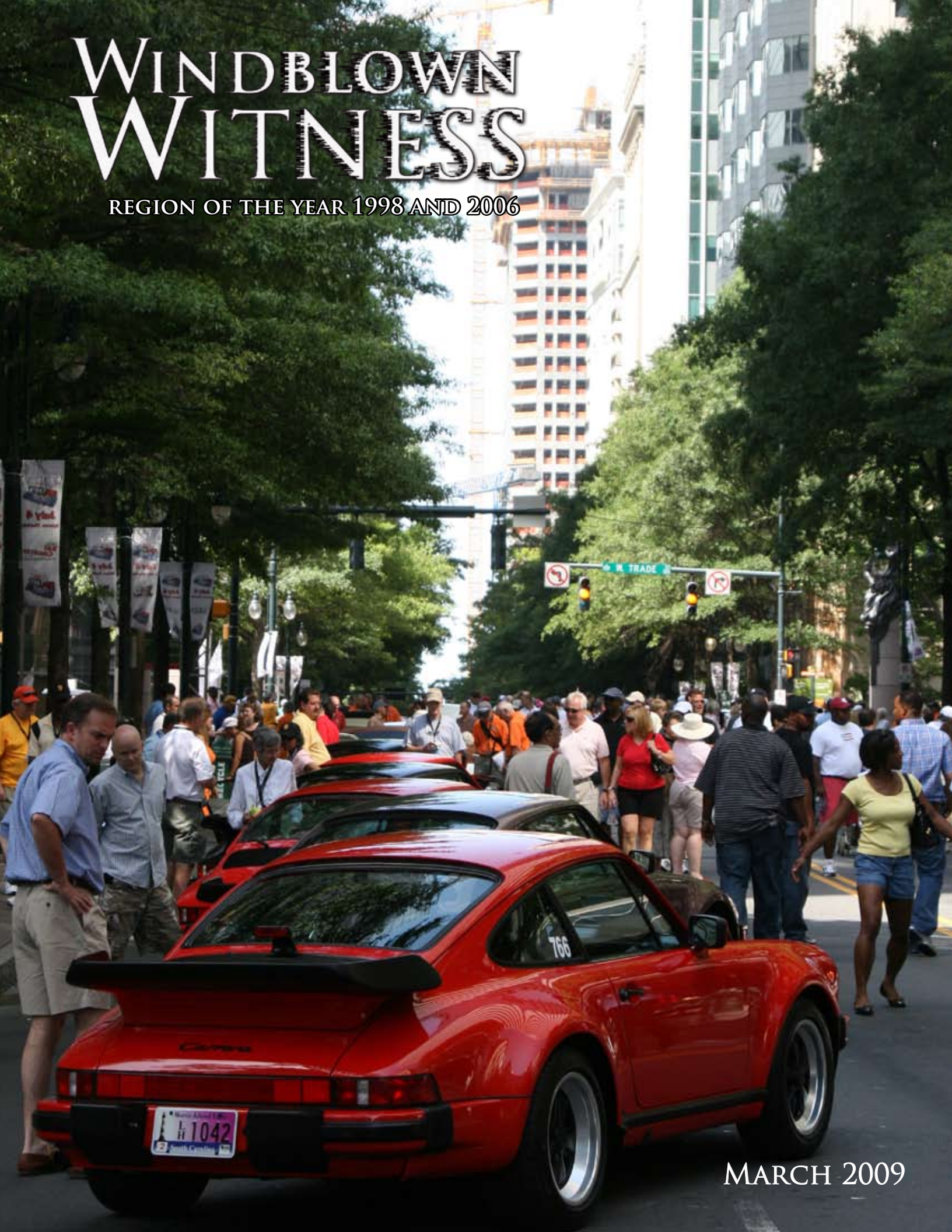


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MARCH 2009

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FEATURING:

PCA Club Race

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Special Interest Groups

For more info on attending or participating, please visit:

www.CalFestival.org

email: info@CalFestival.org



Produced by PCA Zone 8

WINDBLOWN WITNESS

Volume 50 Number 3

March 2009

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Installation and Charity Banquet



Silent Auction

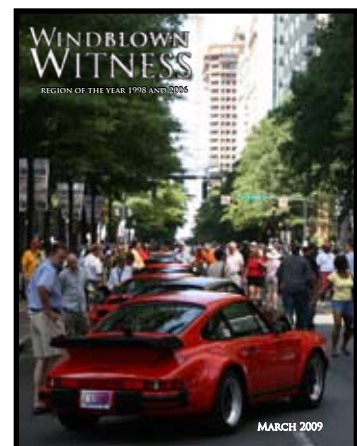
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COVER PHOTO

Got Parade fever yet? This is a shot of the Charlotte Parade. This year?-Keystone!

Photo by Greg Phillips



WINDBLOWN WITNESS

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		Peter Czajkowski			
		David Quesnel			

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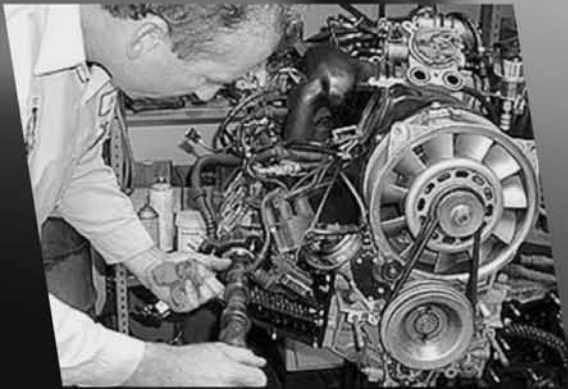


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We're Off and Running!

BY DAVE GARDNER, PRESIDENT

The Driver's Dinner was held on February 8th and was a huge success. It was a very nice low key get together where winners gloated and the others gave their excuses. I was in the excuse category. Katina Gonzalez did a wonderful job arranging the event with help from Tami Ibbetson, Lori Chesley and Mark Rondeau. I'd like to thank Mike Brown and his company, Computer Integrated Machining Inc., for sponsoring the event. In addition to sponsoring the event Mike also made the Time Trial trophies. These were works of art modeled after a Porsche brake rotor and caliper. Mike says he's working on an even better trophy for next years Time Trial series.

CFOS

The Zone 8 California Festival of Speed is coming up this April 3rd through the 5th. It will be held at the Autoclub Speedway, formerly California Speedway in Fontana, California. For all of the Club Racers and Time Trialers this is one of the premier West Coast events. Don't miss this event if you can help it. If you're not a driver there is still plenty to see and do over the 3 day weekend. There are plenty of Porsche race cars to see, as well as vendors with displays of many products for all cars. There are also parade laps during

lunch where you can drive your car on the track to get a driver's perspective of the track. If you plan on going and can volunteer a couple hours of your time contact Angela Avitt. Angela is the San Diego volunteer liaison to the CFOS this year. The San Diego region gets reimbursed for every hour our volunteers work at the CFOS. Here's an opportunity to attend a great event, work for a few hours and benefit our region. I hope to see you there.

In the Old Days

I never thought I'd become one of those people that starts a sentence with "In the old days..." but here I go. I must be getting old. So back in the 70's, the 1970's, when I lived in Central New York, I purchased my first Porsche. It was a 3 year old 1970 914-4 and I loved it. I only had it for 9 months until it met with an untimely demise. If you need the gory details stop me and ask me about it sometime. 2 weeks after the "incident" I purchased a 1970 911T for \$4500. Try and buy one of those for that price today. Anyway, the point I'm heading to, (yes there is a point to this), is that back in those days when you passed a Porsche on the road going the other way you flashed your lights at them. Most Porsche's would flash back. I can remember weekends when the Porsche club would be at Watkins Glen for an event and you would flash your lights at 10 or 12 Porsches in a row. I ended up selling my 911 in the early 80's and went without a Porsche in my life for too many years. I moved to San Diego in 1999 and in 2001 I purchased my 1996 993 and was back living the dream. The first 2 days I had the car I flashed a couple of Porsches I saw coming the other way on the road. No reaction at all. One driver started

looking around like he thought there was a CHP officer near by. Maybe there are too many Porsches in So-Cal. For a period of time one out of every 4 Porsches made came to California. Maybe people don't know of this old tradition. Maybe no one cares any more. I find it interesting how traditions change over time and regions. If anyone remembers this tradition stop and talk to me about where and when you knew about it. So much for the old days.

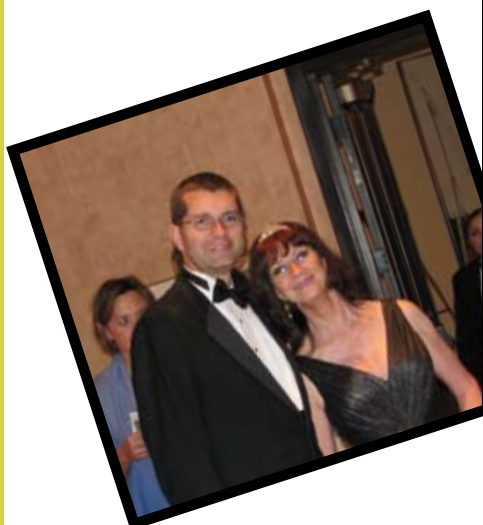
Volunteers

Once again I am here asking, begging and pleading, for volunteers. We are into March and still need several volunteers. If you think you can offer some of your time to help the club please contact a board member to find out what chair positions are available for you to take advantage of. Volunteers are what allow the club to operate. The events you attend, this magazine, the website and so much more are all done by volunteers. Even the club officers and board members are volunteers. I doubled the board's salary this year, we now all get paid 2 times zero. When you volunteer to help with a chair position and someone comes to you and says "Thank you" for a great event, you can't beat that feeling that your efforts are really appreciated by someone. If you have some time to volunteer, please do so.

Dave



March 2009



Sunday, March 1

Windblown Witness submission deadline for April issue

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 47

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

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 10

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

Details: See page 27



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

A p r i l 2 0 0 9**Wednesday, April 1, 2009****Monthly Members and Board Meeting**

Time: 6:00 p.m. – Social hour and food
 7:00 p.m. – Meeting
Place: Dave Gardner's Home
 10812 Elderwood Lane
 San Diego, CA 92131
 858-549-1830

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.

Friday-Sunday April 3-5, 2009**California Festival of Speed**

Details : See inside front cover for details.
Contact: INFO@CALFEST.ORG

Saturday, April 11, 2009**Zone 8/SDR Autocross West Lot**

Details: See page 47
Contact: AX@PCASDR.ORG

Monday April 13, 2009**Motorhead Monday**

Time: 6 p.m.
Place: Giovanni's
 9353 Clairmont Mesa Blvd
 San Diego, CA. 92123
 858-279-6700

Saturday, April 18, 2009**Pioneer Tech Session**

Time : 10 a.m. - 2 p.m.
Place: Pioneer Porsche
 Mirnamar Road
 San Diego, CA 92126
 858-695-3000

Details: Pioneer will host a car clinic to outline recommended maintenance for your Porsche, plus describe the latest technology in the new 2009 Boxster and Cayman models, which will be available to view. Lunch will be provided.

Contact: TECHSESSIONS@PCASDR.ORG

Tuesday April 28, 2009**SDR Last Tuesday Social**

Time: 6 p.m.

U p c o m i n g E v e n t s**Saturday-Sunday, May 2-3, 2009****Zone 8/SDR Time Trial-Spring Mountain**

Details: See page 47
Contact: TT@PCASDR.ORG

Wednesday, May 6, 2009**Monthly Members and Board Meeting**

Time: 6:00 p.m. – Social hour and food
 7:00 p.m. – Meeting
Place: Corwin's Home

Saturday, May 9, 2009**Zone 8/SDR Autocross SE Lot**

Details: See page 47
Contact: AX@PCASDR.ORG

Friday-Sunday, May 22-24, 2009**SDR Performance Driving School**

Details: See page 47

Monday June 15, 2009**SDR DE Fontana**

Details: Cost is \$150 with advanced registration. The price goes up to \$175 on the day of the event. We will be on the infield track, with paid corner workers. Zone 8 requirements: 8 AX, DE or ODS days as a minimum level of experience.

Contact: DE@PCASDR.ORG

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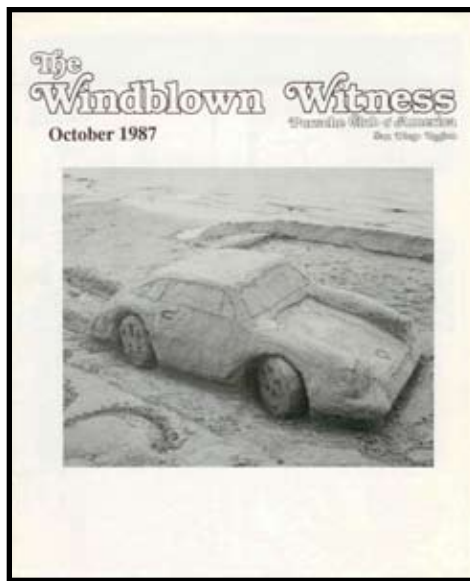
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Playing in the Sand

By TOM BROWN

October 1987, a 911 created at a region beach party (sadly the photo was un-credited) was featured on the cover of the *Witness*. Inside the magazine is a photo of a pretty cool sand castle. Ruth Young's article recapping the event stated that the 911 was over 3 hours worth of work, but ultimately fell victim to the rising tide as the event wrapped up.

Also in this month's edition was an advertisement for the annual Blood Drive and Brunch. What a great idea, stock up on calories with friends and then donate! Haven't done this in a while, but maybe this is an event



we should bring back? Flip to the next page and I see the editor's column. What a coincidence, there is that little poem that I used last month, "Do You Just Belong?" which I found in that issue from 1972.

"I think from day one every Porsche owner's desire was to have a place to drive his (her) car fast and not have to worry about the Highway Patrol." So starts a historical piece by Bea & Wally Cole on our early region racing events. In February of 1962, Brawley (near El Centro) opened their airport to us for autocrossing and speed runs. This became an annual tradition that lasted through 1966. They even repaved it each year in anticipation of our arrival! Starting in 1967 we switched to the Holtville airport (also near El Centro), where we had 50 cars show up for the first event in March. It was such a success that we did it again in May with 115 drivers attending. A third event was added for the Fall of '67. Thereafter it was semi-annual event, each Spring and Fall, for about 35 years (ending when we finally decided the pavement

was no longer suitable for high speed events).

Parades

Continuing with a second historical piece, the Cole's also wrote about their history of attending Parades. They attended fourteen of them, with their last being San Diego's 1977 event. Which leads me to Nancy Rydbeck's article on the 1987 Parade. That year it was in Fort Worth, Texas. (Yes, Peter Porsche does love water parks. I'd always heard that but Nancy witnessed it firsthand.) Both of these articles ended with great quotes about Parade and why you should attend. Since registration for this year's event opens in March, it seems timely to quote them now. Nancy writes: "I think what I most want you to know about the Parade is that you can make it whatever you want. You can go to everything, work at some of the events, or just participate at your own leisure. You can be in the thick of it, or just slip into whatever suits you. There is a variety of events to sample. There are warm and friendly people to meet and enjoy. You can participate at your own level. I recommend a Parade to everyone....are you going to give it a try?"

The Coles quoted Panorama Editor Betty Jo Turner's closing sentence from her article on the 1977 Parade: "For twenty-two years, friendships have been made and renewed at the Porsche Parades. That is what it is really all about."

We are up to 53 Parades now. Registration opens March 3rd for number 54. I hope to see you in Keystone, CO, June 29 through July 4.





Saturday March 14 D.E. Mini-Big Track series

To celebrate PCA SDR starting to do D.E.s on the infield at Fontana,
we are announcing the Mini-Big Track series.
Our tracks will have the spirit of various big tracks around the country.

No corner working for drivers.
Instructors available.

We will require 4 AX or PDS days as a minimum level of experience.

Do the Q to get ready for Fontana.

\$75 advance registration, \$95 at the door
Lunch included

MOTORHEAD MONDAY'S

-Our Newest Social Event continues in 2009

Motorhead Monday's are held at a local restaurant where members share a relaxed meal together. It is a combination Social and Driving event where participants from the recent Time Trial event can share their in-car videos, stories and mostly "excuses" about why they didn't get into the "TOP TEN." This year SDR will host 3 Motorhead Mondays. Please save these dates.

- April 13, 2009, to celebrate, TT#1 SOW, TT# 2 Big Willow & TT#3 CFOS- Fontana
- May 11, 2009, to celebrate, TT#4 Spring MTN- Pahrump
- Nov 30, 2009, to celebrate, TT#5 Spring MTN- Pahrump & TT#6 Buttonwillow

Please refer to the Event Capsules in the Witness and at www.pcasdr.org for times and locations. Participation in TT events not a requirement!

Saying Goodbye to a Friend

BY JOHN STRAUB, ARCHIVIST

If you think about it, sometimes were lucky enough to have someone walk into our lives that has a positive influence on us if we let it. If we take the time to open our hearts and minds we can learn from them. I know it's hard because we get so wrapped up in everyday life of work, hobbies and such.

Bill "Bogie" Bogusch was one such person that came to the Porsche Club and contributed so much. He passed away this last January 15th. Let me tell you a little about Bogie, as I know a lot of you don't know him as he has not been that active the last few years.

Bogie became our first official "Equipment Chair" taking on that job with vengeance. He was charged to procure our second club trailer after the first one had been stolen with all of the contents. He did it well! Giving us a bigger and better trailer, it even had running water! That trailer lasted until we got the one we have today. He didn't stop there however, he was an Autocross Chair and Timing Chair as well. In 1989 he was given the honor of being selected as that year's "Enthusiast of the Year".

At the funeral as I was walking away from the grave site, I glanced at all the grave stones and thought, all these people have some sort of a story to tell. Well those of us that knew him, know that Bogie had indeed quite a story to tell.

Monique and I knew Bogie not only as a club member, but also as a personal friend, he has gone to a special place reserved for special people. Godspeed Bogie...you will be missed.

Unfortunately we also lost another member, Bill Bohorquez. I believe that there is an article on Bill also in the Witness.

Now onto the year 1989 with our history. Art Wrightson was President, Jim Rydbeck was Vice President, Herb Courington Treasurer, Doug Hanson Secretary with Keith Nelson, Vince Knauf, and Tom Hauseur Jr. as Board Members.

Some of our Chairs were, Jim and Shirley Douthit Membership, Nancy Rydbeck Activities, Bob Lemke Tech Sessions, Pat Scanlon Concours, Steve Hall Auto Museum Rep, Borden Covell Witness Editor, Keith and Nance Nelson Goodie Store, Bill Myrick Insurance, Joe Weber Witness Mailing, Jerry Buchane Driver Training, Bill Bogusch Autocross/Timing/Equipment, P.J. Feldman and Nancy Bogusch Social, Paul Young Rallies, and I as '92 Parade Planning.

Our membership was at 830 as compared to 1450 today. Our Treasury had a total of about \$8,500 in it.

Our first event of the year was a "Streets of Willow" Time Trial. This was the first time we as a Region held an event at "Streets". I remember this as members were saying...going to Holtville was done, the word was, it was no good any more. Little did they know at that time, we would continue to go to Holtville until after 2000 as it made a comeback as a great place to learn high speed driving. I'll do a little editorializing now (tune it out if you wish), but there seems to now be an attitude, that if you are not driving on a "Named" road course today, you're not really driving. That's too bad you don't know how much fun your missing.

Our next event was an Autocross at the Stadium. As our Autocrosses started off we decided to replicate some of the US road courses The January one was Del Mar. Some of the members running were Bill Smith, Doug Clarke, Monique Straub, Vince Knauf, Bill Myrick, Tim Comeau, Otto Obrist, Steve Dente, Keith Nelson, Don Clark with Margie Smith-Haas taking TTOD in her 914/6.

In February our Autocross was the Fire Bird track. We were doing BBQ's after the days driving at these events which added a little social to the driving. And through the first half of the year we continued to hold Tours and Brunches, A PCA-POC Challenge Autocross, Wine Tours, Rallies, another Holtville event, Tech Sessions, a Swap Meet at Alan Johnson's Porsche, a Progressive Dinner, and an Autocross each month.

One other interesting thing that happened at that point in time was a "Vintage Race" held at the Stadium. I'm not sure how many of you know this, but when the Stadium was chartered with the city, part of that charter said that it could be used for "Road Racing" when it was built. As it was - SCCA held several road races there that I have written about in previous articles. These Vintage Races were to re-enact the SCCA races.





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Hot Rods: Then and Now

BY MICHAEL HARRIS

The San Diego Auto Museum's initial offering for 2009 is "Hot Rods: Then and now." The display offers lots of Fords, as would be expected, a wonderful 1955 Chevrolet, and two Studebakers. The first car to greet visitors is a 1928 Studebaker "Barn Find." It lacks any manufacturer badges and the hood and radiator shell are not on the car so it looks like any old car of the late 1920s, complete with 10 wooden spoke wheels. A placard describes "Barn Find" as an old car secured from the elements in a barn that ranges in preservation from nearly new to a vehicle in rough shape that contains most of its parts. The display car is definitely of the latter category, being more or less in one piece but needing lots of work. The other Studebaker is a modernized and streamlined 1937 Roadster in gleaming red and cream paint, modern V-8 engine and totally updated mechanical components. The styling was conservative, as hot rods go, but very elegant.

Classic hot rods are defined as automobiles built from the early 1930s until 1948. After 1948, cars no longer had flowing fenders and running boards. These cars are also often classified as Custom Cars or Hot Rods. Hot Rods were usually hopped up to be race cars while Custom Cars were uniquely styled, and lowered to the point of being almost undrivable. Some later hot rods also were lowered too low as well, so were no longer really drag cars, but more of that distinction later. The Museum presents a video that chronicles some contemporary hot rod builders and their cars. This group builds "Rat Rods." These car builders are younger men who are metal artists, and could sculpt things other than cars. Some are also stripers and painters who are also mechanically inclined. They produce cars that are not only unique/one of a kind designs, but are constructed from discarded parts and even junk. The purpose is to build a car like no other, and to recreate a style of hot rod reminiscent of the early days of hot rodding. Hot rods were huge in Southern California after WW II. Young men came home from the service or defense jobs with money, basic mechanical skills, and an interest in cars at a time when cars were almost impossible to find. Many of these young men also wanted increased power to drag race or race on dry lakes for top end speed. Having little money but a lot of interest and ability, they fabricated cars from various available car parts and built for themselves what was not available commercially. Speed equipment, as we know of it today, was not available. So if you wanted a multi-carburetor manifold, you fabricated it yourself. High com-



pression heads were not available so you had the heads milled to increase the compression, and so on. Few could afford an expensive paint job, so most cars were finished in grey, black or rust primer. The Rat Rods of today look very much like these "original" hot rods. The film looks at several car constructors, their cars, and ends with a huge Rat Rod Show in Las Vegas, and is a fascinating glimpse of one area of current hot rodding. The film alone is worth the price of admission.

One of the display cars was a 1950 Lakester. This car was powered by a Riley 4 port four cylinder motor and named "Ladybug." This dry lakes racer is built from a P-38 wing drop tank. Being shaped like a tear drop, it offered less wind resistance than other forms of race cars and was cheap to purchase and easy to build. The wing tank only cost \$7.00 from a military surplus store in 1950. "Ladybug" sported a new tube front axle, purchased new from a Ford dealer for \$7.00, rear brakes only, a simple padded seat and straight exhaust. The car ran a top speed of 116mph at El Mirage. In 1952 the Indy 500 was won with an average speed of 128mph. The same year a P-38 tank lakester with a 296ci flathead V-8 ran 198mph on the dry lakes.

In addition to the American Graffiti deuce coupes and roadsters, a modern hot rod is on display - a customized and built up 1955 Chevrolet Bel Air convertible. In addition to the beautiful paint, upholstery and custom features, the car also goes, being powered by a 406ci small block V-8 and manual 4-speed. This car is definitely show and go. Another example of 40s and 50s car culture is the Suicide or Brodie Knob display. These are small round turnable knobs that were attached to the steering wheel, pivoted on the mount that would allow the knob to freely turn 360 degrees so the driver could quickly turn the steering wheel, step on the gas and as the car started to



Good example of early Hot Rod and similar to today's Rat Rod. Primer black, Ford 5-window coupe with pickup bed attached, modified V-8 flathead with hi compression heads and ram manifold with 2 Stromberg 97 carbs with velocity stacks

spin its tires and lose traction, the driver could rapidly turn the knob causing the car to burn rubber and spin more. Very adult, as well as socially and ecologically responsible. The knob could also feature "art work" as well. This usually consisted of small photos of nubile young ladies in various forms of dress, usually a bathing suit or less, encased in plastic atop the knob.



Outstanding Custom. A 1937 Studebaker. Who would have guessed?

The exhibition runs through the end of March. For anyone with any interest in Hot Rods, this is your show. In addition to the film, there are a number of displays explaining the origin of Hot Rods, and definitions of the more common terms used in their construction. There are also three new and extremely rare vehicles in the regular display, and we'll tell you more about them next month.



This is a true early hot rod being based on a '27 Ford T roadster with a modified 4-cylinder flat head motor that was converted to overhead valves, juice brakes, and a 12 volt electrical system. To the left is a Model A Hi Boy roadster with a V-8 Ford flathead with modified heads, cam and two Stromberg 97 carbs with velocity stacks. Original 1928 Studebaker "Barn Find" to the left.

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Parade IS for Families

TEXT BY WENDY SHOFFIT

What do you mean, “Take my family to Parade for vacation?” As if they could possibly have a good time and not hate me for the rest of the year. If that sounds like you, keep reading. Our family has a great time at Parade every year! That includes our 11-year old daughter and whatever friend she chooses to bring along!

Modern Parades are different

10, 20, 30 years ago--I’ve been told Parade was different then from what it is now. Kids were not really included in the week’s activities. Sure, they could meet others their own age and if they were outgoing enough, actually develop friendships. Of course, that meant the parents would need to bring them year after year to build the friendly bonds with the kids from across the country. Communication now for teens, pre-teens, tweens, and any of the kids old enough for their parents to buy them a cell phone is much easier (and cheaper). Long distance calls and texting are extremely inexpensive and email is downright free (if your household already has internet service, which let’s admit... most households with kids nowadays do). But I’m getting ahead of myself here.

Let’s address how kids now are included in Parade activities. First of all, there’s a chairperson on the committee to deal specifically with kids’ activities. This person’s sole responsibility is to make sure kids of all ages have a good time while their parents are, too. For the past few years (and for the foreseeable future), there’s a Kids’ Hospitality room. Kids can go there to play video games, watch movies, do craft activities, and so on. It’s a place for them to meet and greet each other casually while doing something they enjoy doing. In Charlotte there was not just one room, but two of them! One was for kids probably 9 and younger and the other one for older kids. The younger room had things like the Candyland board game, crayons, and Thomas the Train videos. The older room had XBoxes with games like Rock Band and Guitar Hero. If your tween is anything like mine, she could prob-

ably spend most of the day playing video games (if we let her). When she was younger, though, she truly loved working on the arts and crafts and watching movies. Let me caution, though, the rooms aren’t a drop off babysitting service, particularly for the younger ones. Parents need to stay with the kids, BUT it gives them something to do that’s not in their sleeping room! Activities change often, so they don’t get bored.

Speaking of getting bored... Have you ever taken your child to the Concours or Victory Banquet? Both dinners can be exciting for those winning trophies, but they’re relatively long and kids can tire easily. Besides, spending THAT kind of money for kids to turn their noses up to Beef Tenderloin and Prawns seems wasteful. Parade of old would require parents to find a private babysitter for those nights, which could be iffy and pricey. Now, Parade offers reasonably priced babysitting for the kids during these times, often involving food they love - pizza, chicken fingers, and ice cream sundaes. Food that is much more suited for their tastes. These services utilize trained professionals, so you don’t have to wonder if Brittany the teenage babysitter is inviting her boyfriend over and eating all your bonbons. One less thing to worry about!

Intense Competition

Now, on to the really exciting events for the kids. Now, you might not think much about remote controlled (RC) cars, but what about your kids? There’s an RC competition that can get a bit emotional for the contestants. No self respecting adult wants to be shown up by a 7-year old little girl and no self-respecting 14-year old boy would be caught dead getting beaten by a 60-year old grandfather. It can get a little dicey. *wink* But, it’s always in good fun. If your kid doesn’t have his or her own RC car, not to worry... the loaners are GREAT! In fact, most people use them anyway!

Competition for the little ones continues at the Kids’ Autocross. Kids of all ages hop on bikes, skateboards, roller blades, scooters, strollers and just plain ol’ running

shoes to compete with kids their own age. They get a taste of what the grownups experience on the autocross course. Again, if your 911 doesn't happen to have a bike rack installed on top, there are plenty of loaner "vehicles" available. One year, a girl's talent was cartwheeling, so she cartwheeled the entire course. While it may not have been the fastest way around, I'll bet she had the most fun AND was the most fun to watch! I've seen many a parent also put their wee little ones in the stroller and give that kid the ride of his or her short little life. Yes, the red mist comes even while pushing a baby stroller. Who knows what long term benefits learning an autocross course at an early age will have on these kids. When they reach age 16, they can get into a REAL Porsche and compete in the Junior Participation Program (JPP). Trust me when I say that daddy will feel much more comfortable if junior has some idea of what an autocross course looks like when he hands the keys to HIS baby over.

Not only can the older kids compete in the JPP Autocross activity, but they can also be great partners in the rally competitions. Dad and daughter, J and Jessica Toney, have proven to be quite a great TSD rally team, as have Tom and Lisa Gould. Teach them right while they're young and the sky is the limit!

Kids can be shy at times and might not be quick to get to know other, which is why there are so many oppor-

tunities during the week for them to meet one another. They start the week off at either a teen mixer for the older ones or a simple kids' mixer for the younger ones. This puts everyone in the same place so when they see a familiar face at the kids' food table at the welcome banquet (seriously, how many 6 year olds eat sauerkraut?), they can feel a tiny bit safer at saying hello. Trust me, by the end of the week they'll have made at least one best friend. Which brings me back to my first point about improved communication. If they meet a friend one year, spend a little effort communicating with them during the next year, when you bring the family back to the next Parade, the instant friend makes both families a lot happier! Just ask Aubrey Sutton and Jess Holzer who grew up thousands of miles apart, but were/are best friends because of Parade. Imagine how much easier that friendship would have been with kids' activities and text messaging?

So, please don't shy away from Parade as a summer family vacation. Kids of all ages will have a fun week of activities. Make driving there part of the fun and you'll have them hooked for life. What better way to raise the next group of Porsche enthusiasts and perhaps the future President of PCA! You just never know. See you AND your kids in Colorado!



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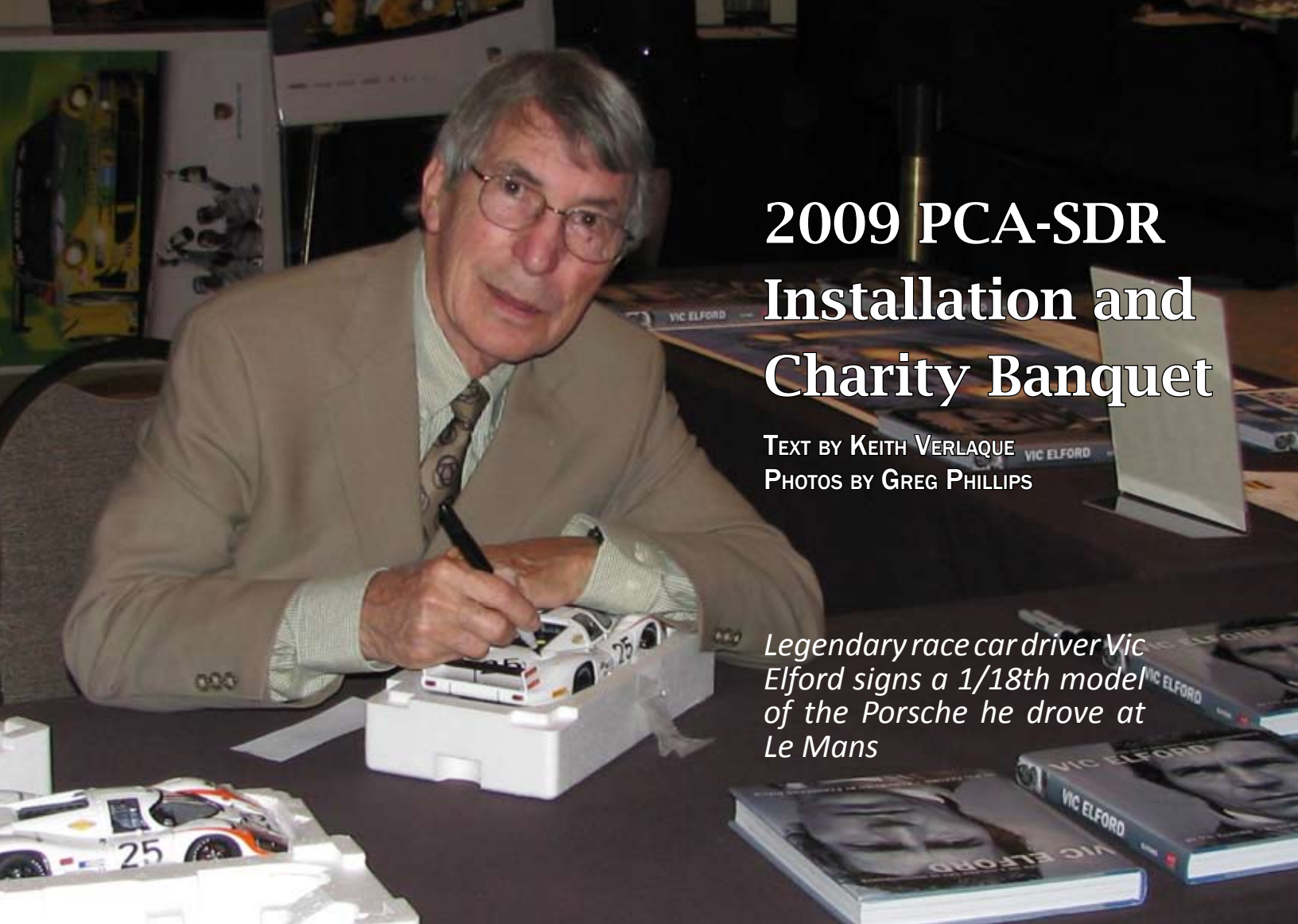
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A photograph of Vic Elford, a legendary race car driver, sitting at a table. He is wearing a light-colored suit jacket, a white shirt, and a patterned tie. He is holding a black marker and signing a white 1/18th scale model of a Porsche 917. On the table in front of him are several books titled "VIC ELFORD" and another model of a Porsche 917. The background is dark and out of focus.

2009 PCA-SDR Installation and Charity Banquet

TEXT BY KEITH VERLAQUE
PHOTOS BY GREG PHILLIPS

Legendary race car driver Vic Elford signs a 1/18th model of the Porsche he drove at Le Mans

It took almost a year for the planning committee, comprised of Tami Ibbetson and Katina Gonzalez, to organize the Installation and Charity Banquet and with nationally famous MC Mark Shevitz managing the evening, and famed racing driver Vic Elford as a featured speaker for those in attendance, it was well worth every minute!

Thanks are due in large measure to Tami and Katina for managing the huge task of putting this event together: from securing the location, selecting the menu and wine choices, to drying out sand for the centerpieces (more below). They even ordered the evening's spectacular sunset over Mission Bay, which was best seen from the balcony outside the ballroom at Paradise Point resort.

As to why the event has "Installation" in the title, it comes from the event's original title as SDR's annual Installation Dinner - which was an evening to recognize the Region's many volunteers throughout the past year, to thank the outgoing Board of Directors, and to officially install the new San Diego Region Board for the coming year. Over the years, the event has evolved to include the culmination of our year's fund raising activities for our selected charities and the presentation of our donations

to representatives from those charities.

The evening began at 4 p.m. with the President's Reception, a social gathering of Region chairs and board members by invitation of the president. At this gathering, in the room where the silent auction for charity was held, champagne and hors d'oeuvres were served and outgoing President Martha McGowan gave a brief thank you speech.

Silent Auction

For those unfamiliar with the silent auction, this part of the evening is where many items donated by local businesses and members alike are on display and available for attendees to bid on. All proceeds from this year's event will be donated to Monarch School and Rady Children's Hospital.

There were approximately sixty items for auction, some Porsche-related and others not. Items ranged from several Porsche racing posters donated by Terry Wells, former PCNA West Coast Manager, to Porsche parts and services from local supporting businesses, to a "Giclée" or master print from an oil painting of our guest speaker for the evening, Vic Elford, at the wheel of Porsche's fa-

mous 917 on the Mulsanne straight at 150 mph at night in the rain. This limited edition artwork was both commissioned and donated by Vic himself. Vic was available to sign copies of his latest book on Porsche performance driving until around 5:30 when Club members lined the balcony and watched the glowing sun sink into the clear blue waters of Mission Bay.

At 6 p.m., all were invited to head into to the ballroom where dinner would be served on elegantly decorated tables with fascinating centerpieces each made by hand by the multi talented Tami Ibbetson. They consisted of a miniature beach scene, complete with a mini beach with sea shells, tiny palm trees and starfish. This may explain why she was rumored to have been observed earlier on the shore of Mission Bay with a bucket and spade, filling her hat, purse and pockets with sand.

Awards and Sponsor Appreciation

The jam-packed program of awards and speeches took place under the guiding hand of master MC Mark Shevitz who has MC'd all but four of PCA's National Parades since 1983 (he assured us he started young).

Our sponsors for the evening, Pioneer Centres Porsche and Hoehn Porsche, were recognized and thanked for their generous and ongoing support and our honored guests were welcomed - including Michael Dolphin, PCA Zone 8 representative, Terry Wells, formerly of Porsche Cars North America, Paula Kelly and Sarita Fuentes representing Monarch School and Lori Mathios representing Rady Children's Hospital. Thanks for year round support also went to Pioneer Centres Porsche, Hoehn Porsche, and Black Forest Porsche and BMW Service.

In brief, this year's charitable benefactors were Monarch School - which provides an environment where homeless and at risk children can improve their lives through education, and Rady Children's Hospital - San Diego's only area hospital dedicated solely to pediatric care.

The 2008 Board of Directors: Martha McGowan (President), Jim Duncan (Vice President), Kim Crosser (Treasurer), Jennifer Reinhardt (Secretary), plus Dave Gardner, Christy Copeman and John Straub (Directors at large) and Ted Myrus (Past President and Board advisor) were called to the stage and presented with thank you gifts for their service throughout the past year by outgoing 2008 President Martha McGowan, as were the cadre of almost 70 SDR event chair and committee members who were the volunteers responsible for organizing and running our Region's events throughout 2008.

The incoming event chairs and committee members for 2009 were then introduced and brought up for a group photo, as were the 2009 Board of Directors: Dave Gardner (2009 President), Curt Yaws (Vice President), Kim Crosser (Treasurer), Rikki Schroeder (Secretary), and

(Directors at Large) Neil Heimburge, Chuck Sharp and Jennifer Reinhardt.

Then followed special recognition awards which the Board of Directors had selected to award to members for outstanding achievement in 2008. This included Susan Brown and Margi Knight for their countless hours of volunteer work as Editors of our Region's Newsletter "The Windblown Witness." Roberto Montoya of Mexi-Cocina was recognized for his continued generosity and support of our Region on many occasions - unfortunately, Roberto was unable to attend due to health issues, but sent his regards.

Next, SDR charity chairs Ralph and Annette Linares, who very successfully managed the evening's charity auction, joined Mark Smith (General Manager of Pioneer Centres Porsche) at the podium to present the checks for amounts raised for 2008 charity.

Pioneer Centres Porsche has for several years generously donated \$100 for every new or pre-owned Porsche sold throughout the year to our joint charity drives. As a result of selling 380 Porsches Mark presented one check for \$19,000 to Lori Mathios of Rady Children's Hospital and another for \$19,000 presented to Paula Kelly, VP, and Sarita Fuentes, Principal, from Monarch School. Additionally, Ralph and Annette presented each charity with an additional symbolic check for a little over \$3,500 as half of the profits from the evening's silent auctions.

Club Enthusiasts and Family of the Year

MC Mark Shevitz then passed the microphone to the recipient of last year's PCA-SDR Bill Myrick Enthusiast of the Year award, Keith Verlaque (bon vivant, raconteur and all round neat guy), to announce the Board of Director's selections for 2008 Enthusiast of the Year and 2008 Family of the Year.

The Region's award for Enthusiast of the Year is named after a truly great man and exemplary enthusiast, Bill Myrick, who contributed significantly to San Diego Region for many years before passing away in 1998.

This year's recipient for Region Enthusiast of the Year award was the hard-working-behind-the-scenes with rules and website and Tech Inspection and Tech Inspector training, plus always helping out members with car troubles, plus much more, Steve Grosekemper. This proved to be a very popular decision as a surprised looking Steve got a well-deserved standing ovation as he received his award.

The Region Family of the year award was presented to the Kinninger family, with Katie working hard all year as a shining light on SDR's social committee, husband Mark being key at all driving events as an instructor and "go to guy" for Porsche problem diagnosis and son Erik being the Region safety chair, plus a driving instructor and ace hot-shoe having a choke-hold on top time of day award

for most of the year.

Awards also went to 2008 Board nominees for Zone 8 Enthusiast of the year – Neil Heimburge-Zone 8 auto-cross chair, plus the nominees for PCA National Family of the Year - Tom and Susan Brown whose extensive contribution to PCA throughout the year was not only at local Region level, but also at Zone level, and at National level with Tom as National Parade Chair and Susan as National Parade Registrar.

Vic Elford

Next came what was for many, the highlight of the evening, our guest speaker Vic Elford, a man whose racing career reads like a Hollywood script.

Vic was one of the fastest drivers of the sixties and seventies... and without doubt a Porsche hero. Nicknamed "QUICK VIC" by his peers, to this day he is heralded by many as one of the most versatile drivers of all time.

For example, Vic's 1968 season began with his win in the prestigious Monte Carlo Rally, which was followed by a win the next weekend in the legendary Daytona 24 Hours. A month later he was second at Sebring, then in May scored an epic victory at the Targa Florio. This particular victory came after he lost 18 minutes due to wheel trouble on the first lap and is considered to be the greatest win in Targa history. Two weeks later Vic won the Nürburgring 1000 Kilometers. Then in his first F1 race in July Vic took a badly out-classed Cooper to a stunning fourth-place finish in the soaking-wet French Grand Prix.

Vic is one of the world's great sports car drivers who is one of only two drivers ever to record six major wins at the Nürburgring and also competed with outstanding re-


sults in Can Am, TransAm, off-road events in Africa, even NASCAR.

Outright lap records held by Vic included many of the world's most prestigious races such as: Targa Florio, Nürburgring, Daytona, Sebring, Norisring, Monza, Buenos Aires, Road Atlanta, Laguna Seca, Riverside, and Le Mans - where he was the first driver to lap at over 150mph in the Porsche long-tail 917 in 1970!

During the 24 hours of Le Mans, when a Ferrari crashed in front of him, Vic stopped in mid-race to extricate the driver from his burning car. TV cameras caught the action and Vic was named Chevalier de l'Ordre National du Mérite by French President Georges Pompidou for his act of courage and heroism.

For roughly an hour and a half Vic regaled us with tales of world class drivers in the sixties and seventies, viewed by many as the last true gladiators competing before many of today's safety devices existed. His open and straightforward speaking style and his casual "matter of fact" way of describing extraordinary situations both on and off the track being both fascinating and entertaining made the time literally fly by.

With the action packed program it is hard to see how it was possible to fit all of the above in—plus several breaks throughout the evening for door prizes—plus a remarkably good meal at elegantly decorated tables and still have music and dancing by 9:30 p.m.

If you didn't make it to this event, you missed out on a truly spectacular evening, but don't be too upset! There will be another PCA-SDR Installation and Charity Banquet in early 2010 so watch the SDR website calendar 

Bill Myrick Enthusiast of the Year

2008	Steve Grosekemper
2007	Keith Verlaque
2006	Bob McLaughlin
2005	Gary Burch
2004	Mary Clark, Larry Clark
2003	Dan Chambers
2002	Greg Phillips
2001	Bill Smith
2000	Marlee Shaw
1999	Skip Carter

Enthusiast of the Year

1998	Bob Schang
1997	Susan Brown, Keith Verlaque
1996	Diana Schang, Bob Schang
1995	Steve Hall
1994	Paul Young
1993	Bill Myrick
1992	Chrissy Roberts
1991	Susan Tracy-Dente
1990	Bob Lemke
1989	Bill Bogusch
1988	Cecelia Knauf, Vince Knauf
1987	Steve Hall
1984	John Straub
1982	Margie Smith-Haas
1975	Bill Bartee
1974	Ralph Hurty, John Straub

San Diego Region Presidents

2009	Dave Gardner
2008	Martha McGowan
2007	Ted Myrus
2006	Margi Knight
2005	Michael Harris
2004	Bill Allen
2003	Tom Brown
2002	Ron Mistak
2001	Rich Caccese
2000	John Straub
1999	Keith Verlaque
1998	Bill Smith
1997	Roger Roberts
1996	Skip Carter
1995	Jerry Beauchane
1994	Jim Rydbeck
1993	Al Schlegel
1992	Steve Hall
1991	Bob Lemke
1990	Tom Hauseur Jr.
1989	Art Wrightson
1988	Paul Young Sr.
1987	Nancy Rydbeck
1986	Bill Myrick
1985	Keith Nelson
1984	Carol Muir
1983	Slim Durham
1982	Margie Smith-Haas
1981	Tom Hauseur Sr.
1980	John Straub
1979	Art Wrightson
1978	Tom Van Zant
1977	George Thwing III
1976	Bea Cole
1975	Tom Hauseur Jr.
1974	Ralph Hurty
1973	Dieter Vongehr
1972	Ernie Paschoal
1971	Joe Ramos Jr.
1970	George Thwing III
1969	Dave Carsten
1968	Gordon Bartow Jr.
1967	Dick Barbour
1966	George LaDam
1965	Tom Hauseur Sr.
1964	Jack Rober
1963	Keith Ewton
1962	Wally Cole
1961	Rowland Johnson
1960	Maj. Roger B. Thompson, Paul Madigan
1959	Keith Ewton
1958	John Bowman

Windblown Witness Editors

2009	Susan Brown
2008	Larry Clark, Margi Knight, Susan Brown
2007	Greg Phillips, Larry Clark
2006	Greg Phillips
2005	Greg Phillips
2004	Greg Phillips
2003	Greg Phillips, Jim Bohorquez
2002	Skip Carter, Jim Bohorquez, Greg Phillips
2001	Skip Carter, Harvey Cain
2000	Skip Carter
1999	Skip Carter
1998	Skip Carter
1997	Skip Carter, Pete Albrecht
1996	Skip Carter
1995	Howard & Lois Wasserman
1994	Howard & Lois Wasserman
1993	Royce Ann Higgins
1992	Debi Norris, Royce Ann Higgins
1991	Debi Norris
1990	Monique Straub
1989	Louie Butler, Borden Covell, Randy & Margaret Mardis Monique Straub
1988	Fred Fraley
1987	Fred Fraley
1986	Robbin Herring
1985	John Straub
1984	John & Denise Straub
1983	John & Denise Straub
1982	John & Denise Straub
1981	John & Denise Straub
1980	Grace & Tom Hauseur Jr.
1979	Hal Nash, Grace & Tom Hauseur Jr.
1978	Hal Nash
1977	Ivan Richmond
1976	Bill Haggerty
1975	Bill Haggerty
1974	Ernie Paschoal
1973	Ernie & Carol Paschoal
1972	Judy & Cliff Berryman
1971	Bea Cole, Judy & Cliff Berryman
1970	Dave Carsten, Wally Cole, Joe Ramos Jr., George Berryman
1969	Jerry Robinson, Dave Carsten
1968	Charles King
1967	Charles King
1966	George LaDam
1965	George LaDam
1964	Keith Ewton
1961	Wally Cole
1961	Wally Cole
1961	Roland Johnson, Jerry & Dawn Lehrer



2008 Board: (L-R) Martha McGowan, Dave Gardner, Kim Crosser, Christy Copeman, Jennifer Reinhardt, Jim Duncan, John Straub and Ted Myrus with MC Mark Shevitz at the podium



The 2008 event chairs gather in front of the stage



2009 Board: (L-R) Martha McGowan '09 Board Advisor, Neil Heimbuge, Kim Crosser, President Dave Gardner, Curt Yaws, Rikki Schroeder, Jennifer Reinhardt and Chuck Sharp



The 2009 event chairs



1. Mike Brown
2. Keith bossy-boots Verlaque
3. Legendary MC Mark Shevitz
4. Monique Straub
5. Dan Chambers & Monica Bockman
6. Vic Elford books awaiting his signature.
- 7.(Event organizer) Katina Gonzalez with Mark Shevitz
8. SDR Family of the Year Erik, Katie and Mark Kinninger
9. Dan Chambers, Greg Phillips and Vic Elford
10. PCA Zone 8 Rep Michael Dolphin
11. PCA founding member Jack Case
12. Rapid Roland Schmidt
13. Bill and Tami Ibbetson (event organizer)
14. The Welcoming Committee
15. Jennifer Reinhardt

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993 Intake Oil Leak

By STEVE GROSEKEMPER

As the last of the air-cooled 911s celebrate over a decade of service to their owners, they seem to more closely emulate their earlier air-cooled ancestors.

You see, back in the day... Porsches leaked oil to one extent or another and that was just the way it was. Hopefully, it was just a small leak that made it smell like a 911 and not something like an elusive James Bond driven DB-5.

993s are air-cooled 911s and as they age, they too, will leak some oil. Some of the leaks seem like a major deal, but are easy to fix like the lower valve covers. Some are not so easy to fix like the case through-bolt o-rings.

But not everything is as it appears and that is where we start our story today.

About the worst leak a 993 can have is leaking case through-bolts because that means almost complete disassembly of the motor for proper repair. The good news about this leak is that there is a relatively easy-to-repair item that tries to disguise itself as leaking case through-bolts.

This item is the lower intake resonance flap seal which can be found on 1996 and later 993s with the VarioRam intake system. The resonance flap can be found attached to the bottom side of the intake manifold just left of center.

This unit looks like a standard throttle plate that simply changes the length of the intake air flow tract to give the engine a broader torque and horsepower curve. As time marches on, the engine wears and creates more blow-by. Blow-by is oil vapor in the crank case. This vapor is then drawn into the intake system to be burned by the engine and cleaned by the emission control devices.

The older an engine gets, the higher the quantity of oil vapor created in the blow-by gas. A portion of this oil vapor mix will condense in the cool intake manifold. The portion that does not get burned by the engine will pool on the bottom of the intake manifold.

It pools right on top of the seal for the resonance flap and it leaks out onto the top of the motor (see image).



Leaking intake resonance flap with blower and ducting removed

As this item continues to leak, the oil cascades down the left side of the motor and eventually covers the case through-bolts with oil. That would be the disguising part of the oil leak.

Repair is not as difficult as it might seem. The flap is wedged between the intake manifold and the fan housing with about 5mm of clearance. The problem is the unit is about 75mm in height.

The trick is to separate the intake manifold from the port flange on the left side so it can be raised high enough to be able to slide the flap out the bottom of the intake manifold.

But before we get carried away, let's take a closer look to see if this is really the source of the oil leak. To start with, we need to get that big blower assembly on the left side of the engine out of the way.



The resonance flap is hiding under all that black plastic!

- Remove the 2 mounting screws on the air intake snorkel (10mm socket). Push this hard plastic air snorkel to the left and pull it up and out of the car.
- Unplug the electrical connector from the front of the rubber elbow boot just below the two mounting screws you removed above. (Squeeze metal release bail on plug to unlock and pull off.)
- Loosen the forward hose clamp and pull the large rubber boot out of the car.



- Remove the electrical plug from the left side of the fan motor. (Carefully squeeze the top and bottom of this plug to release the plug locks.)
- Loosen the two long 6mm mounting bolts at the left side of the fan assembly (10mm socket). Be sure not to misplace the spacer between the fan and the intake manifold on the rear-most mounting bolt.
- Disconnect the electrical plug (2 red wires) and the lower vacuum line from the fan blower assembly. Gently twist and pull this vacuum elbow off as yanking it will break the delicate plastic vacuum switch. Air will rush in when the vacuum line is disconnected (if not, you have a vacuum leak and you need to fix it).
- To really see if it is leaking we need to get a little better access and remove the rubber air boot on the top of the of the cooling fan housing. To do this remove the two 6mm mounting bolts and pull the unit up and out towards you. There are clips holding the other end in place.

Now you can get a good look at the resonance flap to see if that is where your leak is coming from. If it looks like the one in the beginning of this article, you have found the source of that oil leak.

Now that we can see the problem all we have to do is replace that faulty unit and our leak will be gone. Sound easy enough? Then read on...

- Loosen the hose clamps at the top of the rubber intake boots. Use an air nozzle to blow any dirt away from boots and/or manifolds as you don't want any dirt entering the engine when the manifold is lifted up.



Loosening the upper clamps will make reassembly easier

- Unbolt the metal sensor plug bracket attached to the #3 intake manifold leg.
- Using a prying device, lift the left side of the intake manifold up.
- After lifting the manifold, disconnect the vacuum hose from the resonance flap.
- Reach around the left side of the flap with your left hand and remove 6mm bolt from the back of the resonance flap assembly. (Using a ¼ drive ratchet, 1-inch extension and 10mm ¼ drive socket will give you the best clearance and leverage to get this bolt out.)
- After the rear bolt is out, remove the front 6mm mounting bolt and pull the resonance flap and gasket down and out of the intake manifold.
- With the unit removed, thoroughly clean the mounting surface of the intake manifold as well as the inside. Stuffing some high quality (absorbent) paper towels inside the manifold is the best way to get the oil puddles out. After several minutes of soaking, pull the towels out. Repeat until the towels come out clean. "Out" is the operative word here. Don't leave any part of the towel in the motor. I know, seems silly to even have to mention it but...
- Carefully install the new resonance flap 993.110.061.03 and gasket 993.110.263.01 making sure the upper end of the shaft of the resonance flap is smoothly inserted into the top bushing. Do not force the assembly as doing so could damage the bushing requiring

complete intake manifold removal for repair! The easiest way to do this is to open and close the flap as the shaft enters the bushing.


- After the flap is in place, install the mounting bolts and slowly tighten them alternating from the front to rear bolts and operating the flap at the same time. This will ensure nothing is damaged upon installation and will also avoid any bushing alignment or binding issues.

- Reattach the metal bracket at the #3 intake runner taking notice of the rubber 4-way connecting piece in the upper left corner of that bracket. If the connector looks oily, deteriorated or collapsed you should replace it with a new unit. 993.110.573.00


With the flap assembly replaced and the intake manifold reattached, we will need to do some clean up. Find some good engine cleaner and soak the entire top of the motor so it can get everywhere the oil leak did. Remove the lower engine cover if you haven't already done so. Put a pan under the motor to catch all the dirt and oil as there will be plenty.

After the top of the engine is shiny and clean, you can reassemble the top of the motor in reverse order. Just start by reading this article backwards.


Good luck.



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2008 Charity Wrap-Up

TEXT BY ANNETTE AND RALPH LINARES

PHOTOS BY GREG PHILLIPS

As we reflect back on this past year in our role as Charity Team chairs, Ralph and I are overwhelmed by the generous support we received from club friends, members and sponsors alike. We smile with satisfaction knowing that because of all of you, we as a club have accomplished a great deal to improve the lives of children throughout San Diego.

Book Drive

We began with the tremendously successful Juvenile Hall Book Drive. This was the creative brainchild of long-time club members Bob and Kathy McLaughlin. They shared with us the simple needs of the kids at Juvenile Hall – paperback books. It seems that although there have been plans for a library at Juvenile Hall for many years; it has never become a reality. The kids spend much of their day either in school or confined to their room, and while in their room, the kids are restricted from having any recreational items (not even pencils or pens) other than paperback books. We shared with you the need, and the club members responded! Throughout the month of September, at all the club events we were rewarded with your paperback book donations. When the final count was complete, we had collected over 600 books to donate to Juvenile Hall. Bob and Kathy McLaughlin stepped up and took care of their delivery—Thank You Bob and Kathy!

Socks and Underwear?

Not to rest on our laurels, in October we had a big month planned for one of our primary charity recipients, Monarch School. Monarch School is a very special school that serves homeless children in San Diego. Located in downtown San Diego near Little Italy, they have created a sort of sanctuary for these kids, providing education, breakfast and lunch, medical and dental services, after-school enrichment programs and the much needed stability that is lacking in other aspects of these children's lives. Ralph and I were very fortunate to take a tour of the school and interact with some of these bright, wonderful kids. The school currently provides 2nd -12th grade education, and many of the kids enter the school several grade levels below expectations, but through the wonderful curriculum, most are able to make-up at least 2 grade levels in one year. One of the needs identified by the school for these special kids is the basics: socks and underwear. We set out to hold a new sock and underwear drive at all PCASDR events throughout the month

of November. At the completion of our drive, we were able to collect and donate 339 pairs of socks, 285 pairs of underwear and 10 t-shirts. The success of this drive is greatly due to the generosity of one particular club member, Roberto Montoya. Roberto overwhelmed us with a very large donation of socks and underwear, and anyone who knows Roberto also knows that his generosity towards kids is famous – thanks Roberto!

Special Dinner

We also planned another special event in November for the families at Monarch School – a family dinner. This is a dinner that the school helps organize with the assistance of volunteer groups such as ours to provide a healthy, hot dinner to the kids and parents of Monarch School, in order to bridge the gap between home life and school life and strengthen the parents' involvement with their child's academic pursuits. Mark Smith and Pioneer Porsche very graciously offered to sponsor the entire dinner, while club member Roberto Montoya and his restaurant Mexi-Cocina did all the cooking. On November 10th, Michael Harris, John and Monique Straub, Ralph and I all met with Roberto Montoya and his crew from the restaurant to set up the feast that they had prepared. We all took a guided tour of the school with the Principal, Sarita Fuentes and Director of Development, Paula Kelly. We were all impressed by the terrific programs they have cre-



Annette making a bid at the auction



Ralph with his trusty laptop

ated to make a difference in these children's lives. After the tour, it was time to roll up our sleeves and serve the 60 kids, parents and staff members the delicious dinner that Roberto and his crew had prepared. It was a memorable and moving evening for us all and Michael Harris was kind enough to write all about our adventures in an article in the January 2009 Witness. We are extremely appreciative of Mark Smith and Pioneer Porsche for sponsoring this dinner, Roberto Montoya and his crew at Mexi-Cocina for cooking and setting up a beautiful buffet, and to John and Monique Straub and Michael Harris for giving of themselves and their time to help serve dinner to these families.

Silent Auction

The grand finale of our year was the annual Charity Auction at the Installation Dinner. This year, the event was held at the beautiful Paradise Point Resort and our Silent Auction was meant to be the largest fundraiser for the year and would benefit both Rady Children's Hospital and Monarch School. Neither Ralph nor I were novices at the auction, as we had been involved with several over the past few years. That experience certainly helped us immensely in our planning and preparation for the event. Ralph was instrumental in setting up computer programs to keep us organized (I definitely do not have any technical skills to offer in that arena!) We also recruited a bit of extra help for the night of the event, with John and Monique Straub as always willing to lend a hand and Steve and Sharon Grosekemper stepping up to assist with check-in and check-out at the auction (thanks John, Monique, Steve and Sharon, you all were a tremendous help!) We were a little concerned that with the current

economic challenges facing everyone these days, that we may have some difficulty obtaining donations to the auction or there might be limited bidding activity the night of the event—boy, were we wrong! Businesses, club members and sponsors alike answered our call for donations, and by the night of the event we had over 60 items up for auction. Auction attendees did not disappoint either, as we had vigorous bidding on all of the auction items. We were both pleasantly surprised at how things seemed to run smoothly overall, and the positive feedback we received from attendees proved our observations to be correct (thanks for the great feedback from everyone, but I give Ralph all the credit for having us as organized as possible and keeping a cool head at all times!) At the conclusion of our 2 hour auction we had raised a total of \$7,026 for Monarch School and Rady Children's Hospital. We all should take pride in knowing that in our own small way, we are helping to improve the lives of children throughout San Diego.



John Straub, bidding pen in hand

We cannot adequately express our gratitude to all of the sponsors, businesses and club members who helped to make our charity auction a success. Ralph and I were truly amazed by the generosity and support everyone has shown us throughout our time as the charity chairs, without all of you, none of our events would have been successful. We have truly enjoyed the experience—Thank you all!





On behalf of PCASDR, the Charity Team wishes to express our sincerest appreciation to these businesses and individuals who helped us raise over \$7,000 at our Installation Dinner Charity Auction supporting Monarch School and Rady Children's Hospital. Through your generosity, we have been able to help improve the lives of San Diego children.

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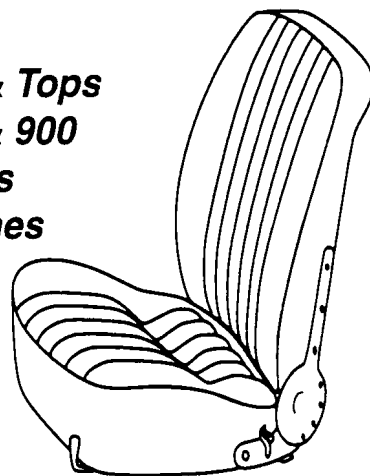
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Brake Fluid Basics

BY YOLANDA A. FACIO

Stopping power is an all-too-critical element Porsche owner's expect and demand from their cars. Although the brake system has many important components, for this article we want to focus on just brake fluid. Brake fluid is an often times neglected service issue and, yet, brake fluid can be the difference between stopping and the alternative; not stopping.

Technical

Brake fluid is a type of hydraulic fluid. Brake fluids are specified DOT based on minimum specifications outlined by the Department of Transportation. Dot 3 and Dot 4 specified fluids, which have poly glycol ethers in them, are hygroscopic. Hygroscopic means that the fluid is water absorbing; this allows the fluid to mix with water and still perform adequately. Brake fluid has several different important characteristics including compressibility, viscosity and boiling point. Because the hydraulic brake system relies on the compression of the brake fluid to transfer braking force to your vehicle's brake calipers, the fluid must have a low compressibility point even with temperature variation. A brake fluid must also maintain a constant viscosity under changing temperature conditions. You wouldn't want to have frozen brake fluid in your fluid lines while skiing up in Northern Arizona!

Finally, the most critical feature of brake fluid for Porsche owners is boiling point. Brake fluid has two different boiling point measurements, 'dry' and 'wet'. The 'dry' boiling point refers to the temperature that the fluid will boil with no water present in the system. The 'wet' boiling point refers to the temperature at which the fluid will boil with 3% water by volume in the system.

Because hygroscopic brake fluid will actually draw moisture in from the surrounding air it starts accumulating water immediately after it leaves the fluid container. For that reason, it is important to never use fluid from an opened container. If you must store remaining fluid, it must be tightly sealed and even then, should not be stored for more than six months.

Maintenance

At Exotic Motorwerks, we find that brake fluid maintenance is one of the most neglected areas. It is often times missed when cars are brought in for repair work and not service work. This is why getting on a scheduled maintenance plan with your shop is so important.

Porsche recommends that brake fluid be changed every 2 years. It is also recommended that the brake fluid be changed more frequently if the car is used on the track.

If you can see your brake fluid reservoir and the fluid is not a light clear Karo syrup color, it should be changed. If you have changed your fluid to a high-temp racing style fluid, you are not "off the hook". High-temp fluids are not less hygroscopic, so they will still absorb moisture. Because the brake system is under extreme heat and endures more heat cycles the fluid should be changed more frequently. High-temp fluids should be changed on the factory recommended schedule whether or not they "look" okay.

It is important to note that the brake system is not a completely sealed system so moisture will accumulate in the lines, cylinders and calipers; it is inevitable. Because in Arizona we have a dry climate, brake fluid remains more useful throughout the 2 years than if you were to live in a wet climate. A dry climate does not, however, mean that the fluid can be left for years and years.

Condensation can occur from the heating and cooling cycles the brake fluid undergoes. Once moisture and condensation build up beyond the DOT specified 3% by volume, pockets of water can be created. Moisture/water left in the brake system becomes highly corrosive. It will rust calipers and break down rubber components like caliper seals and diaphragms in brake cylinders. A vehicle with brake fluid changed per factory recommendations will rarely have a caliper failure or brake cylinder failure.

Track Use Specifics

Condensation at the race track creates even bigger problems. Because water has a boiling point of just 212 degrees Fahrenheit versus a wet boiling point for non-race factory brake fluid of 356 degrees Fahrenheit, it heats up a whole lot faster. The bigger issue is that water will evaporate leaving air pockets. These air pockets can create a soft pedal to no pedal at all, leaving the driver without braking power.

For most casual track drivers, a factory brake fluid will be sufficient for stopping power. However, if you are a 'hard-charger' you may need to switch to a higher temperature fluid. For typical street use Genuine Porsche Brake Fluid or Pentosin Super Dot 4 are good choices. For track use, ATE Super Blue or Super Gold are good choices.

For Do-it-Yourselfers, remember that brake fluid is corrosive and will damage paint. Also, on most every Porsche the clutch system and brake system share the same reservoir and fluid, so it is important to flush/bleed both systems.



Finally, for dedicated track cars with high-use and high-heat braking cycles, such as a Cup car, the recommended brake fluid is Castrol SRF. This fluid differs from the others we've discussed in that it is a silicon based fluid which means that it is less hydroscopic or less moisture absorbing. Because it is silicon-based, it cannot be mixed with conventional glycol-based fluids. You must completely flush the system in order to make the change. One drawback is that the silicon-based fluid has a lower 'wet' boiling point and because it absorbs less moisture, corrosive moisture pockets are created more easily, so more frequently fluid changes are recommended. Another drawback is price, between \$70 and \$80 per liter.

Porsche Locking Differential – PSD

One last area where brake fluid must be changed regularly is in the PSD system which appeared on early 90's 928s and 911s. As these cars age, this is becoming a critical maintenance area because the PSD components are expensive and some are becoming discontinued. The 928 is especially critical as it has a separate reservoir that must be flushed.

Happy motoring!



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New Members

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

Douglas Close

San Diego, CA
1978 924

Oliver Feldhausen

Carlsbad, CA
1999 996 Cab

Ken Fiorelli

Cardiff By The Sea, CA
2006 Cayman S Coupe

John Grant

Solana Beach, CA
1996 993

Peter Greenberg & Brandon Greenberg

San Diego, CA
2004 911 C4S Coupe

Mark Hattendorf & Peggy Hattendorf

Encinitas, CA
1985 911

Dallas Jones & Sharon Jones

La Mesa, CA
2003 986 Cab

Erwin Mascardo & Nina Mascardo

San Diego, CA
2008 Cayman Coupe

John McGuinness

Winchester, CA
2009 Carrera 4S & 2008 Cayman S

Hyder Rabbani & Anna Rabbani

Escondido, CA
2003 Carrera 4S Coupe

Fredric Rapp

San Diego, CA
1986 944

Mark Richey & Carolina Richey

Carlsbad, CA
1971 911 E Targa

Hee West

Poway, CA
2006 911 Cs Coupe

Edmond Young

La Jolla, CA
2006 C 2S Cab

Linda Young & Martin Mattingly

San Diego, CA
2003 Boxster Cab

Anniversaries

Five Years...

Gordon Cruse
Doug Dawson

Mark Garriott
Michael James
Laura Manz

Ten Years...

Russell Dickerson
Gloria Fishkin
Chris Friddle
Jose Galeano
Rod Mountain
Ron Ramirez
Ronald Rice
John Simone
John Turk

Twenty Years...

Ed Allen
J Butsko

Membership

San Diego Region's membership currently stands at 1414 primary members and 1096 secondary members, for a total of 2510.

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.

The World needs more KINNINGERS

I want to publicly say a big THANK YOU to Mark and Erik Kinnering. Erik Kinnering was performing a tech inspection on my car at the January autocross at Qualcomm stadium. Erik notified me that my front brake pads were right at the wear limit. He called over his dad, Mark, who confirmed Erik's findings. Mark told me that the Black Forest shop was open and if I wanted to go and get some new pads, he would install them. As I have a tendency to be a tad anal, I try to be prepared for almost anything that could go wrong with my Porsche when I go to the track. I carry around a box with various car incidentals, including a new set of brake pads. I also have my jack and lug wrench stashed away in that box. I showed Mark I had everything necessary to change the brake pads. I think he was a little surprised that I had all the needed items at my fingertips. After he was done with his tech inspection duties, he showed up at my car with his tool kit and went to work. With the help of Keith Verlaque, the new set of brake pads were installed on my car, the wheels back on, the wheel nuts torqued, and everything was ready to go in less than 15 minutes – I was amazed!!

I thought this was an extremely generous offer on Mark's behalf and demonstrates why the Kinnering family was selected as SDR Family of the Year. Once again, this showed me what a wonderful region San Diego Region is as I see selfless gestures like this time and time again.

I owe a HUGE thank you Mark and Erik for helping to keep me safe! Thank you Erik for clearly exhibiting integrity in handling your tech inspection responsibilities and for not being afraid to tell me I wouldn't be able to drive on worn brake pads! Thank you Mark for taking time to help me. I'm proud to be a member of San Diego Region – we really are the best! Martha McGowan

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.

The February Board of Directors meeting was held at the home of Curt and Janet Yaws. Board members in attendance were Dave Gardner, Neil Heimborge, Curt Yaws, Kim Crosser, Chuck Sharp, Martha McGowan, Rikki Schroeder and Jennifer Reinhardt. The meeting was called to order at 7:05. Minutes from the January meeting were approved unanimously.

Treasurer's Report

Treasurer Kim Crosser reported on account balances reconciliation. Major income sources in January included the Autocross, Installation Dinner reservations, Windblown Witness advertising and Time Trial Pre-Registration. Major expenses in January included the Installation Dinner, the Willow Springs Time Trial/DE and the Autocross. Two months of covers for the Windblown Witness were purchased. Finally, California sales taxes for Goodie Store sales were paid.

At the Installation Dinner, we recorded \$7,026 in Charity Auction sales.

In recognition of Bill Bohorquez' long tenure and extensive contributions to the Club, \$250 in his memory was donated to "Bill's 4-H Memorial" fund.

President's Report

Dave Gardner thanked Martha McGowan, Tami Ibbetson and Katina Gonzalez for a great Installation Dinner. The event was certainly a success.

Dave Gardner reported that there are still open Chair positions: Charity, Goodie Store. Volunteers are needed.

A Tech session will be held at Mirage International on March 19. They will show how a car is inspected for various performance driving events.

Dave Gardner asked for a discussion on Board Meeting hosting expenses. The current budget is not enough to serve 30-50 people, including beverages, and was set several years ago. Prices have increased significantly. The amount of \$450 was suggested. Kim Crosser moved approval and Neil Heimborge seconded the motion. In discussion, Jennifer Reinhardt added that noise and other issues will be monitored and that the Board can re-visit the issue in the future if deemed necessary. The motion was approved unanimously. The new limit for dinner is \$450/meeting.

Dave Gardner submitted a budget request for 11 Regional Procedures Manuals (RPM's). Neil Heimborge and

Curt Yaws made the motion and seconded it respectively. The motion was approved unanimously.

An Equipment Chair is badly needed. It is the only way that events will move smoothly. A description of this Chair position will be sent to Dave Gardner and he and the AX Chairs will try to fill the position at the next AX. No action was taken.

It was agreed that business cards are only needed for the President, Membership Chair, and selected others. Chuck Sharp reported that he can do them if the number needed by each is under 20. Dave Gardner will work with Chuck Sharp to get business cards for those who need them.

Martha McGowan showed a prototype badge. She will order 75 badges the cost of which is within the budget approved at the January meeting.

Dave Gardner again asked for a liaison to work with the California Festival of Speed volunteers. Some names were suggested and Dave Gardner will contact them.

Chair Reports

Autocross. (AX, pre-reg, reg, CW, equip, logistics, safety, tech inspect, tech adv, timing) Tom Brown submitted a budget request for wireless adapters for the timing system in the amount of \$800. These will allow wireless connection to the displays. Chuck Sharp moved approval and Neil Heimborge seconded the expenditure. It was approved unanimously.

Tom Brown noted that he spent several hours on the phone with Race America, the makers of the new timing equipment. He explained that new infrared emitters and additional software improvements should reduce or eliminate the problems noted at the last AX. Neil Heimborge moved to upgrade all 3 units at a not to exceed price. Kim Crosser seconded the motion which was approved unanimously.

Bill Behun submitted a budget request for AX through June. Kim Crosser moved approval and Chuck Sharp seconded the motion which passed unanimously.

Bill Behun submitted a budget request for additional concrete that was used to repair the Qualcomm parking lot. The January approved amount was not nearly enough. Rikki Schroeder moved approval and Neil Heimborge seconded the motion which was approved unanimously.

Tom Brown asked what the Board would like to do with the old displays and cases. Curt Yaws offered to try and sell the old equipment on E-Bay.

Auto Museum. Correction to last month's minutes: Mi-

chael Harris gave the report rather than Bill Allen. Dave Gardner noted that the new Museum show is about Hot Rods. Club members were urged to support this show. John Straub noted that there is a Cars and Coffee event sponsored by the Museum on February 15. On February 19, 6:00 pm, Parnelli Jones is speaking at the Auto Museum.

Charity. A new Chair is needed for Charity. Annette Linares reported that the Auction raised over \$7,000 through the sale of 61 items. There are supplies left over for next year.

DE. (DE, pre-reg, reg, CW, equip, logistics, safety, tech inspect, tech adv). Carl Scragg submitted two budget requests for a DE on March 14 and for a Monday event at the California speedway on June 15. Curt Yaws moved approval and Chuck Sharp seconded the first motion which was approved unanimously. Kim Crosser moved approval and Curt Yaws seconded the motion which was approved unanimously.

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

Insurance. Tom Golich handed out additional waiver forms. He noted that he has applied to National for insurance certificates for all the upcoming events except tours. He was trying to get the master permit for Qualcomm events.

Social. Angela Avitt agreed to set up the Motorhead Mondays. She has three currently scheduled for April 13, May 11 and November 30. Rikki Schroeder moved approval of the dates and Jennifer Reinhardt seconded the motion. It was approved unanimously.

David Gardner noted that we still needed someone to volunteer to set up a Mystery Weekend, Progressive Dinner and other "one-time" events.

Sponsor Liaison. Curt Yaws reported that he met with Hoehn Motors. They are interested in doing a Tech Session about the new Panamera.

Tech Sessions. Sheila Steverson reported that the Tech Session with Pioneer will be held on April 18. They will introduce the new Boxster and Cayman. The Porsche Car Clinic will be held at the same time. There will be a session at Bumper Doc on June 13 at the Escondido location. She asked for approval of those two dates. Curt Yaws moved approval and Chuck Sharp seconded the motion which was approved unanimously.

Time Trial. (TT, pre-reg, reg, equip, safety, tech inspect, tech adv, timing) Chuck Sharp submitted rough budget reconciliation for the Time Trial. Other minor corrections were made and it was noted that the event made money. Curt Yaws moved acceptance and Rikki Schroeder seconded the motion which was approved unanimously.

Tours. Martin Lipp requested approval of tour dates. February 15-Borrego Boogie-Type 2; March 21-Black Diamond-Type 4; April 26-Type 2; June 6-Black Diamond-Type 4. Jennifer Reinhardt moved approval of the dates and Curt Yaws seconded the motion which was approved unanimously.

Web Team. Keith Verlaque reported that we must have a good showing at the Symbolic Tech Session.

He also reported that the Web team met last Saturday to divide duties. They requested that Dave Gardner be the only contact to avoid duplication and misunderstanding. He submitted a budget request to buy a new version of Dreamweaver. Curt Yaws moved approval and Neil Heimburge seconded the motion which was approved unanimously.

Witness Team. Susan Brown asked for assistance on event flyers. Several people are needed to meet the need. Jennifer Reinhardt volunteered to put out a call for volunteers on the Forum.

Unfinished Business

None.

New Business

Kim Crosser reported that those who pre-register for a DE or Time Trial, but then cancel, have 5% of their prepaid fee subtracted from their refund, while AX cancellations are fully refunded, despite a consistent cost to the Club of 4% of the pre-registration fee for the on-line service. Kim Crosser moved that the prepaid AX cancellations be fully refunded minus a flat fee of \$2 and that prepaid DE's and Time Trial cancellations be fully refunded minus 4% of their pre-registration charges. Rikki Schroeder seconded the motion which was approved unanimously.

Dave Gardner asked when this would be implemented. It was decided that this would be started in March. Faxed in entries will be discontinued in June.

Old Business

Martha McGowan presented several budget reconciliations for the Installation Dinner, Vic Elford's speaker expenses, awards and the yearbook printing. Rikki Schroeder moved approval of the revised budget reconciliations and Jennifer Reinhardt seconded the motion which was approved unanimously.

Announcements

Jack Case provided corrections for the membership book.

The meeting was adjourned at 9:40. The next meeting will be held March 4 at the home of Neil and Julie Heimburge.

The Yaws were thanked for hosting the Board meeting.



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. \$300 w/ instruction from 23 yr PCA driver. 944's also available for big track DE's & TT's. Tim Comeau 619.994.0919 timcomeau@cox.net. www.comeauracing.com

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

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

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 all svc. records must see \$9,350.00 must sell !email for pix, jweiltsr@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

1985 Carrera Coupe Fac Whale tail Blk/ Blk Superb Condition. 101K miles. Always garaged/ covered. Never Autocrossed. \$22K Firm. Contact for photos/ info. waynebostic@cox.net (619)464-6723

1986 Porsche 944 162k mi blk/blk. Rblt motor@129k. Religiously maintained. Great daily or track car. please email for details thetig944@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

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

1995 993 Cabriolet 59000 miles, manual, black metallic, Litronic, Carbon Fiber, owned this car for 10 years as a second car., near perfect \$34900 (858) 869-4669

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

1998 993 Cabriolet Glacier white exterior with midnight blue interior. New top & rear window. 87K miles. Meticulously maintained, garage kept, no accidents, clean title. Serviced at Black Forest. Features: 6-speed manual, 18 inch turbo twist wheels with painted Porsche crests, oval stainless-steel exhaust tips, aluminum shift knob & brake handle, litronix headlights. Looks & runs great! \$26,500 (obo) (858) 354-5742

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

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

944 Concours Show Car 1984 Porsche Zone 8 Class Champion. Meticulously cared for top to bottom. 35K original miles, 2.5L, 5-speed, air, sunroof. Garaged. Featured in European Car Magazine 2/2005. \$18K Contact :Steve Krein (805) 630-6078

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

Porsche 2001 911 75Km. Clean CARFAX. Blk on Lt Gry. Custom Porsche car cover, K&N air filter and Cat-back exhaust system beefs-up HP to 315. Turbo twist 18 inch wheels. Maintained by Black Forest Porsche - all records. \$30,900 OBO. duck1@san.rr.com for photos. (619) 575-0363, (619) 534-9546. (619) 575-0363

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

89 944 Turbo #151 KI Well sorted POC/ PCA & street legal. Info at http:// www.geocities.com/ mats@att.net/ main.html E-mail: mats@att.net \$20k (858) 794-6910

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

94 964 C4 Street/Track Factory Widebody; Silver/ black; beautiful condition; R6 POC & GT3S PCA race legal; street legal; \$36000/ 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

944S Seats Tan leather 944S seats w/3 point belts. Driver side power seat, passenger side manual. Tear in center of each. \$200 obo. Mark (858) 864-3163

911 Carrera stainless muffler Band B style low restriction. Will work on 911SC. \$200. Also Carrera front radiator cooler. \$250. Carrera a/c parts (call with needs) (619)733-5500 (619) 593-4053 (619) 593-4053

Boxster S Wheels Two 7Jx17ET55, two 8.5Jx17ET50. Good condition. Includes used Michelin PilotSport Cups, still good for DE's ora track weekend. \$650 Russell rdshon@san.rr.com (858) 442-7466

Fuchs, 15x7 & 15x8 Great condition, both platinum and black centers, will sell in pairs, contact Don Middleton - email: Don@midkam.com, or phone: (619) 668-4822

Goodyear F1 GSD3s 265/40-18 2 New, never mounted Goodyear F1 GSD3 tires, size 265/40-18, perfect for 997/987s. Great Max perf street tire. \$450 Russell rdshon@san.rr.com (858) 442-7466

Factory harness roll-over bar for 911 coupe (99-09) in stainless steel with installation kit. Brand new, still in original package. 890\$. arnulf.graf@nyu.edu (917) 826-9100

944 Weltmeister Harness Bar almost brand new harness bar for a 944. Used it one week-end on the track, moving up to full cage. \$100/bo **Rims, tires** '02 MY 5 spokes with Hankook Z211 track tires, 10 heat cycles 1500.00. 1-265x35zr18 & 1-285/35zrx18 Dulop Sport Race loose tires 50.00 ea. (760) 745-4404

BBS motorsport wheels 18" 18 x 8.5 + 10.0 for 993. used \$2800 18 x 10 + 12 for 911 w/ fenders \$3000 jae@mirageintl.com, call jae (858) 581-1101

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 (hollow 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 litning@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

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. \$200/ 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 storage and available to be viewed by interested parties. All original parts are either with the car or stored in boxes. Call Mark Renard for more info. (619) 944-3890

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

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

Aerial Photography and Video Low level aerial photography and High Definition video service. Remote Control Helicam allows the capturing of unique aerial photography. (858) 248-2719

ATTENTION: Calling all Auto-Crossers and Time Trialers, this is your opportunity to save \$\$ when it comes time to change those worn out used up tires. Bring them to me, 'Ron's Tire Swap'. Using the newest and latest tire changing and wheel balancing equipment I can service all your tire changing needs. Rates are as follows: Tire Removal, Installation, and Balancing included for \$25.00 per wheel, That's right, just for \$25.00 ea. I will even dispose of your old tires if you prefer for as little as \$4.00 ea., or you can take them with you. Call for your appointment today @ 858-583-8440. (858) 583-8440

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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).



Pictures by Mark Rondeau



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. 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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To:

Susan Brown, Editor



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

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