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WINDBLOWN WITNESS

Volume 50 Number 4

April 2009

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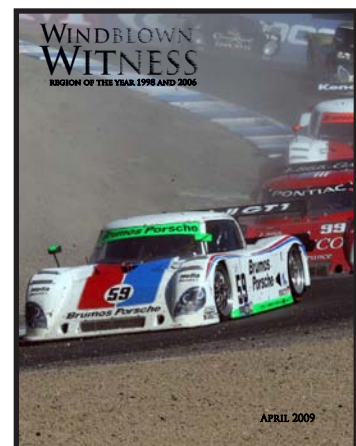
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COVER PHOTO

Brumos Porsches in
the Corkscrew from
the Grand-Am races
at Laguna Seca

*Photo by Greg
Phillips*



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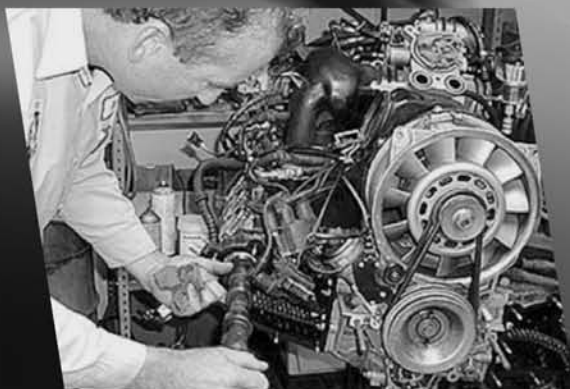


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We're Off and Running!

By DAVE GARDNER, PRESIDENT

We are in full swing now with our 2009 events. By the time you read this we will have had 3 autocrosses, a DE and 2 tours, as well as a weekend with 2 Time Trials. We continue to have our last Tuesday socials and we'll have a Motorhead Monday April 13th after the CFOS event. Plans for the Concours are progressing nicely and I'm looking forward to the event. I find it amazingly wonderful that we live in such a beautiful area and can have more events completed by April than some regions are able to hold all year. Thank goodness for San Diego's weather! We are also fortunate to have an incredible group of volunteers who not only make these events possible but do so with professionalism and meticulous perfection. My heartfelt thanks go out to all of the volunteers that make this region the best region in PCA.

Volunteers

Here I go again pleading for the last few volunteers needed to fill our chair positions. Please contact one of the board members to find out where you can join in the fun and volunteer to make this club even greater than it is. You'd be surprised at how many new friends you make when you volunteer for a chair position. Share your abilities and stories



with other volunteers in the San Diego Region.

Mindless Ramblings

I was thinking, ok reminiscing, the other day about all of the Porsches I have owned and how much work I did or didn't do on them. When I was younger and the cars were simpler I did a lot of the work on the cars myself. I'll have to confess my limited income in my 20's was probably the main factor in rolling up my sleeves and working on the car myself. I was fortunate to have a friend who owned his own foreign car repair garage and would let me use his facilities when they weren't busy. I replaced brakes, shocks, clutches, rebuilt carburetors and even rebuilt my 1970 911T motor. As payment I would help him repair some of his customer cars and be a gopher for parts. I have a lot of fond memories of grease up to my elbows and really knowing how my Porsche was put together.

Fast forward to today. I do minimal work on my cars today. Actually I don't do more than pump gas into my street car and only very simple repairs, like brakes, on my race car. I leave the real work to the masters. We are fortunate to have several very good repair shops and two Porsche dealers in San Diego. The cars are much more high tech than they were 35 years ago. In some ways I feel out of touch with my car because it is so high tech you need an engineering degree and \$100,000 worth of equipment to work on it.

All of this brings me to my thoughts on how many of us actually work on our own cars any more? The older models are easier to work on but how many of us actually take the time to get dirty and up close and personal with our cars. I know of a

few drivers that do most, or some, of their own work but I think it's the minority. I felt really in touch with my old 911T. I could see the parts moving in my mind as I was driving the car. I saw the valves and cams and throttle linkage and even the clutch cable moving as I drove. I still enjoy driving my cars very much but a lot of what the car is is hidden under wires, covers and hoses. I can't even see where the spark plugs are. As much as I appreciate all of the new technology I feel a little alienated from the car mechanically.

Stop me next time we meet and let me know if you have in the past or do now any of your own repairs or maintenance. I would be curious to know how many members roll up their sleeves and get under the hood so to speak. That's enough rambling for now. Go enjoy your Porsche whether you work on it yourself or not.

Dave



April 2009



Wednesday, April 1 2009

Windblown Witness submission deadline for May issue

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

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
Miramar 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

Sunday, April 26, 2009

Sunrise Julian Tour

Time : 8:00 am
Place: Steele Canyon High School
12440 Campo Road (Hwy 94)

Details: We will drive through Jamul, Sunrise Highway, have an early brunch in Julian and continue through other awesome roads by Cuyamaca and Julian.

Contact: ITURBOTOURS@COX.NET

Tuesday April 28, 2009

SDR Last Tuesday Social

Time: 6 p.m.
Place: Plaza Bar
Westgate Hotel
1055 Second Avenue
San Diego, CA 92101

Details: Full bar and dinner menu. See page 16.

May 2009

Saturday-Sunday, May 2-3, 2009

Zone 8/SDR Time Trial-Spring Mountain

Details: See page 27

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: Jackie Corwin's Home
1123 Loma Vista Way
Vista, CA 92084
760 727-7716

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, May 9, 2009

SDR Autocross SE Lot

Details: See page 47

Contact: AX@PCASDR.ORG

Monday May 11, 2009

Motorhead Monday

Time: 6 p.m.

Friday-Sunday, May 22-24, 2009

SDR Performance Driving School

Details: See page 47

Tuesday May 26, 2009

SDR Last Tuesday Social

Time: 6 p.m.



Upcoming Events

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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Boats and Bumper Cars

By TOM BROWN

Before we begin, I received a phone call about last month's column from Al Forster. His call was to let us know that the "sand 911" highlighted on the cover was constructed by Jim Rydbeck and himself and the photo was taken by Nancy Rydbeck. Thanks for the info, Al!

This month's cover is from November 1984, shot by Keith Nelson, and featuring Jim Dowell's 911 in front of the Bahia Belle loaded with club members. The event was a cocktail cruise around Mission Bay. Special thanks were given to the photographers for missing some of the fun to get this shot. The car is a little puzzling to me with American style headlights, but European style side lights behind the front wheel. Interesting.

Bill Shafer's series "Romancing the Past" spoke of early dirt racing in San Diego. Did you know that between 1930 and 1940, we had the Silvergate raceway on Midway Drive? It was a half mile dirt oval with bleachers. We also had another dirt track, the O'Neal Race Track, near College Ave and El Cajon Blvd. This track was much shorter lived, only hosting five or six races. Model "T" engines were the racing engine of choice in those years, as were wire wheels. Seems the wooden wheels that were common at the time couldn't stand up to the forces of cornering.

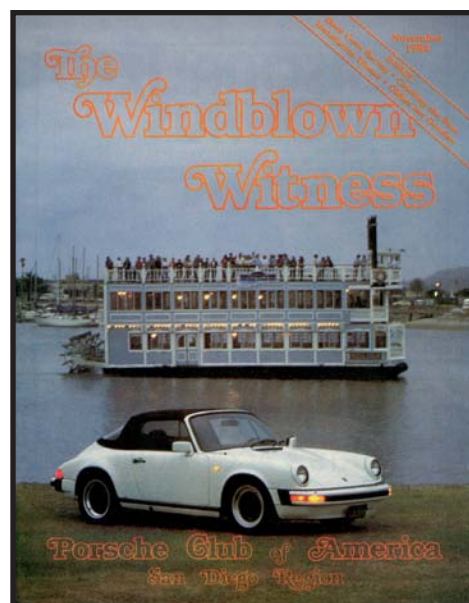
While we are tripping down memory lane, I saw a BF Goodrich ad for "Comp T/A's" which took me back to the early days with my first car. (A Mazda RX-7. Never the fastest thing on the road, but good bang for the buck.) The Installation dinner was \$19.95 and an autocross at the stadium was \$15.00. They may have gone up in price for this day and age, but they are proportionally the same!

Club member Dave Astor provided a firsthand account of his introduction to stock car racing at the Cajon Speedway. Despite the twisted nerves of panic, excitement and outright fear (there were two pile-ups in that race) he pulled off a fourth place finish. By the end of the season he had endured blown motors and car fires but managed to be in the running for "Rookie of the Year" with twelve second place finishes.

In the Road Test department there was a review of the new VW Sirocco. Tech Tips covered care and maintenance of your turbo-charged engine (the 944 Turbo was about to be released!). Our first blood drive was held, for the newly created "San Diego Region" account at the blood bank. This account still exists today, so go out and donate in the name of the club. As for the "turkey baster

incident" that was mentioned in the "Letters to the Editor", this historian needs to do some more research...

Speaking of the then editor, John Straub, I absolutely must close with a mention of his editor's column that month. It had me in stitches. Back in the 80's the feds, if you recall, came out with the 5 mph bumper mandate. So dutifully, Ford produced the 1985 Escort, complete with 5 mph bumper compliance. John reports on the TV commercial for this vehicle, which, to his dismay, featured drivers gleefully bouncing off of other cars as they attempt to maneuver a parking lot or parallel park on a crowded street. The (perhaps) unintended implication was that this was now the preferred way to negotiate tight areas; there was no need to learn proper parking technique. Just go ahead and hit that 1959 356. After all, your modern car will be ok! Ford must approve of this because "some overpaid, under-perceptive executive approved the commercial... (for) this rectal extruded excuse of an automobile..." John does have a way with words, doesn't he?





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As The Years Pass

BY JOHN STRAUB, ARCHIVIST

Well, here we are heading into the last half of 1989 with our travels through San Diego's Region's history.

We had gotten a new Editor for the Witness. Randy and Margaret Martis stepped up to take on the duties and Monique Straub was the Co-Editor. The Witness was running about 26 pages at this point and was in black and white - even the cover.

Big news at that time: the board of directors in a "closed" meeting met at Tom Hauseur Sr.'s house to decide if San Diego was going to put a bid in for their second Porsche Parade. That would be for the 1992 Parade. If so, who would be the Parade Chairman? Tom Hauseur Sr. had been the Chair for our first Parade in 1977. Tom Sr. volunteered to serve as an advisor to the 1992 chairman. Tom Hauseur Jr. was elected by the board to be the 1992 Porsche Parade Chairman and to prepare a bid for the Parade to be submitted to National PCA. So we were on our way to a second Parade.

One last note of interest about the upcoming Parade in San Diego. The Chairman put out a call for a Parade "logo". We needed an appropriate symbol to put on t-shirts, trophies, letterhead, glassware, decals, patches, etc., so we decided to hold a contest. The logo that was chosen is still our logo today!

Second Half Events

Starting with July, we had a Swap Meet held at Alan Johnson's Porsche Dealership and an Autocross at the stadium. Some of those members running were; John Shirk, Tom Hauseur Jr., Jerry Beauchane, Bill Smith, Keith Nelson, Ken Rumbaugh, Bob Lemke, Paul Young, Monique Straub, Steve Grosekemper, Jerry Sturm, Tim Comeau, Bill Myrick, Ron Grabler, Vince Knauf, Tom Tweed, Tom Schock, Martin Schacht, Susan Tracey-Dente, Cecelia Knauf, and Gerry Layer. One little story I have to tell you about Gerry Layer. I see Gerry at vintage races now...so when I was put in charge of the our last Porsche Parade's "Historic Race Car Display" at the 2007 Parade, I thought, how can I made this different or special from past Parades? How about if we do a "Pit Tour" for our race cars on display and tell members about the history of those cars. Gerry was the first person to come to mind. He does these tours at the Monterey Historic Races as well as Coronado. Well to make a long story short, Gerry agreed to do it and it really was a spectacular part of our 2007 Parade. If you see Gerry at the vintage races, go up and say hi, he drives a beautiful silver 356 coupe and would

love to tell you about his car.

In August that year, we held "New Member Get Acquainted Potluck" and another Autocross. It was also time for our Zone 8 Concours chaired by Ernie Paschoal. That event was held at Marina Village, the site for our Concours for a few years to come. Some of our members showing their cars were; Jim Austin, Rich Okleshen, Keith Nelson, Jim Rydbeck, Ron Despojado, Andreas Dreher, James Kreifeldt, Angelo Cappos, Bob Fitzpatrick and Mark Kinninger. The stars of the show were undoubtedly the Porsche 959 that Carl Thompson brought down from Vasek Polak and Pat Scanlan's new 911 Speedster. What made this show different? Pat Scanlan donated 40 or so past Concours trophies he had won over the years to be given out again as our trophies for that event, with new plaques on them. Some of the Region members that helped put this event on were; Jim and Shirley Douthit, Keith and Nance Nelson, Gretal Paschoal, Tracie Straub and Monique Straub, and Art and Gerry Wrightson.

September brought with it another Autocross. Then in October we held a Zone 8 Time Trial at the stadium. The stadium at that point still had decent paving to drive on. And later that month we were off to Holtville again for a high speed Autocross with Bill Smith taking TTOD. That event was held on Halloween weekend, so we not only did two days of driving for \$50, we also had a poolside "Halloween Costume" contest. Included in the weekend was a BBQ and a Margarita Bash on Friday evening.

In November we held our 2nd "Deutschmark Weekend" and in December we held our annual Installation Dinner at the Town and Country Hotel.

It had been a busy year for the region.





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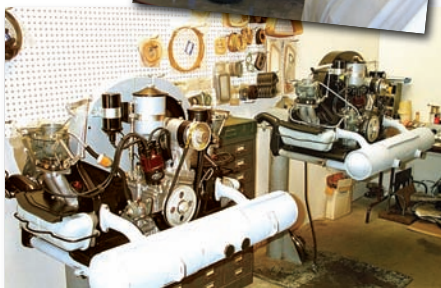
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Changes at the Auto Museum

By MICHAEL HARRIS

The biggest story from the San Diego Auto Museum this month is a sad one. Due to economic downturns in the economy and the sagging tourist industry, the Museum Board has terminated the services of two of their leading staff, including Director Bob Swanson. Under Bob's leadership the Museum has made tremendous strides. He really brightened up the physical plant, hired staff, and developed a number of outstanding shows, including the just completed Ferrari Show and Gala. Under Bob's stewardship, attendance has increased markedly, the physical plant has been cleaned up and re-painted, the old Oscar's display has been removed and more display space created and corporate and local support has increased as shown by the Chevrolet Show, Moto Cross, Ferrari and others. I am really sorry to see him go.

Bob's replacement is Paula Brandes. Paula has an outgoing personality, wide experience and tremendous ideas. Paula is from the Twin Cities area of Minnesota. Her background is in art and music, and she has done some history teaching as well. She is enthusiastic about the upcoming Porsche Show that is scheduled for the last 3 months of this year, from October through December. She is interested in doing a Gala similar to last year's Ferrari Show. She would like to have a Gala Banquet and Museum fund raiser. The proposed date is the second or third Saturday evening in October at the Museum. With a slightly different placement of the display vehicles, you could set up banquet tables for 200, or more. If any of you have some ideas or suggestions about such an event, please contact me.

The Hot Rod display has proven very popular with visitors to Balboa Park. In addition to the show cars, the



first three cars you see are true hot rods. That is, cars that have been modified from stock by their owners as "drivers" and not trailer queens. You first see a '27 'T' bucket and a 1930 model 'A' coupe. Both are powered by modified Ford 4-bangers, but are cars that we could build in our own garages. The third car is a Model 'A' full fendered roadster, flathead V-8 with aluminum heads, a multi carb manifold with dual Stromberg 97's, dropped front axle, juice brakes, dual glasspacks, and later model wheels with beanies and beauty rims. Right for the times are smaller wheels and tires in the front and oversized ones on the rear. (There is a full explanation of hot rod terms, including the above, on the wall behind the cars.) The finish is a practical rust primer so if you do lots of work on the motor to set it up for drag racing, salt flats or just cruising, you won't damage the finish.

If you want to see what real '50s kids and rods looked and acted like, you can watch a real life adventure on the video display, appropriately titled "Hot Rod Girl." The



A 1930 Ford Model A 5-window coupe Hot Rod. The car is equipped with a modified 4-banger motor with shaved head, hot cam, dual 97's on an aluminum manifold



A 1932 3-window deuce coupe with flames staged in front of the Hot Rod Show graphics. Note the fuzzy dice on the graphic. Cool!

hype for the film is: "Teenage Terror: Speed-crazy Thrills as Youth Tear up the Streets." The film stars those household names of the Silver Screen, Chuck (Rifleman) Connors and Lori Nelson, two of your favorite actors from Hollywood, who give Oscar worthy performances. Sadly, in truth, the acting is terrible. Connors, the good cop, threatens the kids if they don't stop street racing and act more responsibly, they will receive a punishment worse than death: "suspension of your driver's license." Well, I could go on but I don't want to spoil the drama for you. You will just have to see for yourselves. This film is a definite "must see" that is included at no extra charge. There are also some neat graphics that have recently been added and help promote the show. Drop on down and meet Paula. She will be happy to answer your questions. And be sure to tell her you are from the Porsche Club. More on the Porsche display next month.



Want to join a Car Club? How about the Prowlers. You get to wear a cool jacket like the one shown. And have your picture taken at the Salt Flats or at the drags!

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!

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For the latest schedule information please visit the Grand-Am website at www.grand-am.com

Parking in the PCA Corral is for Porsches only. "For Sale" signs on cars will not be permitted. Participants must be present to win drawings or awards.
PCA Car Corral is hosted by PCA and PCA volunteers with the cooperation of the Grand-Am Road Racing.

Sojourn in Scottsdale:

Celebrating Arizona Region's 50th Anniversary

TEXT BY TOM BROWN

PHOTOS BY TOM BROWN AND CHARLES BRASILE



Susan was in China on business for a week. What's a guy to do with that kind of solo time? Road trip, of course! February 7th was the 50th Anniversary party for the Arizona Region and I must admit that I'd been feeling guilty. As a member of both the national staff and the zone staff, I really should get out of the San Diego Region much more than I do. Honoring the longevity of a vibrant region seemed like the perfect occasion to do just that.

Rainy Weather

Rain rolled in that Friday night, but I was up at 5:15 Saturday morning just the same. When I found myself on I-8 the eastern sky was awakening under a slow drizzle. Thank you cloud cover, I appreciated not needing to stare into the sun for the next few hours. As I climbed into the mountain pass, the rain intensified to a downpour and the temperature dropped. 39, 37, 35 degrees. Would I see snow? And me with my old balding tires, just perfect. Actually, I was more worried about Phoenix: was it raining there? The plans for the evening included a car show.

It'd been 15 years since I'd driven to Phoenix (that trip was for a Zone 8 autocross). Had it been six or seven years since our last autocross in Holtville? Something like that. In the meantime I've not been east of the Sunrise

Highway by car. Where did that casino come from? And those windmills? They were both new to me.

After the Tecate Divide the rain returned to a steady drizzle and the thermometer started creeping back up out of the snow zone. (Fortunately I never saw any white stuff.) Now that the adventure with the weather was over, I settled in for the long haul. A pack of Rough Riders passed me, motorcycle exhaust blaring; you can bet they were tired of the rain. Korn was blasting on the stereo. I'd packed a dozen CD's to last the trip. Some new, some old. It'd been too long since I'd listened to Led Zeppelin III. Floyd's Animals is always awesome, as is Jeff Beck's Wired. That new Linkin Park album is pretty good. I was irritated that Amazon didn't get my Tool CD to me in time for the trip.

Passing the Imperial Dunes recreation area I noticed only a few brave souls out on their four wheelers. It was still pretty early, and with the rain, I'm sure most were still warm and cozy in their RV's. All that windblown sand really shapes the rocks on the eastern side as I-8 dives down towards El Centro. It's easy to forget about how attractive the desert can be, even when it is raining.

Crossed over the All America Canal; is that what sucks the Colorado river dry? As I approached Yuma, the rain stopped completely, to be replaced by wind buffeting me noticeably each time I passed a big rig. Crossed the state

line and with it the Colorado river - only a fraction of its upstream self. I didn't even notice a current. Of course, it's hard to see from the bridge, all the K-rails block most of the view.

Arizona Arrival

Yuma was much bigger than I remembered, took forever to get through. I was anticipating the higher speed limit on the other side (AZ has 75 MPH limits on open freeways). Not that I'd drive differently, just more comfortably, if you know what I mean. Ok, there's the last exit for town, where is that speed limit sign? Another 20 miles went by before the speed limit went up. Can you believe it? Seemed crazy to me, it's all open desert.

Along the way I saw a freeway trash cleanup sign "Jerry Garcia Memorial Foundation 1942-1995" (or something like that). Can it really be 14 years since he died? Where does the time go? Another 50 miles go by. The turn-off for I-10 is much farther east than I remembered! "140 acres, financing available" beckoned on the left. I wondered how old the sign was, was that still true after the last six months? And why would anyone want that land? Question answered as I rounded the next bend. Welcome to Dateland. Home of the Date Shake. Who wouldn't want to live here? Passed exit 102, "Painted Rock Road" advertising a petroglyph park. The wind was picking up again, forcing me to dodge tumbleweeds for the last 10 miles to Gila Bend.

Exit 115, highway 85 through Gila Bend is the route up to I-10. Gassed up and stretched my legs. \$2.30 a gallon, about 5 cents cheaper than at home. Meandered on, taking in the sights. Gila Bend was established in 1872. Home of the "World Famous Cactus Burgers." "No School January 19" (Remember, today was February 7.) Christmas banners still hanging on the light poles. The Space Age Lodge and Restaurant. (Yes, it does look right out of a 1950's science fiction movie.) The carnival was in town! Do I pull over for corn dogs and funnel cake? Cotton Candy? Nah, I was meeting friends for lunch. (Michael Dolphin, Zone 8 Rep, and Caren Cooper, National Secretary, also came into town for the occasion.)

North of town, highway 85 goes back and forth between one and two lanes each way, with speeds down to 55 MPH. Very frustrating after several hours of open interstate driving. (I'd been warned about the Arizona Highway Patrol, and I don't have a radar detector.) I-10 was a welcome site, but that was short lived. First of all, traffic was considerably denser; and then "Photo Enforcement ½ mile." What the heck was that? Another sign: "Photo Enforcement 300 FT" Everybody hits the brakes. Pass a camera station. Everybody gets on the gas again. This cycle continues every few miles throughout the Phoenix area. I doubt it saves lives; maybe it makes the state money; but I do know this for sure: all that brake,

accelerate, brake, accelerate wastes gas and therefore increases pollution. Unintended consequences?

With the help of Nuvi, I found my way into Scottsdale and to my hotel (Hotwire is awesome – saved a lot of money), which was quite close to the Country Club that was the scene of the evening's soire. The cars were on the lawn as advertised, but eyes were also on the western horizon. Everybody knew rain was coming. When would it hit?

Mike Eisele, Arizona Region president greeted me and introduced me to his wife, Linda. Their beautiful 356 was on display. I caught up with another friend, Jill Beck, National Newsletter Chair and a local region member. Mark Shevitz, from the national Parade team was there to Emcee the event. His son Elliot was also in attendance. It was his birthday, and his wish was to spend it with dad, even if it meant accompanying Mark to Arizona (or perhaps because of?). I was surprised (but I don't know why) to see Ted Myrus and his son Trevor, two long time San Diego Region members. Trevor has been living in Phoenix for a while and Ted was in town for a HSR race, of course!

In addition to the wonderful cars, bound copies of all the region newsletters were on display, as well as scrapbooks from over the years and a table of awards the region or its membership had won. Dessert was a cake shaped like a Porsche with golden frosting, for the golden anniversary. A slide show was playing, with pictures highlighting many of the members and their cars. But it wasn't long before Mike asked everybody to take their seats.

Where were you in 1959?

Mark started off the evening by giving us a historical perspective. First up were the events of 1959. For example: 1959 brought us the Cuban Revolution, Alaska and Hawaii became states, a Soviet satellite sent back the first pictures of the dark side of the moon and Bozo the Clown appeared on TV. Rawhide and Bonanza also appeared and Buddy Holly gave his last performance. Sleeping Beauty was released. The Barbie doll appeared in toy stores. Our first ballistic missile sub, the George Washington was launched. Pictures of Earth from space were broadcast on TV for the first time. The Twilight Zone premiered. Obviously the list goes on and on.

Next on the agenda was "Where were you in 1959?" A question posed to and answered by many of the region's members. Dean Watts wrote "I was mustering out of the US Navy after serving aboard the aircraft carrier USS Antietam. I was 22 at the time. Also, purchased my first Porsche, a used 1956 coupe, I think I paid \$1300.00. My father thought I had lost my mind and said "You could buy TWO Fords for that money..."

Mike Mullan said "My grandfather owned one of the



Arizona Region Presidents

largest Ford dealerships in the country (located here in Phoenix) - Read Mullan Ford from 1928 until 1972. In 1959, I often dreamed of T-Birds; and soon after, it was Cobras and Mustangs. I had no idea at that time, the number of Porsches I would own throughout my life and a car club, whose members would be an integral part of my life."

Jim Baker reported "I was 16 years old, living at home in Kalamazoo Michigan and a junior in high school. In the early Spring I learned of an SCCA time trial scheduled for a local park. I told my father that I wanted to enter his beautiful 1955 MG-TF 1500 (I had had my driver's license for 6 months so I was experienced and ready to race) and he foolishly agreed. The park (Spring Valley Park) was closed during the winter so it had just been reopened. Over the winter sand and gravel had washed down the hills so at several places sand was 1" deep. At tech I had one brake (drums of course) that kept locking up and I spent all of the time allocated to practice on the course trying to adjust that drum. Also, I was the second car to run the course. As you might guess I came down a hill at about 60 MPH trying to make a turn at the bottom when I hit the sand. Witnesses said all four wheels were off the ground and the car flew into a stand of oak trees. The car went between two trees that folded the beautiful fenders back over the body and ripped off the front wheels. The borrowed helmet I was wearing had to have

the dents beaten out (helmets were aluminum at that time). My father ran down the hill, looked at me and the car - all he said was, well son we had better go home and get an axe to chop down one of these trees so we can get the car out (the car was later totaled). My guilt was overwhelming and he was more understanding than I would have been."

Hugh Starkey adds "In 1959 I was a senior in High School in Vancouver, Washington. It was also the year I first drove a Porsche. A friend owned a '58 Porsche 1600 Speedster and the day I drove it I was hooked. From that day forward I knew I had to have my own Porsche even though that would take a few years. My first Porsche was a '73 911T and today I have a 2001 Boxster S."

Mike Labowitch lamented "I was beginning to salivate over the prospects of buying a new (1960) VW Beetle, for the princely sum of \$1,295.00, sticker price, from Seaway Motors in suburban Detroit. Coincidentally, Seaway was also a licensed dealer for some weird looking "fur-rin' sports car", called a Porsche. At that time, they were offering a 356 for around \$3000.00, out the door. To my chagrin, two years later, after I had graduated, and ignoring my Dad's sage advice to buy one of them, instead I opted to buy a 1962 Sunbeam Alpine, for about the same price...oh, well!"

Region president Mike Eiseles states "In 1959 I was eight years old and deep into cars, mostly Tonka and

Matchbox....a sky blue Speedster, #339 of the Speedster series, was four years old, and tooling around the hills of Berkeley, CA. (The town parking sticker on the original windshield tells us so) I grew up, went to college, married Linda, and eventually moved to Arizona. The Speedster, sadly, spent 32 years, dark and undriven, in a California garage. But our paths eventually came together, and we have enjoyed 10 years of sunshine and fun on Arizona roads and as part of the Arizona Region Porsche club. We're all here tonight. Linda and I are inside and Sassy (our nickname for our 1955 Speedster) is on the lawn. We're all thrilled to participate in the Region's 50th Anniversary!

Region Highlights

I could go on, but there are too many to reproduce all of them here. The evening held a few more surprises. Caren Cooper, national Secretary, presented Louis Kinney with a certificate commemorating his 50 years in the Porsche Club. All of the past presidents of Arizona region in attendance were introduced. Beth Willis, daughter of region founder Gene Bussian, along with two of his grandchildren, read a letter about the region from Gene, who unfortunately could not attend. A terrific 50th Anniversary painting was auctioned for charity.

Mark Shevitz continued by listing the highlights of the region's history: The Heinmiller best newsletter award went to Jill Beck in 2006; best website award went to Jill Beck in 2008; Bob & Jill Beck won PCA Family of the Year in 2004; Jill Beck won Zone 8 Enthusiast of the Year in 2007 (is this the region history or the Jill Beck history?); the Witten family won PCA Enthusiast of the Year in 1996; Ken Steele won Zone 8 Enthusiast of the Year in 2003. The region won Zone 8 Region of the Year in 2001 and 2007. Lastly, all the regional Enthusiasts of the Year were named. And let's not forget that that Arizona Region has been hosting a multi-event weekend, Phoenix Flight, annually since 1978!

David Hobbs

After dinner was enjoyed and all the warm memories relived, Mark introduced David Hobbs, the guest speaker for the evening. David Hobbs drove his first race in 1959 (coincidence?) in his mother's Morris Oxford. He entered pro-racing in 1964 and raced professionally for over 30 years. His last race was the Fast Masters Championship in 1993, where he placed 4th overall. Highlights of his career include: 1961: won 14 of 18 races. 1962: entered the first of 20 Le Mans 24 Hrs, finished 8th overall, won class & index. 1964: first pro race, won it! 1966: Formula One debut, 3rd place. 1967: Set UK closed course speed record of 167.5 MPH, which lasted 19 years. 1968-1976: F5000: 22 wins, 2nd on all time list, 4 Indy 500's, best result 5th place. 1977-1987: IMSA: 11 times in first place,

3rd at Le Mans twice. Trans Am: 5 times in first place. After racing, David went into television where he continues to work today. He has worked for CBS, ESPN, Speedvision and Speed Channel as a racing commentator. In addition to his television career he also owns one of the largest Honda dealerships in Wisconsin (where he currently resides).

For those of you that attended the San Diego Installation Dinner with guest speaker Vic Elford, David's turn at the podium was very similar and just as wonderful. After a few minutes relating anecdotes of how his career began, it evolved into a question and answer format that kept everybody riveted and laughing. I must say that being able to attend both dinners was very fortuitous. It was great to hear two very talented drivers give very different impressions of the same time period in history. And both of them were very engaging and entertaining speakers as well! It seemed like every story David told came back to this one theme: Early in his career, he always drove to and from the track. Along the way, he would inevitably meet up with a competitor and of course, one thing led to another and they turned it into a race on the open road. He says that the best memories, and many of his best stories (I will bear witness to that) are from those impromptu contests where they risked life, limb and the general public on the back roads of Europe.

Sadly, all good things must come to an end and the party wound down. The next day would continue the festivities with a gimmick rally and brunch (which I had to miss, unfortunately). The rain finally arrived around 11 PM, just as we were driving back to the hotel. Caren, Michael and I were in no mood for sleep, so off we went into the wee hours of the night over a bottle of wine.

Slept in till 8:30. So much for my plans to be on the road by six again. What do you expect after a late night partying? The rain had stopped and it was just beautiful outside. It was that "just after a rain" beauty, if you know what I mean. Brilliantly clear air, deep blue sky, punctuated by puffy white billows. Great day for a drive.

Going Home

Leaving Scottsdale and Phoenix was uneventful, despite the irritation of photo enforcement. South bound 85 seemed even slower than northbound was the day before. At one point, the road widened to four lanes and I was passed by a pick-up truck. I fell in behind to get out of the right lane and got comfortable. It only took a minute, but we rounded a bend and there it was, radar trap. Quick glance at the speedo and Cr-p! Of course, I'd crept way beyond that 65 speed limit. Hit the brakes and prayed, eyes on the rear view mirror. The adrenaline rush hit-- Was he pulling out? 5, 10, a very long 15 seconds -- Yes he was! Eased into the right lane and kept the fingers crossed, I wasn't the first car he zapped, after all. Here he



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came, almost casually, only a few MPH above the limit, and passed me by, no lights until he was behind his intended victim.....big sigh of relief. So sorry pick-up truck, but you were leading the pack.

Painted Rock Adventure

Filled up the tank again in Gila Bend and was back on I-8 for a more “comfortable” driving experience. Wasn’t too long before I saw exit 102 -- Painted Rock Road. What the heck, the day is young, I’ve got plenty of time, why not see what my tax dollars are preserving for me? Immediately I notice that there weren’t any signs. I took off into the desert anyway. For a mile or so there were signs of agriculture, but that quickly drifted by. Two miles, five miles; where were those rocks? Where was a sign? Nothing but empty desert. By 10 miles I’m driving through dry gulches and in valleys between low rocky hills. No more cellphone signal. Hadn’t seen a car since the freeway. Still no signs. By then I was thinking about “No Country for Old Men.” When should I give up and turn around?

Mile 11 came and went. Rounded a bend, crested a rise and there, in the distance, I saw RVs and tents. A campground – that must be it. At last a sign. Followed it on to the gravel road and pulled into what was a very nice facility.

Parked the car next to a picnic area where a big family was cooking an early lunch on the grill. Carne Asada – smelled great. Beyond that was a pile of rocks, circumscribed by a concrete pathway and peppered with educational signs. I read about the Gila River; today just a dry river bed due to agricultural needs, but 150 years ago the source of water and wildlife along a popular stage coach line to San Diego. The rocks themselves were very interesting, well worth the detour on a pleasant winter day. Glad I made the effort.

More Freeway Fun and Games

Back to I-8 and a speedy drive west. Twenty miles outside of Yuma and the speed limit dropped. Wary from my experience on 85, I stayed in the right lane. This was a very long twenty miles. I was in a pack, pacing the cars in front of me. We all yearned for that 75 MPH limit. We

got comfortable, speed increased. Somebody noticed and we all hit the brakes. This cycle repeated, over and over, mile after mile, reminded me of Phoenix with the cameras. Coming up in the left hand lane I saw a Mercedes that didn’t want to play the game. Bold, I thought to myself. He whipped by, and slammed on the brakes. Yep, there it was, radar trap! I glanced down, Sh-t! We were all at the fast end of our sequence, of course – That Mercedes must have been doing 90. As the adrenaline hit again, I realized that I (and anybody else in the right lane) could also be pulled over. Eyes on the review mirror. What was he doing? In my mind I knew I was safe. The Mercedes was first, in the left lane. I was in a pack, in the right lane. But still, you can never be sure. I saw lots of traffic back there. The cop couldn’t pull onto the freeway. The Mercedes saw this. The first exit for Yuma was on the horizon. He ran for it! The seconds ticked by slowly. Would the cop take the bait or go for the low hanging fruit; those of us who stuck around? Of course his radar locked on to the fast car and he never saw my speed, but since when is fear rational? In the distance the Mercedes was taking the exit just as the patrol car was able to enter the freeway behind me. Unlike back on 85, the lights went on instantly. He nailed it and flew by. Now it became a spectator sport. Would the prey get away? I’ll never know. Gas stations, fast food and roads headed deep into Yuma lay off that exit. I saw the patrol car take it, but did he know where to go next?

The rest of the drive was uneventful. California and its dearth of radar traps was very welcome, even with the lower speed limit. The Imperial Dunes were still empty. Did everybody give up and go home? The rain was back on the west side of the mountains, alternating between a drizzle and a torrent, but I was home in plenty of time to get to the Driver’s Award dinner that night.

All-in-all, a great weekend. Many thanks to Mike Eisele for his hospitality and to Dick Petticrew and the entire 50th anniversary team for a great evening. Congratulations to the Arizona region for 50 great years!

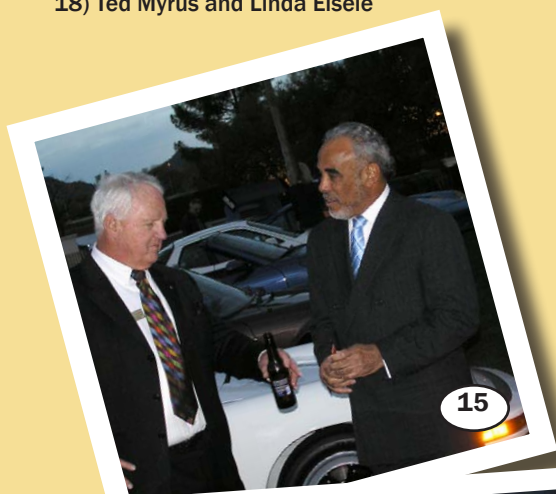
Now, if I could only get rid of that haunting voice from China--“Write an article...Write an article...”







- 1) Caren Cooper, National Secretary
- 2) Mike Eisele and Tom Brown
- 3) Mark Shevitz, Master Emcee
- 4) Golden Anniversary Cake
- 5) Cars on the lawn
- 6) David Hobbs and Dick Petticrew
- 7) Sassy, Mike & Linda's 356
- 8) Gene Bussian's (region founder) family
- 9) Trevor Myrus
- 10) "Painted" rock
- 11) Caren presents Louis Kinney with the 50 year certificate
- 12) National Newsletter Chair Jill Beck with husband Bob
- 13) More cars on display
- 14) Fantastic Petroglyphs
- 15) Ken Steele and Zone 8 Rep Michael Dolphin
- 16) Mike Eisele, AZ Region President
- 17) David Hobbs giving autographs
- 18) Ted Myrus and Linda Eisele



Three Days in the Desert

TEXT AND PHOTOS BY GREG PHILLIPS



Willow Springs in January is a lot like Forrest Gump's box of chocolates, because you never know what you're going to get. Since it is located in the high desert, usually you will not have rain, but it is always possible. Wind is a good bet any time of the year and cold nights and frosty mornings are expected. But this year at Willow we pulled a delicious chocolate raspberry truffle out of the box. The weather was gorgeous with highs in the 70's and almost no wind until Sunday afternoon. It was cool in the mornings but warmed up quickly the entire weekend.

This was an unusual time trial weekend. Not only was it longer (at three days), but it was also split between the Streets of Willow and the big track. Unfortunately we only had the big track on Super Bowl Sunday, but since it had been almost 2 years since we were last there we were happy to get it. And luckily (for the racers) the Chargers were not in the Super Bowl, although a few people did leave early to get home in time for the big game. But for most of us it was three days in the desert.

Since Steve Grosekemper was towing the 928, we left early Thursday morning from Dieter's and headed north. After some debate we decided to try going through LA and up the 405 and then to the 14. Although we did hit some traffic in LA, overall it went smoothly, and even with a lunch stop we were at the track at around 3 pm. We were able to get the trailer unloaded and since Rob-

ert Baizer was also at the track, registration was done by the time it was getting dark. Also arriving were Jim and Jad Duncan and their MI 996 to get unloaded. After the track we went back to the Inn of Lancaster to get checked in. We were discussing dinner plans when we had another surprise. In addition to the excellent breakfast we expect, on Mondays to Thursdays they also include a dinner - which turned out to be nice treat and even included ice cream and cake for dessert.

The next morning was got an early start and after breakfast it was back to the track to get prepared and then hold our drivers' meeting. Jack Miller explained how the weekend was set up, with a normal 2-day event with our regular timing procedures on Friday and Saturday and then a single day event on Sunday with timing being done in a qualifying format at the end of the day with your best lap of the session counting as your time.

Streets would be run clockwise and include the Bowl on both days.

Steve was running in the Red group so after the meeting it was time to warm up the engine and get ready. We were starting out on a set of used Hankook Z214 275/40/17 tires from last year, but had also brought a set of used Toyo R888's and a new set of Hankook Z214 in 255/50/16. Although Streets is usually rough on tires, the big track is not as bad.

Steve just took a few laps in Red and then was in and

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checking temps and pressures. He made some adjustments before I went out in Orange. Although my tires were warmed up, the track was still cold - but grip was good and the engine loved the cool air. My times were quickly in the 92 second range. There was some traffic but it wasn't much of an issue as the session came to a close. I had been assigned Jackie Lu as a student, but she did not need an instructor for Streets, (only at the big track) so I had a break while the Yellow group headed out along with Cathy Young's Carrera Targa.

The rest of the morning went quickly with the three run sessions and it was soon time for lunch, provided by Cathy, our team chef for the weekend. While checking the tires after lunch I found some cord on the outside of the front tires so we switched the front tires to the R888's. The times for the afternoon stayed about the same with laps in the 91-92 second range. Jad and Jim Duncan were sharing the MI 996 and Jad was quickly up to speed and running laps in the 84 second range in the Red run group, while Roland Schmidt's AR1 911 was also into the mid-80s along with Jack Miller and Robert Baizer in their Lotus Exige Cup cars. On the Porsche side were Otto Obrist in his JP 944 Turbo, Gunter Enz's MI 993, Richard Park's AM 914-6, Anthony Dilanzo's AR1 911, Jim Binford's KI RSA, Bernie Bogard's QS GT3 and Glenn Marlin's MI 993.

The afternoon went quickly but I did have time to take some pictures of the other run groups and also was out with Cathy for one of her sessions. Now is a good time to note that we were using new Chatterbox intercoms between the students and instructors and it was working out quite well. The fidelity was very good with only occasional wind noise. It did make the communication easier. Thanks to Jim Binford for the work in acquiring and setting them up.

Although my runs were uneventful, some people were having a little more fun. Several drivers ended up in the dirt coming down the hill after the bowl, or were taking some creative lines coming down the hill and through

the dirt. But there were no major incidents and the cars stayed clean for the most part.

After the sessions were over it was back to the Inn and then out for dinner and pizza at the Round Table in Lancaster. Not only good pizza but Fat Tire Ale on draft makes for a great combination. After pizza there was a little time to look at some in-car videos and the data logs before turning in early for rest. Streets is a busy track and you feel it at the end of the day.

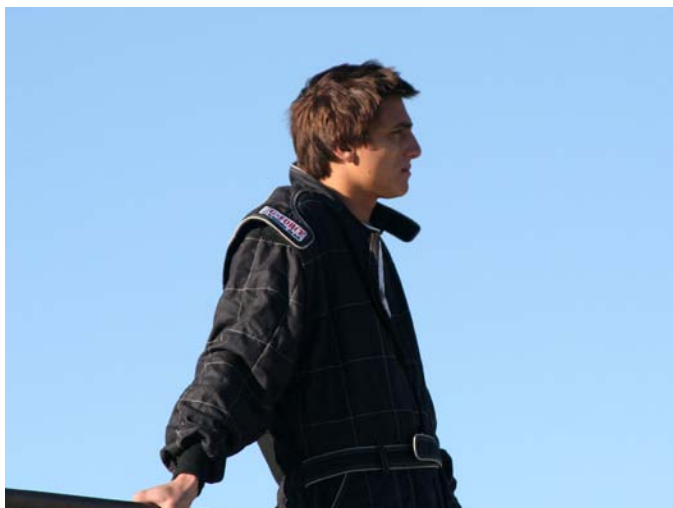
Saturday morning was not quite as early as there was no drivers meeting, but it was still cool when we arrived at the track. After the first couple of run sessions it was time to swap the rear tires and the R888's were installed. Through the morning I was picking up a second here and there and finally got below 90 with an 89.65 just before lunch. Steve had also been improving with a best of 90.94 in the first morning session. Jad had also improved and was now down to 82 second laps while Jim dropped his time to 88 seconds.

Cathy Young (JS) had also had her best practice lap in the early morning and had improved from 115 seconds to 97.08. She was running in close competition with Angela Avitt's JPL 911 as she had improved to a 95.29 and Monica Bockman's IS 911 SC who ran a 94.72 during the last practice session. Jackie Lu's JS 911 was also in the hunt and she also turned her fastest lap of 94.70 in the last practice session

We had a couple of long breaks as the track needed cleanup from a Boxster power steering fluid leak and also a big spin before the bowl by Jackie Lu. During lunch there was another short drivers meeting to discuss the timing procedures and during the break we mounted up the new set of 255/50/16 Hankooks. We planned to scuff them in during the last practice sessions and hopefully have them ready for the timed runs. I was keeping it slow during that session to prevent overheating the tires, but the grip felt good.

Soon we were lining up for timed runs. The fastest





Andrew Enz surveys the field

went out first and Jad Duncan not only had the fastest practice laps he also put down his fastest lap during timed runs with an 82.15 which held up as the TTOD. Roland Schmidt was the only other driver in the 82s with an 82.74 and was followed by Jack Miller's 83.71, Anthony DiLanzo's 83.76 just nipping Gunter Enz at 83.78. Next was Chris Pederson at 83.93, Andrew Enz in his dad's car at 84.00 also nipping Bernie Bogard's 84.02. Jack Fried was a second behind at 85.02 and Glenn Marlin had a very good run of 85.25 to round out the top ten.

Steve took his timed runs first in the 928 and turned his fastest lap of the weekend with a 89.38. As we switched drivers it was time for me to get in line to get my laps in. There was a short delay and then the flag dropped. I hustled around to make sure my tires were warm and then took a longer than usual loop on the skid pad to try and get a longer run at the front straight for my first timed run. Although good in theory, it did not work as my first timed lap was 90.11. Since I had a clean lap in I did push a little harder on the second lap and was rewarded with an 89.80. Not quick enough to get Steve and also behind the rest of JP as Otto Obrist's 944 Turbo turned an 86.20 and Michael Cornelius's 944 Turbo turned an 87.52. Maybe there is something to the turbo power at the altitude of 2500 feet in the high desert.

944 Spec was a busy class with Sean Steele (90.49) beating Nick Perdikaris (92.98) and John Rickard (93.59). In the other 944 class of GP Jackie Corwin (92.54) beat Debby Sharp (95.05). In JS Jackie Lu turned a 96.03 to beat Cathy Young's 97.61. In II Paul Young's 911 SC "Butch" turned an 87.27 to beat Mark Kinner's 92.25.

For full results as well as lap details, check out the website at: <http://results.pcasdr.org/pca.php?database=tt>.

After timing we were done with Streets and it was time to move over to the big track. We took down our EZ-Up and moved the trailer over in anticipation of running on the big track for Sunday.



944 drivers Sean Steele and Jackie Corwin discuss the line (or Stone beer?)

Dinner for Saturday night was a Stewart Anderson Black Angus event with plenty of steaks, food and good draft beers. We were even more tired after 2 days at Streets and it was another early night. Sunday we were up early and after breakfast packed up and checked out before heading to the track.

From the never-stop-turning Streets of Willow to the nine turns of Big Willow is a big change. Although physically less demanding, it is a taxing mentally as you try and carry more and more speed through the sweepers and to try and find the fast line for turn 9.

We had swapped the tires back to the Toyo R888s and as the frost slowly cleared we got ready for the big track. First was Jack's drivers' meeting to review the track passing zones and safety issues and the timing procedures in the afternoon. He also mentioned that there was an ALMS prototype that had been testing for the weekend and would be out with our group. The owner was introduced and also announced that if any of the drivers wanted to rent the car for a run session the price was \$350, which sparked interest in several eyes.

After the drivers' meeting was the first problem of the day, Jad's 996 did not want to start. It would crank but not fire. It had been a problem previously and they thought it had been fixed with a new ECU, but it was back. They had been successful previously by resetting the computer and clearing the error codes, but no luck this morning. They then decided to try and tow start the 996 with my 928, but again no luck. Finally after resetting the system and waiting for the AIM system to restart they had ignition and it was running, for now at least.

Red group was out first and Steve was running his laps. The track was still cold and he was taking time getting reacquainted with the track. Jad was taking advantage of his 996 running and was out in the Orange group and quickly was down to 1:32 while I was trying to turn 1:42

laps. But the car felt stable and I worked on finding my line around the track.

For Yellow I had planned on working with Jackie Lu, but Bob Ehrman offered to instruct and since he was also going to help with her suspension tuning it made a great opportunity for her, and I had more time to take some pictures.

The first driver to try the ALMS car was Jad Duncan. After getting fitted into the cockpit and a couple of false starts with the tricky clutch he was off and running. And within a lap or two he was running very quickly. His first lap was 1:38 seconds, then 1:26 then 1:24 and on his sixth lap was down to 1:22.56 and on his 10th lap an 1:21.35. He finished his session with his fastest lap of 1:21.24 and then 121.52 at the end. He was excited, winded and had



Jad is happy and sore at the same time

a sore neck but very satisfied.

The rest of us had to keep working with our Porsches to get our times down. On my tail was Jackie Corwin's GP 944S. I would pull out a lead on each of the long straights but she would reel me in through turns 8 & 9 and over the Omega. Most of the Orange run group was clustered between 1:40 and 1:42, with Carl Vanderschuit (LS), Jackie (GP), Rick Sylvestri (HP), Charlie Wolk (KS), Russel Shon (MS), Peter Czajkowski (HI) and myself in JP.

Steve was running similar times of 1:41 to 1:42 and then improved to 1:35.54 in the third run session - wait that was in the Duncan's 996. Cathy Young was enjoying her first laps at Big Willow. She started slowly with a 2:05, then 1:55 in the next session and 1:50 in her third session but was hoping to improve in the timed session.

A couple of new faces with fast cars were Jim Copp's AR2 911 and Jae Lee's AR2 911. They both know this track well and started quickly with Copp's 1:29.09 and Jae's 1:30.64 in the first run group. In the next session, Copp was down to 1:28.28 and Anthony DiLanzo was down to 1:29.87. The third session had Jad Duncan's 1:21.24 in the ALMS car but Jae Lee also improved to 1:28.45 and Cris Pederson was down to 1:29.67.



Rick Sylvestri takes the checkered at Streets

During the lunch break our good luck with the weather broke slightly as the wind started picking up. Not a heavy wind by Willow standards, but more than we had the entire weekend. And with the wind and warmer temperatures the times slowed for many of the drivers.

For the timed sessions we were gridded by our practice times and flagged off with a buffer between each car and we had the entire session to try and get a clean fast lap. The Red run group was out first and they started quickly. Jae Lee's first lap was 1:26.78 and his second lap was 1:26.09, unfortunately on his third lap he dropped a wheel off on the inside entering turn 8 and had a massive spin with lots of dust and dirt which brought out a full course shutdown and cleanup. Jae's day was down but no one else came close and he had the TTOD. The next 4 drivers had their best time listed on lap 3, but I think that was the first lap after the cleanup as I don't think anyone behind Jae on his 3rd lap would be fast. Anthony DiLanzo took AR1 with a 1:28.58, Jim Copp was second in AR2 behind Jae with a 1:29.19. Jad took MI with a 1:29.32 ahead of Roland Schmidt's AR1 911 at 1:31.27. In KP Chuck



Glenn Marlin on the skid pad



Greg Phillips stirs up a bit of dirt

Sharp's 944 Turbo S turned a 1:32.59 and was just ahead of Otto Obrist's JP 944 Turbo at 1:32.97. Bernie Bogard's QS GT3 was next at 1:34.10, just ahead of Jack Fried's 1:34.18 in X class and rounding out the top ten and winning AM was Richard Park's 914-6 at 1:35.23. Paul Young just missed a top ten and took II with a 1:35.50.

My run group was up next and I started behind Carl Vanderschuit's Boxster with Jackie Corwin behind me (looking for a tow on the straights). As I entered turn 8 I saw dust to the outside of 8 and yellow flags and as I slowed I saw more dust as Carl's Boxster is pulling back onto the track and heading for the pits. Now it is time to concentrate and try and stay ahead of Jackie. My next time around through turn 8 I see what happened to Carl. The sun has now dropped down and as you finish turn 8 and are looking for your turn-in for turn 9, and it is very difficult to see the edge of the track with the sun in your eyes. I make it through but Jackie keeps gaining ground slowly and turns her best lap of 1:40.53 on lap 5. My best



Steve Grosekemper, Jad and Jim Duncan

lap came on lap 9 with a 1:41.71. Did I mention that Carl's Boxster did come back but had another spin going up the hill at turn 3 and that ended his day without getting in an official timed lap.

In the 944 Spec Sean Steele (1:42.83) completed the sweep over Nick Perikaris (1:46.88). In GP Jackie finished ahead of Debby Sharp. In JP Otto Obrist also swept with a 1:32.97 ahead of Michael Cornelius at 1:36.11 and my 1:41.71. In JS Jackie Lu turned a 1:47.49 to beat Cathy Young who did get down to 1:48.95. In MI Glenn Marlin was second behind Jad with a 1:36.05 with Jim Duncan next at 1:37.96. Again, for complete results check the website.

After the end of the timed sessions there was still time and some drivers took advantage of the open track but Steve and I were packing up the trailer and heading home from our three days in the desert. Next event is the California Festival of Speed in early April at Auto Club Speedway in Fontana.





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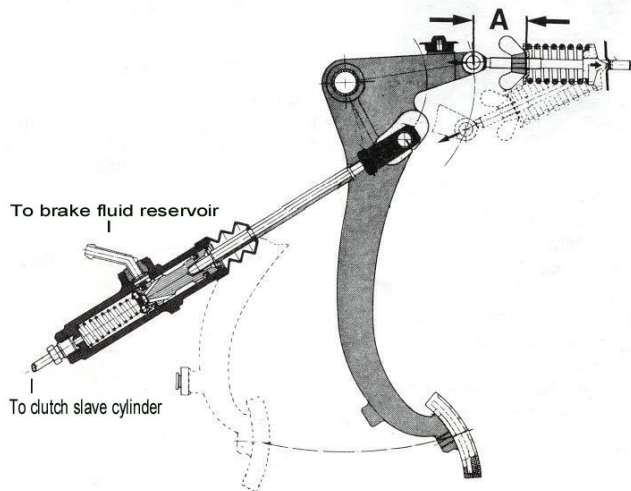
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Hydraulic Clutch System Operation and Maintenance

By STEVE GROSEKEMPER

When Porsches were first being designed and built, the clutches were actuated by long braided steel cables. These cables worked fine for quite some time, but as they aged, problems began to surface. The biggest problem was that the lubrication would go away and the level of friction between the cable and the outer sheath would increase. This increased friction caused rapid wear and eventual failure of the cable. Before the actual failure of the cable occurred, the pedal effort to disengage the clutch would become extremely high. The most common example of this condition would have to be late 70s to early 80s 911s with their very large clutch assemblies and multiple helper springs. This situation could cause a normally light clutch pedal to be extremely difficult to depress. The size and strength of these clutches progressively increased along with engine size and output causing a need for a better more precise actuation.

With the introduction of the 928 in 1977, we saw the first hydraulically actuated clutch system for Porsche. With the fluid being pushed through a steel and rubber line, there was now no cable friction in the system. The positive movement of fluid also greatly reduces the need for free play and lost movement at the top of the pedal. Where once we had almost an inch of free play at the top of the pedal travel, we now have only a few millimeters as well as a much more positive feel.



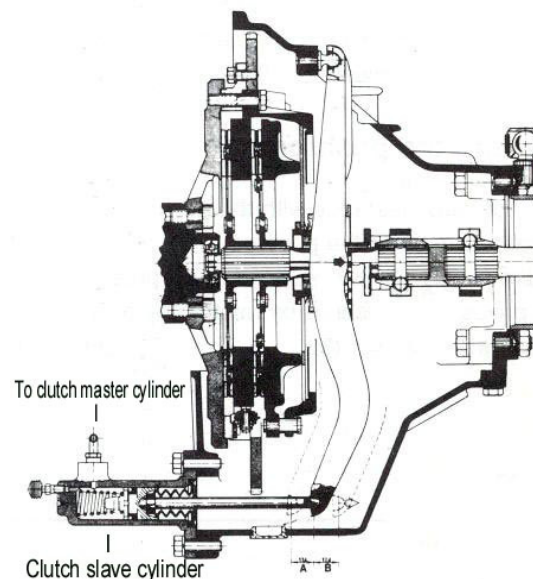
This new system caught on quickly and soon more and more Porsche models had hydraulically actuated clutches. Hydraulic systems carried on with the 924 turbo and 944 in the early 80s and lastly with the 911 in 1987. From 1987 on all current and future models would have hydraulically actuated clutches. While this newer system is

far more trouble free, there are a few potential problems we need to be aware of so we can diagnose a system fault. The biggest problem you will encounter with hydraulic clutch systems is proper bleeding. Since these systems are nearly identical to hydraulic brake systems they suffer from the same service issues. Just as the brake fluid needs to be flushed every other year, so does the clutch system. The proper way to bleed a hydraulic clutch is to attach a high pressure bleeder to the brake reservoir and force the air and fluid down and out of the system.

The biggest problem with this logic is that air wants to go up, not down! Other problems are in design where fluid lines go up and down like a roller coaster to make their way from one component to another. This creates lots of places for air to get trapped. So if you try the standard bleeding procedure and don't get quite the desired effect there are a few alternative methods you can try.

Plan B

With the brake fluid reservoir nearly empty, attach the brake pressure bleeder hose to the slave cylinder instead of the reservoir. Pressurize the system to 30 p.s.i. and pump fluid and air pockets up and into the empty reservoir. Forcing fluid in the direction the air naturally wants to travel is really the key in many instances. This is especially true with late 944s and 944 Turbos. One thing to watch when using this method is the reservoir level. If you don't pay attention, you will soon have an overflowing reservoir.



Plan C

If you are replacing the slave cylinder or don't have a pressure bleeder handy this will really do the trick. It's a bit messy, but really works well. Start by depressing the clutch pedal and holding it down. This will stop or slow the flow of fluid in the line. Then remove the old slave cylinder and set it aside. Place the new slave cylinder in a vise with the fluid inlet facing up and slightly higher than the rest of the body.

Insert a small plastic funnel in the fluid inlet and fill the funnel with fluid. Now slowly compress the slave cylinder rod all the way into the slave cylinder. Do this slowly several times until you no longer see air bubbles appear in the funnel. Be sure not to let the fluid level get so low as to suck in air. Now remove the funnel and clean up the mess you just made spilling all that brake fluid.

With a catch container under the car, fill the reservoir all the way up and pull the clutch pedal back into normal position. Gravity will now start filling the clutch master cylinder and line with fluid. Watch under the car as you keep the reservoir full and the dripping fluid will become a solid stream. This is a good time for an able-bodied assistant to keep the reservoir filled... if you are assistant-less, top it off and waste no time in attaching that pre-bled slave cylinder to the steel feed line. Fluid will be pouring out as you connect the two eliminating any

air from entering the circuit. Yes, this is really messy, but it works. After you have the slave cylinder line screwed on, you can check your fluid level and finish installing the slave cylinder into the bell housing. A set of fashionable shop towel bracelets will keep the fluid from running down your arms past your elbows and directly to your under arms. This is a sensation no human being should ever have to experience.

I like to call these two bleeding tricks my "Improvise, adapt and overcome" methods. When something isn't working for you, just attack it from another angle.

Preventive maintenance is the golden rule for clutch hydraulics. Many people forget about the clutch circuit when they are bleeding the brakes. If you always bleed the clutch along with the brakes, you will increase the life of the clutch master and slave cylinder as well as the hoses and lines. Doing so may eliminate ever having to replace a hydraulic clutch system component.

Note/warning: Brake fluid is nasty stuff and can damage paint in a matter of seconds. If you do get any fluid on your paint, wipe it off immediately followed by a rinse of water. It's not so good for you either so try to use gloves and wipe it off quickly when it inevitably comes in contact with your skin.

Good Luck



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TEXT BY RON KOBAYASHI

PHOTOS BY TED WITTE AND RON KOBAYASHI

It was April 2007 and I was buying a new 2007 911 Carrera. My priority was performance options...an S coupe with Sports Chrono package and manual shift. But autocross? Zooming around the Qualcomm parking lot in my new Porsche? It never crossed my mind...until later.

My first step towards autocrossing was as a result of joining PCA. I bought my car at Pioneer Porsche, and the salesman recommended I join. Recent copies of the Windblown Witness that he gave me highlighted Parade 2007 in San Diego, and I learned that Parade was the big event of the year for PCA. Too late for regular registration, I managed to take in the concours, and on the 4th of July, I attended my first ever autocross. And boy was I impressed. Sleek white trailers dislodging exotic contents, drivers cranked up their aluminum jacks to mount Hoosier tires, checking tire pressures with oversized gauges, and even measuring tire temperatures with pyrometers! But, I couldn't stay long because it was time to start the BBQ since family and guests were arriving soon.

Then came PCASDR's Fall Performance Driving School, which was recommended to me by a fellow Porsche driver. Curious about what I could learn, I submitted my application. It all seemed routine so I never anticipated the phone call from the Co-Chief Driving Instructor, Keith Verlaque, who called to "congratulate" me on being accepted to the Driving School (is anyone ever rejected, I wondered?). Keith went on to urge me to drive the November autocross before I attended the school. He explained that I should follow that up with the December autocross after the school. That way, he said, I would appreciate how much I had learned from the school. Those of you who know Keith know how persuasive he can be, so I signed up. He made it even easier to register for my first autocross by figuring out my car class while we were on the phone, and before I knew it, I was enrolled in my first autocross.

Student drivers, as we are termed until we have com-

pleted 6 autocrosses (4 if you take the Performance Driving School), are paired with an instructor. For my first autocross, my instructor was the always friendly Greg Phillips, and it turned out we had a lot in common... both physicians, both photographers, and now, both autocrossers! I soon found out that Greg drives a BEAST, a 928 that he throws around the course with seeming abandonment but somehow manages to keep it on course. I hadn't been carsick since I was a small kid but after my inaugural ride as his passenger, I was sure that I was about to act like a kid. But I stuck it out and somehow got through the day. When I compared the lap times of the top drivers to my own times, I realized that I had much to learn.

The December autocross made me aware that I had been "flying blind" in the November event. After what I had learned from the Performance Driving School, techniques such as throttle steering, early versus late turn-in, and differentiating Type 1 from Type 2 turns, driving autocross now made some sense.

I decided that if I was going to get serious about autocross, I needed to get the proper gear. The meant a trip to JMC Motor Sports to order my own properly sized driving helmet and Pirelli driving shoes. I ordered magnetic numbers on-line (way more cool than using painter's tape), and I was set to go.

Great Instructors

What helps a rookie improve? Well, for me it was a combination of what I learned in the Driving School, riding with instructors in their cars as well as having them as a passenger while I drove, and seat-of-the pants experience from actual driving.

My instructors were as varied as the membership of PCASD. As my next instructor, I was fortunate to have Keith Verlaque, a classical engineer type. He emphasized smoothness and a "high visual horizon" (look several turns ahead). Keith was supportive even as I spun off the course...a most upsetting (but apparently universal) ex-





Yes, I'm having fun!

perience for both rookies as well as more experienced drivers.

Tom Comeau was my next instructor, in fact for the next 2 events (was that good luck... or what?). A military career (as well as raising two sons) had shaped his personality, I concluded, as he barked whenever I didn't drive to his standards, such as when I braked too hard (a sign of anxiety common to rookie drivers, I decided) or made too many steering corrections. But I also learned from Tom to be more gentle and not force my shifts, and my steering became less busy.

My final instructor was Ted Drcar, whom I had met when he instructed at the Performance Driving School. Ted had several attractive driving attributes going for him. First, he drove the same car (but his was a Speed Yellow color - much faster than my Artic Silver, right?) and he is one of the fastest drivers in SDR autocross. In fact, more than 15 seconds faster than me when he drove the same car but on Hoosier tires. I was humbled by this time differential but he explained he had been doing autocross for many years and it would take time for me to improve my skills. So, I decided I should be patient and faster times would come.

Besides riding with instructors, I learned from hanging out with the other drivers. This also gave me insight into how "driven" Porsche autocrossers are and to what lengths they go in their quest to post faster times. Following their lead, I unloaded all the extra stuff from my car, including the tool kit, tire sealant and the rear wall of the luggage compartment, and also removed the manuals from my glove compartment. Total weight savings? Who knows, but everyone was doing it so it must be the right thing to do.

Rear spoiler up or down? Tom Comeau said it probably doesn't matter (but his RSA sports a huge fixed whale tail so how would he know how it drives with no spoiler?). On the other hand, Ted Drcar said it might help, and his is up when he races so I followed his example.

Another weight saving technique I heard about was to

run with just enough fuel in the tank to get through the day's runs. But how much fuel was just enough? For the next autocross, I left home with less than a quarter tank of gas. But I ran out of gas after the first practice session, and had to make an emergency pit stop to the nearby Costco station. A classic rookie mistake, and in the future I concluded that I can't cut it so close.

Octane boost was another trick I heard about. After letting my tank run low during the week before autocross, I then filled it half-full with 100+ octane aviation fuel. Despite my high expectations (and the high price of this "uber" gas), I wasn't convinced I could feel much difference in throttle response during my runs. Later, Kim Crosser told me before I could feel the difference, I needed to run a whole tank of the higher octane through, so the sensors are "reset" for the higher octane, and then the car would perform better. I quickly computed the extra cost of this expensive "super" fuel and concluded that a tank and a half of aviation fuel at almost \$5 per gallon was more than my autocross budget allowed. So I scratched high-octane aviation fuel from my pre-autocross routine.

Autocross also became a great way to bond with my future son-in-law, Matt Sparks. I had no clue that he was a life-long Porsche nut until I came home with my new 997. During my rookie year, Matt (in his 944 spec class car) and I managed to synchronize our schedules so that we wound up driving the same event several times, and a few times when he wasn't able to drive, he and my daughter came to watch (and encourage me). Is that like having your own pit crew? (or at least, cheering section).

At each event, I made it a point to join the track walk... a great way to analyze the course. Off-camber turns, braking points, and how to run the cones are better appreciated when considered on foot before actually driving them at speed.

Autocross also includes corner work, a great opportunity to meet and get to know other drivers, and also to observe different driving techniques on the course. As the season progressed, it seemed to me I could almost anticipate when a car was about to hit a cone or skid out. Through these observations as well as "through the seat of my pants," I began to learn what Bill Behun, the chief of auto cross, meant by avoiding situations and techniques that "unsettle a car."

I developed a "check list" that I would go through while in pre-grid before each run: activate Sport Mode, turn off Traction Control, manually raise spoiler, snug up the seat belt and select the seat position I programmed into my electric car seat specifically for autocross.

So, how did I do in my rookie season? Over the 2008 season, I observed that most drivers in my class did not participate consistently, except for Ted Drcar, who won ev-

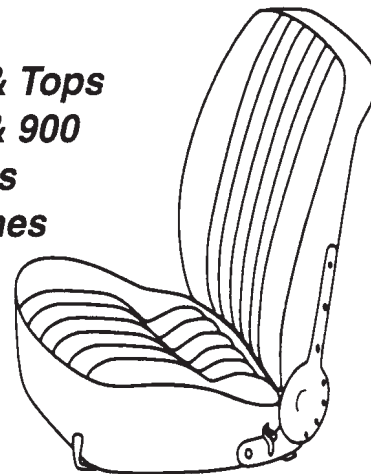
ery time he entered. On the first few event days of 2008, he ran Hoosiers and so was in a different class. However, when those wore out, he ran stock tires and dominated our stock class, PSS. Finally, for the November autocross, the last timed event of the year, the Woody Allen rule came into play. For those of you who may not be familiar with this, Woody Allen opined, "90% of success is showing up." On that day, I had a lock on first place because no other drivers in my class showed up. More meaningful to me, my TTOD differential dropped to less than 10 sec, a more respectable number compared to the more than 20 sec for my first auto cross a year before. I took this to indicate that I had made some progress.

During the course of my rookie season, I also appreciated how much effort by so many volunteers goes into each event. I salute all of these great volunteers, with a special thanks to Jennifer Reinhardt, who helped secure my driving number, 997, which corresponds to my Porsche model. Thanks again, Jennifer. And special thanks to the photographers, Greg Phillips and Ted Witte, who shot the accompanying photo during autocross. And now I look forward to driving in 2009, my sophomore season.

Ron Kobayashi
Class of 2008



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April 13, Monday — Streets of Willow

Grand Prix Region DE & Zone 8 Autocross



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Roving Tech Inspection starts at 7am
Mandatory drivers meeting at 8:30 am
First run group 9am

Morning practice — 15 & 20 minute continuous lap DE sessions
Mid day — Autocross timing (3 timed laps + 1 warmup lap)
Afternoon — Two more continuous lap DE sessions
Run groups determined by experience and performance
Instructors available and required for all student drivers
Entry level event — no special equipment needed for stock classes
NEW THIS YEAR — Sunday afternoon INSTRUCTOR TRAINING & REVIEW
Required Sunday afternoon Chalk Talk for novices
Registration and Tech Inspection at hotel Sunday afternoon
Helmets required (see Zone 8 rules for specs - www.Zone8.org)

**Club
Event**

HOTEL INFO – Hampton Inn & Suites
2300 Double Play Way, Lancaster 93536 661.940-9194
\$99.00 double occupancy (mention Porsche Club)
Comes with full breakfast, on-site tech & registration

For info contact:
Suesan Way, Registrar
SuesanWay@pobox.com or (619) 992-4287

To avoid late registration fee, mail completed form and entry fee by April 3

PCA GPX c/o Suesan Way, 10385 Bonnie Lane, La Mesa, CA 91941 (make check to PCA GPX)

Driver Name: _____ Do you have car numbers Y N Shirt: S M L XL XXL

2nd Driver Name _____ Do you have car numbers Y N Shirt: S M L XL XXL

Email address: _____ PCA Region: _____

Address _____ City/S/Zip: _____

Phone: (cell) _____ Car # preferred: (Driver) _____ (Co-driver) _____

Emergency contact: _____ Phone: _____

Driving experience in last 2 years: _____

Car and Model: _____ Year: _____ Zone 8 Competition Class: _____

Registration fee (postmark after Apr 3)

Driver	\$115.00	\$140.00	_____
2nd driver	\$95.00	\$120.00	_____

TOTAL AMOUNT ENCLOSED \$ _____ Day of event registration - additional \$50.00 late fee

Breakfast - Lunch

Coffee, donuts, breakfast and lunch available for purchase at new concession stand right at Streets

INSURANCE NOTE: Liability insurance is provided by PCA's traditional insurer. A copy of the Certificate of Insurance is available at registration. PCA insurance does NOT cover damage to your car or damage that YOU cause to the facility or other cars. You are responsible for this. Please see the PCA website (www.pca.org) and go to the insurance page for more information.

Please review your personal car insurance to verify what coverage it provides, if any.

New Members

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

Leo Dano

El Cajon, CA
1981 928 Coupe

Peter Fay

Solana Beach, CA
2007 Boxster

Michael Findlay & Jill Findlay

Temecula, CA
2009 Carrera Coupe

Thomas Funkhauser

San Diego, CA
1989 911 Cab

Frederick Gaines Jr

San Diego, CA
2001 996 C4 Cab

Shawn Grover

Carlsbad, CA
2005 996 GT3

Lawrence Hua

San Diego, CA
2002 911 Targa

Sean Hutchins

San Diego, CA
2006 Cayenne

Rudy Iribe & Imelda Iribe

San Ysidro, CA
2006 Cayman S Coupe

Laura Manz

San Diego, CA
1955 356 Coupe

Michael Oliver & Lois Oliver

San Diego, CA
2009 Carrera S Cab

Darren Segel

San Diego, CA
2009 Carrera 4S Cab

Steven Snedeker & Sandra Snedeker

San Marcos, CA
2007 911 Turbo Coupe

Dale Sommerfeld & Lorena Sommerfeld

San Diego, CA
2007 911 Turbo Coupe

Dimitrios Zisoulis

San Diego, CA
2000 Boxster

Anniversaries

Five Years...

Linda Cassell
Robert Cruikshank
John Gurell
Desmond Young

Ten Years...

James Beatty
Pete Flowers
Rick Goebel
Rodney Mish
Thomas Perkowski
Brad Rambur
Chuck Sharp
John Visconsi

Fifteen Years...

Uwe Biegner

Twenty Years...

Neal Appel

Twenty Five Years...

Dean Lycas

Thirty Years...

William Connelly
Robert Harville
Robert Housman

Membership

San Diego Region's membership currently stands at 1415 primary members and 1090 secondary members, for a total of 2505.

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.



March 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 March Board of Directors meeting was held at the home of Neil and Julie Heimbuge. Board members in attendance were Dave Gardner, Neil Heimbuge, Curt Yaws, Kim Crosser, Chuck Sharp, Martha McGowan, Rikki Schroeder and Jennifer Reinhardt. The meeting was called to order at 7:11. Minutes from the February meeting were unanimously approved.

Treasurer's Report

Kim Crosser reported that he had reconciled all accounts as of 2/28/2009. Major income sources in February included two Autocrosses, rebates from National for the 2008 membership, the Installation Dinner, Windblown Witness advertising, and Time Trial fees.

Major expenses in February included 2009 Membership books and name badges, additional costs for the Installation Dinner, Autocross expenses, insurance premiums, Windblown Witness printing expenses, and Time Trial expenses.

President's Report

David Gardner noted that there are still open Chair positions. He also agreed to give Chuck Sharp a list of Club officers and Chairs who need business cards.

Number of members: 1414 Primary, 1096 Secondary, for a total of 2,510.

Chair Reports

Archivist. John Straub noted that Skip Shirley had unexpected surgery. We wish him a speedy recovery.

Autocross. (AX, pre-reg, reg, CW, equip, logistics, safety, tech inspect, tech adv, timing) Curt sold the old timing system for \$500.

Bill Behun noted that timing issues are being worked out that could result in timing being available for all practice sessions.

Auto Museum. Michael Harris reported that the Porsche display for October 6 -January is moving forward. The Auto Museum is planning a Gala for the opening and is looking for items for a silent auction. Michael Harris noted that budget cuts have resulted in major changes in the Museum staff. Finally, he reported that a Coffee "n" Cars event will be March 15.

Charity. There is still no Chair for this Committee

DE. (DE, pre-reg, reg, CW, equip, logistics, safety, tech inspect, tech adv). Martin Lipp reported that enrollment

for next DE event was low. It was recommended that he contact other regions and broadcast an event notice to all members.

Goodie Store. We still need a Chair for this Committee

Insurance. Tom Golich reported that he finally obtained a master use permit for Qualcomm Stadium events. We also confirmed the dates that are needed, including an AX on May 9 rather than the May 10. Tom Golich noted that he must be notified about events by the Chair for each type of event. Please contact him.

Social. Angela Avitt reported that Julie Heimbuge and Jan Mellinger will be taking over the Last Tuesday Social events. She also noted that she has three Motorhead Mondays planned so far. The next one will be at Giovanni's in Clairmont Mesa on April 13. The March event will be at Mandarin Garden in Mira Mesa. Julie Heimbuge noted that the April event will be at the Westgate Hotel. Carl Strauss Brewery in Sorrento Valley will host the May event. Jad Duncan has done the last couple of flyers and all agreed that they were very good.

Katie Kinninger reports that the Volunteer Party is being planned and will be held in the last half of the year.

Sponsor Liaison. Curt Yaws reported that he delivered copies of the Windblown Witness to several sponsors.

Tech Sessions. The next Tech Session will be March 16 at Mirage. They will look at how to set up cars for DE's.

Time Trial. (TT, pre-reg, reg, equip, safety, tech inspect, tech adv, timing) A rough reconciliation was e-mailed to Kim Crosser.

Tours. Martin Lipp reported that there will be a tour on March 21, probably in the De Luz area. He also noted the date switch: June 6 will be the Vets Tour, following the same format as last year. It is hoped that more veterans will be able to join us this year, as last year we had more volunteers than passengers. Saturday June 28 will be the Type 4 Tour. Tour details will be posted on the PCA web site.

Vintage. The Coronado Vintage races will be held the last weekend of September.

Unfinished Business

None

New Business

Vince Knauf proposed to rent radios and transponders from PCA-SDR for use at the Festival of Speed in April.

Keith Verlaque gave an update on attendance at the Monterey Historic Races, Aug. 14-16. Twenty-nine rooms

are reserved. He will take names of those wishing to attend and reserve rooms. He will post a notice on the Forum this weekend. The Laguna Seca Racetrack is reserved for Porsches on Monday immediately following the Historic Races. A DE will be held for Porsche members only.


Old Business

None

Announcements

John Straub reported that there may be a Porsche swapmeet in June in Oceanside. Chuck Sharp will contact the potential organizer and suggest possible actions including advertising in the Windblown Witness, posting a link on the PCA web site, and passing out flyers at events. This would be a privately sponsored event; not an official PCA event.

Registration is now open for Parade.

Meeting adjourned at 8:31. The next meeting is at Dave Gardner's house on April 1. 

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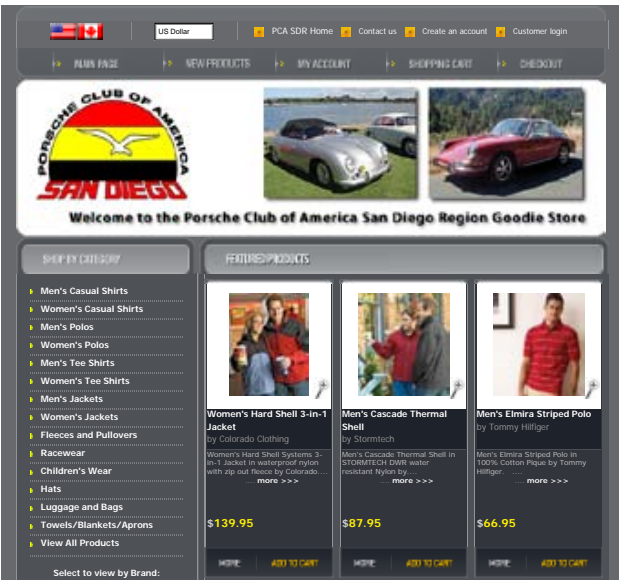
Now you don't have to wait for an event to visit SDR's Goodie Store. It's available online, 24 hours a day.

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

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

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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

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\$8,000. 911 CARRERA 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

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1979 911 SC TARGA 2nd OWNER ..great condition! have all svc. records must see \$9,350.00 must sell !email for pix, [jweiltlr@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

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

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

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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 Arctic silver/grey, suspension by Mirage Int'l. Many extras and records. 62K miles. \$31,000. psc993@gmail.com, (760) 518-6220

1998 Carrera 993 C4S 44,700 miles. second owner. Mint all records (619) 454-2687 \$69,500

1999 Boxster Ocean Blue, Graphite Gray, Manual, 79K miles. Garaged, non-smoker kit. New engine at 28K miles. \$13,800 (619) 226-7690

2000 carrera beautiful, red, tan, tiptronic, leather, factory tail, ground effects, 25k miles, 18 turbo wheels, many options, you see it and you will fall in love. 39,500. (858) 231-8500

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2006 Carrera 4 Coupe 26, XXX miles, 6-sp, Silver/Black FL, Bose, Bi-xenon, self-dimming, K&N-Track, always garaged, never tracked. Warranty to 11/2011. \$57,270. piverson@gmail.com (760) 845-4052

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

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

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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

1970 911 estate sale, track car, 2.2S motor<10hrs, 2set of wheels15", fresh901, up-graded trailing arms-brakes-shocks-etc. \$21K (619) 952-3663

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

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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

28 ' HALLMARK RACE. Estate sale, complete weekend "warrior" with out the carpet. stove, fridge, sink, micro, cabinets, generator, winch, etc... \$17K. (619) 952-3663

Parts

911 964 Brake Rotors barely used 2x front and 2x rear Zimmerman rotors for 911 C2, C4, RS America. Price: \$80.00 (619) 252-8649

964 Primary Muffler in excellent condition fits 911 Model 964, RS America 90-94. \$50.00 OBO (619) 252-8649

Cup 1 Syle Wheels Borbet 2x 7.5"x17" 52ET and 2x 9"x17 47ET fits Porsche 964, Boxster etc. with old Nitto NT01 mounted. \$300.00 OBO (619) 252-8649

3.6Lrebuilt eng. (2) for sale have a few engines for sale. serious inquires pls. jae@mirageintl.com / jae (858) 581-1101

944S Seats Tan leather 944S seats w/3 point belts. Driver side power seat, passenger side manual. Small tear in each. \$150 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. \$600 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. \$400 Russell rdshon@san.rr.com (858) 442-7466

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 SportRace 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. \$200 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. \$550 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. \$500 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

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

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

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

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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Hot Lap timer \$140. G-Force arm restraints, driver & passenger, \$20. Charlie (619) 224-9317

New 5x15 Trailer Wheel New 5x15 trailer wheel 5-5" bolt circle, silver \$10. p944t@hotmail.com (858) 565-6604

Old Panoramas Free to a good home -10 years of Panorama in excellent condition. Call to arrange pickup. Tom at (858) 755-4986

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Business Directory

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

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

Classified Ad Policies

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

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

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

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

Performance Driving Events

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

Autocross (AX)

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

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

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

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

Driver Education (DE)

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

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

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

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

Time Trial (TT)

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

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

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

Time trials typically cost \$295, with 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:

Richard Park

WITNESSADS@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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Automobili Lamborghini

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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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