the switch. Be extra careful pulling the switch out so you don't pull any wires off the switch. The lower dash on Targas and Cabriolets is more obtrusive than it is on coupes so be careful with these cars. If you need some more room you will notice a short harness that has a round plug at the firewall. Unplugging this harness will give you a little more working room. Don't forget to plug it back in when you are done.

- You may hear a metallic clinking noise when you pull the switch out. That is the big flat washer that lives between the switch and the back of the dash. If you don't see it, look (feel) for it at the bottom ledge of the dash. If it is still on the switch, you saved yourself a fishing expedition.

- Hey, did sparks and smoke start flying from under your dash when you pulled the switch out? Is the car now on fire? Are your fingers burned, cut and bleeding? Is your bloodstream receiving an overdose of adrenalin? That would be because it is virtually impossible to get the switch out of the car without the hot power wires coming in contact with the chassis and grounding. It might also have something to do with the fact that you didn't start with step 1: disconnecting the battery ground cable. (See, I told you it wasn't just a good suggestion.)

5. Prepare the fuse holder for installation.

- I like to use a standard 16 gauge ATC type fuse and holder for this application. These are the same type blade fuses used in newer Porsches and just about every other car on the planet. A universal fuse holder can be purchased at just about any auto parts store. The package will include a fuse holder with a wire out each end or a single looped wire. If it is looped, cut it about 1/3 of the way through the loop. This will allow better access to the

fuse when installed.

- Install a male spade connector to the short wire of the connector and a female spade connector to the other.
- Install a 3 amp fuse into the holder. The total circuit draw is about 1.5 amps, so at 3 amps we will have sufficient protection without any risk of inadvertent fuse failure. If the fuse holder comes with a fuse, it will be a 10 amp or larger unit and will largely defeat the purpose of this entire exercise. So replace it!

6. Install the modified fuse holder at the headlight switch.

The switch terminal (58a) has direct battery power when the switch is on and this is where we need to install the fuse. Disconnect the black and violet (#58a) wires from the switch. Plug the inline fuse holder female connector at pin 58a of the switch. Slide a 2-inch section of heat shrink tubing over the #58a wire connector of the car harness. Plug the black and violet wires of the car into the male connector of the fuse holder. Slide the heat shrink tubing over the bare connectors and use a hair dryer, or other appropriate heat source, to shrink it to fit. Electrical tape can be used, but it can come undone with time and create an electrical short circuit. Of course our new fuse would blow instead of melting the entire harness.

7. Reinstall headlight switch.

- Place the spacing washer on the headlight switch threaded shaft.
- Insert the switch back into the dash and hold it in place with one hand.
- Rotate switch ¼ turn counterclockwise.
- Thread the bezel on by hand and then rotate the switch clockwise ¼ turn to lock it into place.
- Use the appropriate tool to hold the switch shaft while installing and tightening the knob and knob emblem.
- Don't forget to reconnect the short harness with the round plug at the firewall if you unplugged it earlier.

8. Powering up and testing.

- Reconnect battery negative cable and tighten.
- Turn on the headlights and watch the dash lights come on. Remove the 3 amp fuse from the fuse holder. Did the dash lights go out? Congratulations! Your update is now complete. (After you reinstall the fuse, of course.)

Good Luck



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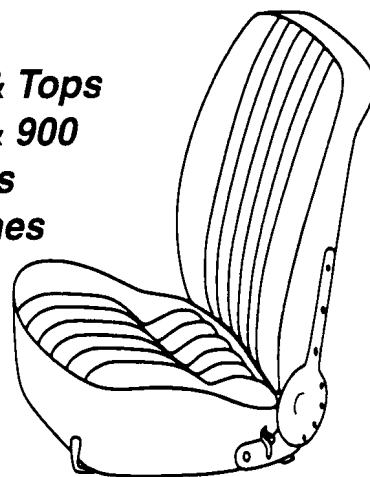
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Cayenne Off-Road Fun

TEXT BY BILL PARISEN

What an event! My wife, Maria, and I had been looking forward to our first event with the club. We missed out on the wine event in Temecula that we planned to participate in with our Boxster. Unfortunately my business travel prevented us from joining that tour. The November dates worked perfectly for us and we decided to take our Cayenne on the off-road tour. Maria and I then discussed which Cayenne we would be using for the off-road event; my '06 V6, or her brand new '08 S. Well, you know my vehicle drew the short stick. When we first reviewed this event, we immediately thought this would be great for the entire family and I was confident there would be some well maintained fire roads for our venture. Wow was I wrong about the fire roads; but it was a great event to take our kids!

Dudley's

We started out on a rainy morning at the renowned Dudley's Bakery in Santa Ysabel. As we entered the parking lot we immediately felt at home with the Cayennes already in the parking lot. There was an assortment of Gen 1 and Gen 2 Cayennes in all model types (Cayenne, Cayenne S, and Turbo). As we entered Dudley's for a warm cup of coffee and cocoa for the kids, the Porsche Cayenne participants were easy to spot. We introduced ourselves to our well prepared and entertaining hosts for the event, Vince and Cecelia Knauf. After a brief driver's meeting, signing a few forms for non-liability for the club event, and communication radios in hand, it was a left out the parking lot and up the hill travelling east out of Santa Ysabel.

Upon exiting Santa Ysabel, we continued through historic Julian on Highway 78, we started our windy descent into Banner and Borrego Springs; we were travelling through "Gold Country." As we pulled onto a dirt road entering Chariot Canyon, I could see that the road was not going to be a well maintained fire road at all...

Locking the Cayennes into 4WD

Vince helped those who had not had the opportunity to use 4WD on their Cayennes previously. That included us. After a brief instruction on properly engaging 4WD in the low range, it was time to start up the hill. I will note that those Cayennes equipped with high ground clearance definitely had the hot ticket. That being said, our Cayenne did just fine as we headed up the hill through rocks and ravines.

Gold Mine Exploration

After getting a taste of 4-wheeling for a few miles, it was time to stop and take a look at an old abandoned gold mine. We all parked off the dirt road the best we could to allow any hunters (or the park ranger that came by to make sure we weren't getting into mischief) and continued passage on the trail.

Heading down a trail first graded in the 20's (at best)-Mason Valley Truck Trail

Can you picture one of those old western movies where a covered wagon is going through rough terrain and breaks a wagon wheel due to intensely rough terrain that no vehicle should roll through? Okay, now picture that same terrain with Porsche Cayennes. It's an incred-

ible silhouette of the world's best engineering. As Vince communicated instructions for heading down the steep pass, we were following those instructions by placing our Cayenne into manual from drive (Tiptronic) to lock in a low gear. Once in this mode, the hill descent mode and stability control are activated. Vince mentioned this would be very effective and mitigate our need to brake by keeping the vehicle in the reduction gear, which was 2nd for most of the decline, and for those "oh \$%&#" areas, 1st gear was engaged. We were the third Cayenne in the path when we started our descent into really rough terrain. The two Cayennes in front of us were going through a section in which only two of the four wheels on the ground; and absolutely not concerned with the wooden wheel breaking like the days of the old timers). Our drive train could be heard engaging and making adjustments every inch of the way. It was really incredible to hear the onboard computer do all the amazing stuff that this vehicle is marketed to do.

This amazing journey for those of you that remember what an "E" ticket at Disneyland was, this was absolutely an "E" ticket. As we were descending and trying to keep at least two of our four wheels on the trail, the cliff to the right was hundreds of feet down to the bottom. Maria who, was the co-pilot in our Cayenne, preferred to keep her eyes closed in lieu of looking at the obstacles in front of us. Or next to us. The descent was incredible. At each and every rock, ravine, and turn, the Cayenne onboard computer could be heard adjusting the vehicle for effective off-road passage. You wouldn't think a ride could be this much fun when only going a few miles an hour at best.

Off-Road Pit Crew

We all stopped to re-group after the descent and arrival to Oriflamme Canyon. Even the three brand-x 4WD vehicles that accompanied us made it fine; although, I must admit, I was surprised. As we got out to stretch I noticed a slight hiss from my right front wheel. Sure enough, a rock had punctured my sidewall and I was losing pressure. Thanks to the great guys on the trip, I immediately learned that the Cayenne has auxiliary battery posts to hook an air compressor to. We tried to pump up the tire, however, the puncture was too wide and deep. Vince was kind enough to lend me a spare, and with some help from the owner of Black Forest Porsche, I was back in business and was able to complete the run. I soon learned that my brand new Michelin Latitude 275/40/20 were not the best tires for the trails we we're on...fire roads would have been fine; but then again, we did sign up for an off-road tour, and we got an off-road tour!

Lunch

After hours of off-road fun, we entered the paved road



What a team! As I look on, Vince is dialing in the factory Porsche Cayenne jack as my wheel is removed and Vince's spare is about to be installed. John Rickard from Black Forest is attacking the lug nuts. Many participants showed their interest in our pit stop – all in good fun!

S2 to head for our lunch spot. We pulled off to a rest stop and restroom facility and we were on the same path as the Butterfield Stage Line. The rain continued to fall. Vince gave us the opportunity to go have lunch down the road and call it a day or continue on and have lunch in our vehicles, or continue down the path and find a place down S2. All of us on the tour wanted to continue and hopefully find a place to have lunch. We ended up stopping at the base of a mountain range. I was ready for a glass of Cabernet! All of us enjoyed a favorite beverage of choice along with whatever gourmet specialty was hidden in the rear compartment of each Cayenne. Ours of course was a sandwich that we shared with our kids along with fruit. I recall walking to the dirt road with my glass of Cabernet and thinking to myself, "what a terrific outing...fun times, great people, good food, and a glass of Cabernet in the peacefulness of light falling rain accenting the desert tranquility." The light rain subsided enough for us to mingle and get to know the club members a little better.

Morteros and the Attacking Goyas

The day continued to be a day of excitement and discovery. As we were walking towards Morteros that had been ground in the rocks by Indians grinding seeds and desert plants, what we will call "attacking goya" got Maria on the ankle. I'm not sure if we have "goya" spelled correctly as I have done an extensive internet search; but regardless of the spelling, this golf ball size prickly desert plant was aggressive in its chase for the ankle and to dig in and stay. After a few screams from Maria that she was in a great deal of pain (okay, well, not that much pain), we were able to remove the "attacking goya" and continue on our path to the Matamoros. As the rain picked up again, we all hurried back down the hillside to jump

into the comfort of the awaiting and warm Cayennes.

Editor's Note: the author is referring to the Cholla, pronounced CHOY-ya, a common cactus in the Southern California desert. There are many species found. The most common is the "Teddybear Cholla" which looks like, well, a teddy bear. It is also called the Jumping Cholla because the spiny joints detach easily and seem to jump onto any passerby. This is why a pair of pliers should be taken on any walk in the desert.

Off we go for the last part of our journey

As we headed back out, I was unsure which way civilization was. Although I had my NAV on the map function, many of the areas on the map and in our guide were foreign to me. We continued through rough terrain as we navigated Grapevine Canyon and the early routes used through the Borrego Valley. Due to sunlight and time permitting, Vince took us through a wash and cactus garden where we were able to identify many different species of cactus. While I'm certainly not a horticulturist, we were able to identify certain cactus plants (with Vince's help on the radio of course).

As we bore down toward the S-2, our journey had come to an end for the day and we stopped just shy of the highway. We all had a great time. Our Cayenne looked like it had been completely trashed off-road. The sides of

the vehicle looked like it had been scratched from bottom to top. I was on a mismatched wheel. As I reflect, we had one of the best family days, as our three kids had just as much fun, if not more so, than we did. We hold great memories from that day. The Cayenne washed up as good as new. A lesson learned was to absolutely not to have street performance tires when going on an adventure with Vince and the Porsche Club of San Diego. Not only did I replace the tire that was punctured on the trip, I ended up replacing the left front tire a week later due to a puncture of the inside sidewall. The day was a little more costly than we planned, but the trip was worth every penny. Can't wait for the next Cayenne event! Special thanks to Vince and Cecilia Knauf for doing such a fantastic job. We received a wonderful guide book that we will keep as a souvenir from our journey. Not only was this a historical and cultural event, it was a learning experience about how great our Cayennes can perform and it really opens the door to outdoor adventure and exploration that otherwise wouldn't be possible without such a great vehicle. We look forward to participating in other club events going forward. What a terrific time!



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Register for Parade 101

TEXT BY KATHY FRICKE



54th Porsche Parade

Keystone. CO. June 29th – July 4th, 2009

While talking with some of our PCA members during the regional holiday parties, it occurred to Kathleen Lennon and I that some of you really didn't have a good idea of what registering for the Porsche Parade is all about. We thought we should take a moment to explain just how the process goes. Here are some of the basics for you to think about:

When you register for Parade 2009 online, you must first have access to the PCA National website. Some of you may already have access to WWW.PCA.ORG and have a password set up for its access. For those of you who do not, please contact Vu Nguyen, PCA Executive Director at VUN@PCA.ORG. He will assist you in gaining access to the National site, where you will be registering for our 2009 Porsche Parade.

Be Prepared!

Have a copy of the 2009 Porsche Parade's full schedule of events at hand. It will help you when you are in the registration process, and you can find the full Parade schedule on WWW.PORSCHEPARADE2009.COM. It will list the four major competitive events, special activities and banquets plus all their dates and times for your convenient selection. The Parade registration process will take you approximately 30 minutes on line.

The 54th Porsche Parade registration fee is \$165.00, and covers basic admittance to the Parade for the entrant, a co-entrant, and one car. The co-entrant may be

an unaffiliated PCA member, but must share the same car with an entrant. An exception applies if the registered Porsche is not legal for street use, in which case a second Porsche may be registered for use in the TSD rally only.

Beginning with the 54th Parade, we have lowered the registration fee, but will be charging entrants additional fees for the four major competitive events, if you choose to enter any or all: Concours-\$20 per car; Autocross-\$20 per driver; TSD Rally-\$10 per car, and Tech Quiz-\$10 per person.

Additional fees apply for banquet/meal tickets and for selected other activities such as the spectacular driving tours, golf tournament, 5K walk/run and some Parade kids' activities.

There are three ways to register for the Colorado Parade and all its activities:

- The fastest, easiest way to register is online at WWW.PCA.ORG.
- Before you can do that, you must be a registered user on the PCA website. If you aren't already registered, please do that now so you are ready to go at Registration time. If you are already registered, please make sure your information is up to date.
- If you are not comfortable using the online method of registering, please go to the Colorado Parade site directly at WWW.PORSCHEPARADE2009.COM to download the registration form. Fill it in and mail it on or after March 3, 2009.
- If you do not have Internet access, call Kathleen Lennon, Parade Registrar, at 719-487-2842 or 719-330-1525 and request that a paper registration form be

mailed to you. Requests for paper registration forms will be accepted beginning February 14th.

- Mailed registrations and online registrations will be treated alike. There is no advantage to registering either way, beyond your own convenience.

As in the past, there is no early registration. The online registration site will be available starting Tuesday, March 3rd. All online registrations submitted on March 3rd, 4th, or 5th will be treated equally as first day registration and paper registrations postmarked the same days. Paper entries received with an earlier postmark will be rejected. There is no rush to register on a single first day as in past Parades. You may also register later but your options may be somewhat limited.

As you can see, Parade registration has its rules, as do many regional events we all register for. If you are still confused or simply worried you won't do it right, please feel free to call Kathleen Lennon. She will hold your hand through the process prior to our actual registration dates.

Help is Out There

Kathleen and I hope these hints and things to think about will help you with your registration for the 2009 Parade. Once you are registered, you will receive a confirmation of registration from the registrar and the Parade code to help you with your selection of Keystone Parade lodging. Whether you choose a hotel or a condominium, you will need this Parade access code to obtain the Parade rates. Check our regional Parade website for a lodging map of the Keystone area WWW.PORSCHEPARADE2009.COM.

Walt and I will also be available to answer any Parade questions you may have. Our e-mail is KATFRICKE@MSN.COM or call 303-499-6540.

Welcome to the registration process for the 2009 Porsche Parade.

Kathleen Lennon - Parade Registrar

Kathy and Walt Fricke - Parade Chairs



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Passion for Parade

BY WENDY SHOFFIT

Porsche Parade... what a great way to spend a week of vacation during the summer! The cars, the people, the places, the competition, the food! Where to even start talking about it? Charlotte was my 8th Parade since joining the club in 1997. Knowing what I know about the event, I wish I could say it had been my 11th. Life sometimes gets in the way, though, preventing us from always doing everything we want. Regardless, I am planning to make it every year until I can't make it anymore. I want to be the one left standing during the Concours Banquet as the person who has attended the most parades. I might have to live to be 150 to do it, though! I'm not the only one with the passion.

Something Different Each Year

So, why am I so passionate about Parade? Why do I spend so much of my time trying to convince members from my local region to go party with us for the week? Well, I honestly can't imagine spending a more fun-filled week. Now, I'm sure you are doubting the validity of that statement, but let me clarify. I love to have a good time. I enjoy things like amusement parks, driving fast, and traveling with my family. Last year I finally spent a glorious 10 days in Paris with my husband and daughter that I wouldn't trade for anything. It was truly amazing. However, as much as I loved it, I don't think I could go there year after year. Seeing similar sights, eating similar foods, trying my best to speak the local language... it's hard to imagine. That's where Parade has an advantage. Every year it's someplace different, so I don't tire of the scenery. Local cuisine is always different, so I don't tire of the food. I already know English pretty well, so I don't have to struggle with language (although one might say that people in the north talk kinda funny). Most amazingly, though, are the people who attend. Some are at their very first Parade and have a bewildered sort of look on their faces and so appreciate an understanding, friendly smile and a bit of guidance with what to do next. Others are seasoned veterans, offering that guidance with the warm smile. Those people you see year after year and know they come back each time for the same reason you do. Our club's motto couldn't be more true... "It's not the Cars, it's the People." So, having a week's worth of unbridled fun in a new place (did I mention the fabulous hotels) eating great food with 1000 friends? How can that be rivaled?

Maybe It's Not Only the People

Okay, so it all can't be about the people. After all,

we ARE members of the PORSCHE club, so it must have something to do with the cars. You're right... tell them what they've won, Rod! How about the opportunity to view some of the most spectacular cars in the country? Nearly every model that has been manufactured seems to be represented in the Concours. It's truly amazing seeing how beautiful a 40 year old car can look with enough love and attention. I swear they look better than any of my cars did straight off the line. I have also never been as close to so many historical race cars in my entire life. While until a few years ago, I didn't even know what a 917 was or how to identify it, I've seen several at various Parades. Speechless.

There is the Competition Aspect

P-cars aren't JUST for looking pretty. Rumor has it that they go pretty fast, too (the 917 could go from 0-60 in 1.9 seconds, but I digress). While we won't achieve 917 speeds on the autocross, there are some amazingly fast cars out there, driven by some amazingly fast drivers from around the country. While you're not driving your car to the limit, maybe you could be testing your navigating or driving skills on the TSD rally. While you're not in the car autocrossing or rallying, how about testing your intellect and trivial knowledge absorption and regurgitation on the Tech Quiz? Who knows what your limits can be until you try.

Parade is not all about people, cars and competition, though. It's truly phenomenal how many different activities there are for all the different people out there. Young, old, competitive, artistic, social butterflies... Golf tournaments, art shows, RC cars, banquets, goodie store (for the shopper in you), historic displays, tech sessions, wine tastings, motivational speeches (ever hear of Vic Elford? He was in Hershey; Norbert Singer? He was in Charlotte; Peter Porsche? He has been to about 30 Parades now!), autograph sessions, sponsor booths, local tours and door prizes... Ooooooh the door prizes! How about a new set of tires? Already have those? Well, how about a trip to Germany? You have to attend the final Victory Banquet to win that one. Wait a minute, maybe if you don't go, it'll increase MY chances to win! *smile*.

So, my passion, as you can see has many different sources to feed from. But don't just trust my opinion, why not go to your first Parade? All you have to do is sign up online beginning March 3, 2009. My first was in Sacramento in 2000. Will Keystone be your first in 2009? I hope to see you there!



Parade for the Carless and Non-Competitors

BY WENDY SHOFFIT

Why on earth would you ever want to attend a Porsche Club national event without bringing your Porsche? What do you do if your beloved baby is older or fragile and can't make the trek across the country or if it's in so many pieces it can't even make it out of the garage? Does that mean you have to miss out on all the fun? The answer is a resounding "NO!" There are many ways for people without their P-Cars to participate and compete at Parade.

One of the big four competitions historically is the Tech Quiz. Come test your technical and historical knowledge of all things Porsche and PCA. Sign up for your favorite model and era. Perhaps the 914 is your bailiwick, so come show those other guys and gals how much you really do know about them! Since there are so many 911s around, that quiz is divided into eras. Check out the current year's Parade Competition Rules (PCRs) for the complete list and start studying your copy of "Excellence was Expected." Not that there are many questions from there... it's just fun to read!

Relatively new to the Parade schedule is the Gimmick Rally. While it still requires some sort of vehicle, it doesn't have to be a Porsche. Your loaner hybrid will work just fine. Sign up and take in some of the most interesting roads in the area. See the sights, answer the questions, and have fun. If you just have to compete in the standard TSD rally, why not find a single driver out there? No, this is not a dating service... but there are always people who come to Parade without a navigator (and they can't compete alone). We'll do our best to get you a ride if you can't bring your own.

Another new competition is the Zone Challenge. This is an always changing set of events that test you in ways you never knew we would! Tug of wars, rapid tire changing, carburetor rebuilding, sandcastle building, virtual racing, you name it. Get together with others in your Zone to build your dream team. Even if you don't win, you'll have tons of fun trying!

What if you're artistic and know bubkes about the inner workings of a 944 engine, well then get out your paints, camera, needlepoint, or favorite artistic medium and enter the art show. Believe me, the artists are very serious about their work. Enter for fun or for competition and also enjoy the fruits of everyone else's labor. Amazing works of art abound.

Are you more into sports than the cars? Come play in the golf tournament against Peter Porsche or compete in the 5K Run/Walk. Get your heart pumping from exercise

instead of the purr of the GT3. Whatever it takes.

Would you rather play with toys? Bring your favorite remote controlled car and see if you can beat the 7 year olds out there. Trust me, it's way harder than it sounds! If you don't have your own RC car, not to worry... Vu Nguyen always brings loaners. Oh, and try to beat HIM in his own car. That's harder than beating the 7 year olds!

The Parade organizers are always looking for more ways for people to be able to compete with each other, with or without a vehicle. So, don't let that stop you from coming to Keystone! You are sure to get your fill of whatever level of competition you desire, while your baby sits safe and protected in your garage at home.

Hate to Compete?

So you say you have no interest in competing in anything Porsche related. Maybe competition is just not your bag, baby. That doesn't mean you have to avoid the Porsche Parade altogether. Really! Being a type-A competitor myself, I have a hard time imagining not feeling the pull to be the best. However, I know there are plenty of you who just enjoy the ride.

During the week, there is so much to see and do that will never involve a box of q-tips, a rally computer, race tires, or a sharpened #2 pencil. It all starts with the spectacle that IS the concours d'elegance. What better way to view some of the most spectacularly well kept cars, historical or current. Imagine... you didn't have to clean even ONE of them! You just get to stroll along for as long as you want, taking in the beauty that is Porsche.

Toss out the questions for the gimmick rally and just enjoy the journey. The rallymaster will take you through some of the most spectacular roads in the local area. How better to see the roads of Colorado than on a guided path, knowing you won't be lost? Take your time, stop for lunch, and enjoy what there is to offer along the way. Friends of mine went to Parade a few years ago and decided to have fun while being lost on the TSD rally. Rather than stress about maxing out that leg, they bought a birdhouse from a local wood carver. Made for one of the best rally stories I've heard!

Be a social butterfly, if you choose, at all the banquets. Enjoy the local cuisine that is featured. Spend time at the happy hour before the dinners, enjoying just being with the people who share your passion. You don't have to feel the need to flog them in the autocross. Dinners are always a "No Flogging" zone. Ooooh, and the ice cream social is always tons of fun. Enjoy your frozen treat while

watching everyone else coming off the TSD rally telling their war stories, cursing that one missed sign, while you sit back and enjoy your stress free view.


Feeling like socializing even when it's NOT at a banquet? Well, then spend your afternoons in the Hospitality room. Casually check your email in a computer station, find out about the latest tire advancements from the event sponsors, or just sit back and enjoy the free drinks and snacks. Sit there long enough and you're sure to run into a friend or two or hundred. Sooner or later, everyone at Parade goes to Hospitality. Don't be shocked to find a margarita party or wine tasting is going on there. Those hospitality chairs are always full of surprises.

Everyone also seems to find himself or herself in the Goodie Store, looking for great deals. Current Parade merchandise is there, along with PCA and Porsche stuff, as well. The assortment is always best in the first few days, but the deals are always best the last few. Take your pick!

Add to all this, the local area tours that get set up each year. The Charlotte Parade had a tour bus to take you to the fabulous Biltmore House. Discount tickets AND available transportation... how can you beat it? Don't feel like leaving the hotel all the time? Well, check out the art show that is usually set up in the host hotel. Our fellow PCA'ers are some amazing artists. Maybe you have a talent you'd like to display and don't care a whip about

winning a ribbon. You can even choose to sell your work of art and contribute to a local charity. It's up to you.

The past few years' Parades have also held spectacular Porsche Historic Museum type displays. Brush up on your history, drool a little over the offerings, and simply enjoy being around some vehicles that you may never again get to stand next to. Take your time, it's usually open several days during the week. Amazing cars abound. Not only are there amazing cars around, but there have been some amazing guest speakers, complete with autograph sessions. Vic Elford, Norbert Singer, and Kevin Buckler... to name just a few. Have you always wanted to meet Peter Porsche? He's attended well over 20 Parades so far and has no plans to miss them in the future. He's always so nice and personable and not at all pretentious.

If all this sounds too structured for you, well... toss out the schedule (at times) and branch out on your own. Take in the local sites (even if there's not a tour offered there), shop in the local stores, and just enjoy the local flavor. Everywhere you look you can find it. Just don't too distracted and forget to attend the final Victory Banquet. That's when they draw for the trip to Germany. While everyone competes for it, all it takes is one little door prize slip with your name on it and that you get included with your meal. So, come to Colorado. Relax with friends and enjoy ALL the spectacular views, Porsche or not. 

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February Meeting

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

January 2009 Calendar

The January Board of Directors meeting was held at the home of Dick and Rikki Schroeder. Board members in attendance were Dave Gardner, Neil Heimberge, Curt Yaws, Kim Crosser, Chuck Sharp, Martha McGowan, and Jennifer Reinhardt. The meeting was called to order at 7:10. Minutes from the December meeting were approved unanimously.

President's Report

President Dave Gardner asked that all remember Bill Bohorquez who passed away after a long fight with Lou Gehrig's disease. Gardner's proposal for a Club donation in the amount of \$250 to "Bill's 4H Memorial Fund" was unanimously approved.

Several Chair positions remain unfilled for 2009. These include Charity, Social, and Business Ad Manager. Volunteers are needed. Please contact the PCA-SDR Board if you are interested.

Locations for Board of Director meetings for the remainder of the year were approved. A location is needed for the November meeting. Please contact the PCA-SDR Board if you are interested.

Business cards and the design for the 2009 badges were approved. Business cards will be done internally with Sharp taking the lead. A budget for 2009 badges is the amount of \$600 was approved.

Treasurer's Report

Kim Crosser noted that thank you notes had been received from the Monarch School and Automotive Museum for Club donations.

All account balances have been reconciled. Expenses in December were higher than Income as was anticipated. A number of predicted expenses were pre-paid including new equipment and major event expenses and estimated tax payments. Income sources for December included the Autocross, December 14 DE event, and *Windblown Witness* ad revenue.

Chair Reports

Archivist. John Straub showed old patches including the first PCA-San Diego from 1957. It was suggested that these could be used for badges, name tags and on volunteer gifts in 2010.

Autocross. (AX, pre-reg, reg, CW, equip, logistics, safety,

tech inspect, tech adv, timing) Bill Behun reported that four car clubs were repairing pot holes at Qualcomm. A budget of \$125 was approved for materials and drinks. Several non-Porsche club car owners have asked if they can participate in the Autocrosses. Current rules state that non-members can only participate in a Porsche driven by a Club member. It was decided that the Autocross Chairs will monitor the number requests and the number of Club participants. They will return to the Board with a recommendation if warranted.

Bill Behun reported that he only needed half of the approved budget for driver trophies. The Board thanked him for his efforts given the state of the economy.

Neil Heimberge pointed out that observers are needed for driving events with reports made to National. Bill Behun will ask for a volunteer to fill this position at each event.

Tom Brown reported that the new timing equipment had been received. He requested authorization to spend \$1,300 for wireless adapters. He will continue to check prices and submit a formal budget request for Board action.

Auto Museum. Bill Allen reported that there will be a Porsche exhibit at the Auto Museum in October and November. He asked for volunteers to show approximately 16 pristine Porsches; the older the better. Volunteers should contact Bill.

Charity. A new Chair is needed for Charity.

Concours. At the request of Chairman Steve Lopez, the Board approved Araceli Lopez as the new co-chair.

DE. (DE, pre-reg, reg, CW, equip, logistics, safety, tech inspect, tech adv) Dinner will be held to transition from old to new chairs.

Goodie Store. A new Chair is needed to operate the Goodie Store.

Insurance. Tom Golich reported that he has turned in necessary paperwork for upcoming events.

Membership. Tom Brown requested \$500 for new membership books. This was approved and Tom agreed to submit a formal budget request.

Rally. No official date for a Zone 8 Rally has been set. Jennifer Reinhardt will coordinate with the Rally Chair.

Social. Katie Kinninger presented the budget request for the volunteer party which will be held at Mission Trails Park. This was approved.

Sponsor Liaison. Pioneer Centres update. Curt Yaws, Dave Gardner and Martha McGowan met with Mark

Smith of Pioneer Centres. While supportive of the Club, Pioneer is reducing advertising given the current economic environment. They will continue to hold tech sessions and other events.

Tech Sessions. Jim Binford reports that he tentatively has 10 sessions scheduled.

Time Trial. (TT, pre-reg, reg, equip, safety, tech inspect, tech adv, timing) Jim Binford and Jackie Corwin presented a budget request for one pair of Bluetooth and eight pair of chatterbox communicators for DE events. This was approved.

Tours. Martin Lipp noted that he will work with Dave Gardner to establish Tour dates.

Web Team. Neil Heimberge requested that the web team coordinate with new chairs to ensure that club members can access accurate information about club events.

Witness Team. Susan Brown and Dave Gardner will contact a potential new ad manager.

Unfinished Business

Keith Verlaque reports that PCASDR has reserved 33 rooms for Monterey Historic Races to be held on August 13-15.

New Business

None

Old Business

None

Announcements

Martha McGowan announced that Neil Heimberge will be submitted as Zone 8 Enthusiast of the Year. Curt Yaws noted that Keith Verlaque will be writing Panorama "From the Regions" articles for 2009.

The meeting was adjourned at 9:35. The next meeting will be held February 4 at the home of Curt and Janet Yaws.



New Members

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

Members Count

Henry Custer

San Diego, CA
2008 Cayman Coupe

Gerald Gibson & Ryan Gibson

San Diego, CA
2008 Cayman Coupe

Patrick Giovengo

La Mesa, CA
1983 944 Coupe

Kenneth Greenfield

Escondido, CA
1999 911 Cab

Clifford Hogan

Spring Valley, CA
1971 914 Coupe

Jexter Isip

San Diego, CA
2008 911T Coupe

Philip Margiotta & Jan Margiotta

Temecula, CA
2007 911 S

Rosemary Miles & Kathleen Miles

Long Beach, CA
1986 911 Coupe

Bret Morriss

La Jolla, CA
2001 911 996

Robert Patterson & Citlali Patterson

Indio, CA
2001 Boxster

Ross Rudolph & Nancy Rudolph

La Jolla, CA
2007 997 Cab

Ed Rynne

San Diego, CA
2003 996 Targa

Greg Saule

San Diego, CA
2000 Carrera C4

Robert Shinn

Coronado, CA
1989 928 S4

Larry Wentzel & Barbara Wentzel

Carlsbad, CA
2009 911 C S Coupe

Anniversaries

Five Years...

Thomas Bower

Cameron Clanton

Anna Danes
Morgan Falkengren
Daniel Lewis
John Saunders
Matt Schmidt-Wetekam

Ten Years...

Lester Arndt
Loren Desser
Anthony Dilanzo

Fifteen Years...

Mike Avitt

Forty Years...

Bob Lampert

Membership

San Diego Region's membership currently stands at 1437 primary members and 1114 secondary members, for a total of 2551.

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

1973 914-6 conversion Black/ Black - Great track car candidate or fun street car. New brakes but still needs work. Asking \$6,500. Call Clark (760) 603-8593

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

1974 914 2.0 Yellow w/ Black Interior. Very good condition and alot of fun. \$8,500 call Clark. (760) 603-8593

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

1979 911 SC TARGA 2nd OWNER ..great condition! have svc. records must see \$10,750.00 must sell lby apmnt. only ! email for pix jweittsr@yahoo.com (619) 248-8195

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

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

1987 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 xltnt cond 62,000 miles beautiful car \$27,000 2mistermayor@gmail.com or (858) 692-9294

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 911 Carrera 2 - \$19,500 Green exterior, leather tan interior. Tiptronic, A/C, sunroof, power seats. 110,000 miles. mickey-walker701@hotmail.com; (858) 385-0040. See Auto Trader ad; www.autotrader.com/ATCarID/AT-f30800c

1991 Black 944 s2 gray interior, good condition, all records, original parts, all stock, 200+ k miles, iPod ready, josejoshua73@yahoo.com, \$14,000 O. B. O. (619) 760-3256

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. Many extras and records. 62K miles. \$35,000. 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, \$14,500 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

2001 Boxster My LS Boxster is going up for sale. Top ten car, blast to drive! 15,700 details, http://tinyurl.com/6ul52g carl v. Cell 619 8469800 (858) 456-1216

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 Michellin PS2 tires

(less than 4k miles), rear parking sensors, front/ side air bags, GPS location & disable security system (dealer installed), Non smoker, No accidents, always garaged, SUPER Clean. 6yr / 100k mile extended Porsche N. A. warranty available for an additional \$2k. (858) 254-0735

2007 911/997 Carrera S 3.8 engine, only 9000 miles, Speed Yellow with black interior, a strikingly good looking car, 6 speed, Sport Chrono, Bose, 5 spoke Carrera Classic wheels with colored crests, 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. \$63,000 obo, will consider trades, 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. WP0AA29975S716078, Heated Seats, 19" S Wheel, PASM, 3M Bar. (858) 414-9315 harrisgrp@cox.net

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

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

94 964 C4 Street/Track Factory Widebody; Silver/black; beautiful condition; R6 POC & GT3S PCA race legal; street legal; \$40000/BO endoguess@mac.com (858) 456-2480

95-993 Race Car \$32,500 Priced to sell: Call for list of all modifications; trailer included (760) 223-6678: Steve

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

Boxster S Wheels Two 7Jx17ET55, two 8.5Jx17ET50. Good condition. Includes used Falken Azzenis RT-615s, still good for PDS or DE's. \$550 Russell rdshon@san.rr.com (858) 442-7466

Bridgestone RE-01Rs 235/40-17 2 Bridgestone RE-01R tires, size 235/40-17, ~70% tread (6/32"), great condition. Great street/stock tire. \$220 Russell rdshon@san.rr.com (858) 442-7466

Stebro BoxsterS Racing Exhaust NEW, never mounted. 100% Stainless steel, thru-mufflers, minimal weight, perfect for 986 BSR/Race car. Or just Bloud. \$600 Russell rdshon@san.rr.com (858) 442-7466

225/255-17 Kumho Victoracers New set of 4 Victoracer V700's, 2 x 225/45-17, 2 x 255/40-17, full tread, never mounted, stored ingarage. \$550 Russell rdshon@san.rr.com (858) 442-7466

18" Turbo Twist \$900 Wheels/ tires, painted caps included. Front: 7.5Jx18" wheels, Potenza 225/40 ZR 18 tires. Rear: 10Jx18", Potenza S-02A 265/35ZR 18 tires. (858) 673-8972

15x7 and 15x8 Fuchs fuchs/center caps/alloy lug nuts. looking for phone dials/cookie cutters and some r888's. Make an offer or trade. 714-280-3608

Porsche 911 Transmission Model #902/2 - Fits Porsche 911-1967 model SERIAL #225687 This is a complete unit which had a routine rebuild performed by a Porsche factory mechanic. Transmission is ready to be installed. Filled with Royal Purple synthetic 75-90 gear lube. Tranny can be delivered for a fuel fee in Zone 8 PCA (Southern California, Nevada and Arizona). Outright cost is approx. \$2,000 with 12 month warranty. Without warranty, cost is \$1,800 approx. Exchange price for proper model is \$1,500, approx. Call Volker Bruckmann at 619-219-1048 cell; 619-449-0262 or 760-765-2149 & leave message. Ask about other Porsche engines and Transmissions-custom units available. (760) 765-2149

944 Turbo Performance Parts test pipe (hol-low catalytic converter) \$200, Lindsey booster enhancer (great with test pipe) \$60, harness bar (fits any 924/944/968) \$65. jdknoke@att.net (760) 751-1523

SPARCO SEAT evo 3 (large body) used once, no rails/up rights, sat on shelf. small scratches on back. also bottom holes. 02 on bottom. \$300.00 (619) 952-3663

'77 PORSCHE 911S 2.7L ENGINE 81K miles, intact, in car, excellent condition. Drive it before I transplant it. \$3000 litrning@cox.net

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

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

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

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 stor-

age 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

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: 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

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

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

Business Directory

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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 a \$50 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:

Susan Brown
760-942-2706
EDITOR@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 editor, Susan Brown at EDITOR@PCASDR.ORG.

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



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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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