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REGION OF THE YEAR 1998 AND 2006



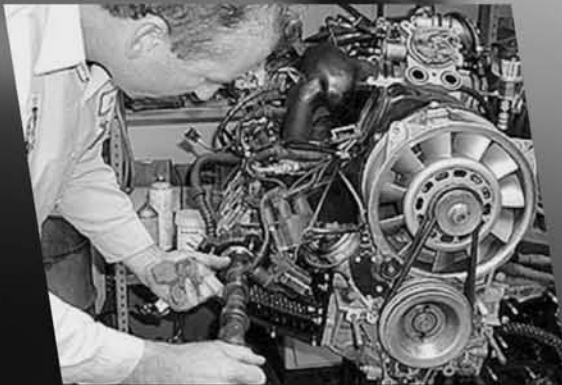
JUNE 2009

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WINDBLOWN WITNESS

Volume 50 Number 6

June 2009

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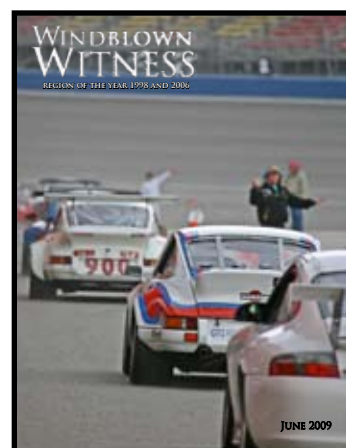
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COVER PHOTO

California Festival of
Speed

Photo by Greg
Phillips



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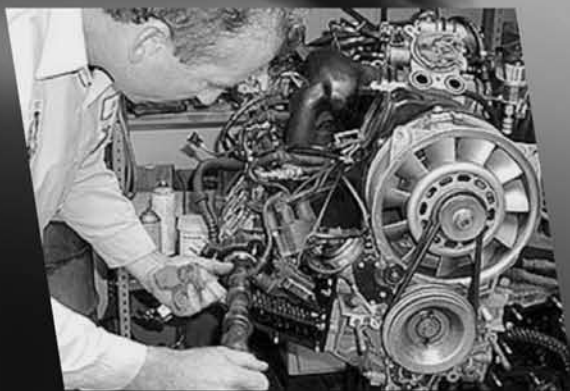


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Wheels and Tires

High Speed Tire Balancing

Racing and Charity

BY DAVE GARDNER, PRESIDENT

Here we are half way through 2009. Things are flying by quickly as we continue to have many social and driving events for club members. I hope to see you at one of the events soon. If I don't know you, please introduce yourself - I'd like to get to know you.

Parade

The 2009 Porsche Parade is quickly approaching. If you have never attended a Parade you should attend at least one in your life. There is so much to see and do and so many people to meet and exchange stories with. Below is a note from PCA National about this year's Parade.

For those who haven't registered yet, registration remains open until June 15th.

You'll need your user name and password to register online at www.pca.org. If you do not have your user name or password, please contact the PCA National Office at admin@pca.org.

Should you have any issues during the registration process, please do not hesitate to contact Kathleen Lennon at kklennon@comcast.net or by phone at 719/487-2842 (MST).

We look forward to seeing you in Keystone, CO, June 29 to July 4!

If you do go to Parade this year bring back pictures and stories to

share. I'm sure Susan Brown would love to have an article from you

Upcoming Events

Once again we are doing our Tour for Vets on June 6th. I drove in this last year and it was a great experience. If you are able to drive in this tour please do so, you won't regret it. Check out your May issue of the Witness, it has a reprint of the article from last year's Tour. The stories these young veterans have to share are amazing. They are awesome young people who have given so much to their country.

We are having our first DE at the Autoclub Speedway Infield Monday June 15th. This is the first DE outside of Qualcomm stadium that I am aware of. I'm sure that many years ago we held a DE at other tracks but went to running them at the Q when the West lot became available. This is a test outing to judge attendance and the future of the DE events after Qualcomm Stadium goes away. If you are a driver and you qualify, please attend this event. The inside track is a lot of fun and a good technical track to practice your driving skills and techniques.

In addition don't forget the great events in June such as the Rally, Tech Session at Bumper Doc in Escondido and Last Tuesday Social. You may want to do the rally which will end up at the tech session. That sounds like a fun day.

For all of the AX drivers you should know that by the time you read this the AX team will have met with the stadium to schedule events for the remainder of the year 2009. The board will have voted to approve these dates at the June board meeting so as you read this the new dates may be posted to the calendar on the web site as well as the AX events

page. Check there for the latest upcoming AX dates.

Miscellaneous Ramblings

After all these years I still love Porsche the best. Why do I say that? I have had the opportunity to ride in or drive many other automobile marquees over the years. There have been Ferraris and Lamborghinis and Maseratis etc. I even rode in a new Audi R8 at the streets of Willow a couple of months ago; a very impressive automobile. But given a choice I'll take my Carrera. I'm not saying it wouldn't be nice to win the lottery and own a few exotic classics, but only getting to have one I'll take a Porsche. I fell in love with Porsches when I was a teenager without ever having even been in one. When I saw the movie Le Mans with Steve McQueen, that put me over the top with love for Porsche. Since then I have managed to own several Porsches. The 911 has always been my favorite but I appreciate all Porsche models. I look forward to seeing the new Panamera in real life this October when the first ones will arrive here in the US. Pictures don't always do a new vehicle justice. Seeing it yourself in the flesh so to speak is when you can get a real appreciation for an automobile. This fall we will have that opportunity. If any of our members purchase a new Panamera please let me know how you like it. If you feel inclined you may want to write an article about your first impressions for the Witness to share with all of your fellow Porsche enthusiasts.

Enough for now; drive safe and remember that how others observe your driving is how they form their opinion of Porsche drivers in general. Do us proud and set a good example on the road.

Dave



June 2009



Monday, June 1 2009

Windblown Witness submission deadline for July issue

Wednesday, June 3, 2009

Monthly Members and Board Meeting

Time: 6:00 p.m. – Social hour and food
7:00 p.m. – Meeting
Place: Mark and Katie Kinninger's home
1629 Hillsmont Drive
El Cajon, CA 92020
619-593-4053

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, June 6, 2009

Tour for Vets

Contact: TOURS@PCASDR.ORG or Martin Lipp, 619-850-6666

Saturday, June 13, 2009

Zone 8/SDR Rally

Time : Registration at 9 a.m., Meeting at 9:30, first car out at 10:01
Place: Hoehn Porsche
6800 Avenida Encinas
Carlsbad, CA

Details: This will be a fun, enjoyable rally route for those who want to explore some of the other roads in northern San Diego county. The route is about 100 miles and 4+ hours, with a break midway. First car will finish shortly after 2:00 p.m. at Bumper Doc in Escondido. Enjoy refreshments and a tech session by Bumper Doc as we tabulate the scores and present trophies. Cost is \$20 if you pre-register by June 8, \$25 day of

event. For pre-registration, make checks payable to: PCA-SDR and mail to: Tom Gould, 1548 Roma Drive, Vista, CA 92081. Questions? Email TCG3@AOL.COM or call 760-727-6068

Saturday, June 13, 2009

Bumper Doc Tech Session

Time : 3:30 p.m. - 5:30 p.m.
Place: Bumper Doc
Escondido, CA

Details: This tech session will showcase the multiple services Bumper Doc offers, which will include a demonstration of a few of these services on a randomly selected Porsche... lucky dog! Don't worry, all will benefit from attending with many additional giveaways.

Contact: TECHSESSIONS@PCASDR.ORG

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

Saturday, June 28, 2009

Black Diamond Tour - De Luz

Contact: TOURS@PCASDR.ORG or Martin Lipp, 619-850-6666

Tuesday June 30, 2009

SDR Last Tuesday Social

Time: 6 p.m.
Contact: SOCIAL@PCASDR.ORG

July 2009

Monday, June 29 - July 4, 2009

Porsche Parade

Details: The Rocky Mountain and Alpine Mountain Regions will be your host for the 2009 Porsche Parade. Registration closes June 15th. PORSCHEPARADE2009.COM

Wednesday, July 8, 2009

Monthly Members and Board Meeting

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

Place: Mike and Angela Avitt's home
2120 Brookhurst Drive
El Cajon, CA 92019
619-447-4709

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.

Tuesday July 28, 2009

SDR Last Tuesday Social

Time: 6 p.m.
Contact: SOCIAL@PCASDR.ORG



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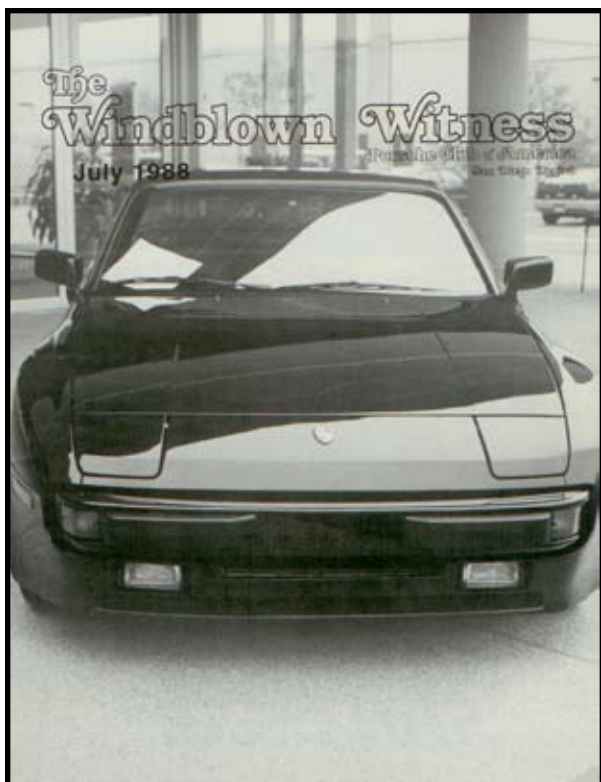
- Vinyl Vehicle graphics
- Digital printed wraps
- Race numbers
- Magnetics
- Banners
- Custom decals

Round and Round

By TOM BROWN

This month we feature Ron Despojado's 944 at a Wash and Shine hosted at Pioneer Centres. It appeared on the cover of the July '88 Witness, no photo credit given.

Wash and Shine - we haven't done that in forever. Basically a very low-key, no pressure car show. Not a Concours, with all the Q-Tips and baby wipes. Just hose off the car, bring it out for display and spend a few hours



socializing, maybe have a picnic lunch. Is it time to do this again?

Denis Powell wrote a nice article on Time Trialing as a beginner. He starts off with a discussion of the "Time Trial bug" which invisibly haunts autocross events. Occasionally it feeds on the avid autocross driver, who when bitten is driven (no pun intended) to the bigger event. An event which might take place at Willow Springs International Raceway, for example. "Willow Springs is a very neat track. It's a joy to drive if you enjoy being frightened". Another quote which I enjoyed was "involuntary agricultural motoring" otherwise known as an off-road excursion. Don't get the wrong impression, he did enjoy it immensely and intended to return!

What else was going on that July? Vince Knauf wrote a great article on weight transfer and its application in throttle steering to recover from spins. Brett Johnson wrote a letter to the editor requesting volunteers to photograph their cars for his forthcoming book on the 911. The Parade was coming up at the end of the month, in Colorado Springs that year. The Zone was advertising a practice rally using the parade rules to help everybody prepare. Tom Gould (then as he often is today) was the rally master. Keith's Koncours Kolumn by Keith Nelson advocates washing your windows first with soapy water and then with a mixture of water and ammonia to perfect that sparkle and shine. Technically Speaking, by Paul Young, covered the round-and-round of turbos and superchargers, for those of you that want to understand how your car can go so quickly.

'Til next month, keep the rev's up!





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Reflections

BY JOHN STRAUB, ARCHIVIST

Waxing nostalgically is a way we remember our traditions, and a time past when San Diego Region was still young, growing and simpler, when life was less complicated. No Bailouts, a time when each car manufacturer built individual cars...some great... some not so great and the people voted with their checkbooks. Now the Pontiac brand is gone...say goodbye to the manufacturer of the first "American Muscle Car", the GTO. May I ask, what's next?

It was a time when clever architecture, or dazzling flashing lights, or colorful neon drew people and their cars in like a moth to a light...places like drive-in movie theatres, drive-in restaurants, diners and gas stations. So, it's not really a surprise to find that many of these would also become the places where car enthusiasts would eventually congregate with their cars to bench race, search for parts, look for deals, talk about shops, discuss mechanics, look for parties, car shows, races and of course, girls. Today, some of that still goes on at places like "Cars and Coffee" at the San Diego Auto Museum, or at our Tuesday Night Socials along with our Region Auto-crosses.

It's your club...come out and join those other car people, we still do all of the stuff that I just told you about.

And now to turn my attention to some news that really is sad for me to write about.

Our Region recently lost a long time member. Pat Scanlan joined our Region in 1968 and was an avid Porsche owner even to the end.

I'll tell you a little about Pat. He was a past Board Member, Concours Chairman and hosted numerous Tech Sessions on Concours and how to cosmetically maintain your car.

I came to know Pat during the year he joined the club. He took this young kid and said, "Will you Co-Chair a club event with me?"...and I did, my first event that I Co-Chaired.

Pat came into the Porsche world by first picking up his 356 in Europe, then moved on to his '68 911L, a 914, a 356 Speedster, a 964, a 911 Speedster and a 996. All of them had the best possible home.

Some of my best memories of Pat still to this day are the two years we spent working on the Alan Johnson Racing Team. It was two years of racing up and down the West Coast and making the SCCA Runoffs in Atlanta both years. I think in my mind we had the ultimate team owned by Alan...a team that had low points and high points, a team that within those two years became

family. All with Pat there with his integrity, creativity and his ingenious way of fabricating what we needed to win. Without Pat...I'm sure our team would not have been the family that it was.

I have lost a true friend, but the Club has also lost a true enthusiast of the "Old School" type. Godspeed Pat.

Alan asked if he could add to my memories of Pat, so the following is from Alan Johnson.

"There are so many great stories involving Pat, it's hard to choose just one, but here's a good one. At our Porsche Dealership we were always looking for good young people and Pat was a great resource, seeing so many in his shop classes. I called him in 1988, asking if he knew of a prospect that would be a good helper on our 944 GTR racing team. He told me that he had retired from teaching and wanted the job himself. I was a little hesitant but told him the job wouldn't pay much, but that we would give him a try. The only problem with having Pat on our race team was getting him to cash his paycheck and turn in the reports for his travel expenses. He was never late, he worked non-stop, had some good ideas for reconfiguring the front end of the 944 for better cooling of the front brakes and the car always looked like it was ready for a car show. And everybody loved having him on the team."

"This is just one story of many. The next time you see me, ask about Pat and I will carry on as long as you'll let me, telling you about our great times with him and even some of his "awful" jokes. I have a vision of Pat in heaven detailing out one of St. Peters chariots for a heavenly car show. He is, and always will be missed."

Some of us that had the honor of knowing Pat are going to get together and share good memories of him. If you want to participate, please email me at Vintgracer@aol.com or call me at 619.667.3826.



Hot Rods: Then and Now

By MICHAEL HARRIS

The main San Diego Auto Museum display continues with "Hot Rods - Then and Now" which runs through the end of June. This is a fantastic display of hot rods, ranging from show car "trailer queens" to street rods that look like they were built by the kid next door. Many are 1932 Fords, or some derivation thereof, but many are completely different, such as the 1937 Studebaker roadster that is a real stunner, both visually and from a technical viewpoint, being completely re-engineered from the body to the modern chassis, suspension, and late-model Corvette engine and transmission.

New cars to the Hot Rod display include a 1934 Chevrolet 3-window coupe and a modern fiberglass custom roadster. The latter car looks like a modified '34 Ford roadster but is a modern, high tech, custom roadster which is powered by a GM Aurora 32 valve V-8. Also new is a black primer CSTR high boy salt flats roadster powered by a Chevrolet NASCAR small block V-8 with 368 cubic inch displacement, billet crankshaft, 15:1 compression drawing air through a ram manifold topped by two 750cfm Holley carburetors.

Another newer car to the display is a metallic red Street Rod "driver" that has the same owner for decades and is in its third iteration. The current engine is a 312ci Ford V-8 with an Ardun overhead valve conversion, and an automatic transmission. The car has some interesting striping including a name on the rear deck, "Hot Rods Ta Hell."



Near the above roadster is a 1934 Chevy 3-window coupe in a dark metallic purple. Signage on the display state that this project took 4,000 hours to complete. The chassis is chrome moly steel, and the body is steel and fiberglass. The craftsmanship on this car is absolutely first rate. One of the standout visual features is an elaborate



header exhaust system that is capped off with drag plugs, and then turns down to a pair of glass pack mufflers. The motor is a 468ci Chevrolet producing 585 horsepower, mated to a Turbo 400 transmission. These cars have a very short wheelbase and a narrow track. These cars are scary to drive with a stock 220 hp 283ci Chevy small block. With this size motor and horsepower, you definitely do not want to step on the loud pedal until the car is absolutely straight, and on a dry surface. Anything less and it is launch time.



For me, the Bonneville salt flats roadster was the most interesting of the newer cars. Norm Francis of Norm Francis Hot Rods in El Cajon built this car. It is a tube framed high boy roadster fitted with a 368ci small block Chevrolet, dual Holley 4-barrel carburetors and running a Schneider racing cam that produces 742 horsepower at 8,000 rpm. Running at the salt flats it was noted that Francis started to lose traction at about 150 miles per hour. After some experimentation he found that he needed to add almost

6,000 pounds to the rear end to keep the driven wheels on the ground. The car has gone 195 miles an hour on the salt. Check it out. As to the Museum's regular collection that is on display, Mike Madigan's 1934 Morgan Super Sport 3-wheeler has been moved to a more prominent display near the entrance to the Museum. (Mike's late father was PCASDR President in the Club's early days, but Mike is a Morgan guy. He also owns a Plus 8.) Luigi, the little yellow Fiat that used to be parked at the entrance to the Museum, is no longer the Museum's official greeter. In its place is a Citroen 2-CV. The information card on the car states this epitome of the French Auto Industry was even more fuel and cost efficient than the vaunted Volkswagen Beetle. Whatever the reality, the 2CV is a wonderful anachronism. With the current emphasis on "green" vehicles, maybe a small, simple to build, run and maintain car like the 2CV may just be the car of the future. Hope to see you at the Museum.

The new display starting in July will feature "Treasures from the Vault", a display of cars from the Museum's own collection that have not been shown in awhile. 🐦



Early 1930's Morgan "Super Sport" 3 wheeler. A modified SS went 113+ mph in 1930! No air bags!



Red 1932 High Boy roadster is a "driver"



Custom 1934 Chevy hot rod took 4,000 hours to complete



Citroen 2CV. France's answer to the VW Bug

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Boxster Coolant Tank Failure

BY STEVE GROSEKEMPER

While Porsche has gotten along with air-cooling for their sports cars for the past 50 years or so, it has come to my attention that all Porsche models are water-cooled, and have been since 1999. The reason for this new-fangled water-cooling is that it maintains a more uniform control over cylinder head temperatures. Air-cooling was much simpler and best of all, never suffered from coolant leaks. Or always did, but that was OK as well.

For better or worse water-cooling is here to stay, so we better get used to it. Modern cooling systems are sealed and once filled should never need additional coolant.

If a cooling system does lose its fill, it is imperative for us to find the source of the loss. If the coolant was there and now is not, there can only be a few reasons for its exodus. It might have leaked out of the cooling system and escaped to the ground. (A burst cooling hose or failed water pump is the most common failure).

A less popular escape route would be a leak into the engine itself. Coolant can find its way into the engine through a crack in a cylinder head or block, or by a failed gasket. If this is the case evidence will be found in the oil pan or exiting the tail pipe.

The method of determining the source of the loss is as follows:

Top off the cooling system. If coolant does fall out on the ground, trace it to its source and repair it.

If the coolant does not fall onto the ground in an obvious manner, you must pressurize the cooling system to simulate operating conditions. (See Figure #1)



Figure #1: Coolant pressure tester and adapters are installed to replicate pressure under operating conditions

If the coolant does not escape quickly, you must leave the pressure on the system until the level drops noticeably. If the coolant leaks into the cylinder, the engine will not turn over. You then remove the spark plugs, rotate the engine, and watch to see from which cylinder "Old Faithful" starts spraying.

If it leaks into the crankcase, the coolant will mix with the oil. After sitting for some time the oil and water will separate. Since oil is lighter than water, the water will settle on the bottom of the oil pan and pour out first when the drain plug is removed.

But what if none of these things happen? What if coolant is being added to the car slowly over time, and shows no signs of escape. This was the case for me a several years ago. While waiting for something to happen after pressurizing the system, I noticed a drip of coolant escaping the car.

But this was not a normal location for a coolant leak. The coolant was not leaking from the engine, but out of the right rear jack lifting point! Now this was a little perplexing as there are no cooling system components in the area. Then it hit me, (OK, maybe it actually dripped on me). The only thing that was even in the vicinity of the drip was the coolant reservoir mounted in the rear trunk. I looked in the trunk and started pulling carpet out to access the coolant reservoir. Under the carpet is wooden flooring, so out it went as well.

With all the coverings and floorings removed, there it was. A green fog of coolant spray was coming from the bottom of the coolant tank. A green lake had formed on the trunk floor. As the coolant collected on the floor it found its way forward through body panels until it escaped at the jack lifting point. (See Figure #2)

If you find that your Boxster is losing coolant in a mysterious fashion, you can simply pull back the carpet surrounding the coolant tank. Complete removal of the carpet and flooring is only necessary when the tank is being replaced.

Coolant Tank Replacement

At first glance this seems to be a very straightforward process. The tank and mounting bolts are right there in the trunk. There is also an oil filler pipe integrated into the tank but that doesn't look to be a problem. The problem lies not in the trunk, but on the other side of the firewall in the engine compartment.

That is where the coolant and oil hoses connect to the engine. They are connected with a series of pressure



Figure #2: Notice the lake of coolant on the trunk floor and the coolant deposits on the side of the tank.

clamps that you may have seen before on Japanese cars. You must remove these pressure clamps before removing the coolant tank. Getting to the clamps is another issue.

They cannot be accessed from the trunk or the top of the engine compartment. They must be accessed from the bottom of the car. Unless you are 10 inches tall you will also have to remove the large aluminum protection plate on the bottom of the car. This is also not as easy as it seems. The plate is sandwiched between the chassis and some aluminum braces, which all must be removed.

If after all these obstacles, you still want to tackle this project, continue reading and I will attempt to guide you through the process. A factory service manual is highly recommended for this service procedure. This is due to the fact that there are several small details that may be omitted here due to space constraints.

- Remove coolant and oil filler caps.
- Remove reservoir cover and release coolant bleed valve (pull steel ring up into the locked position). Remove the top sealing ring of the reservoir.
- Safely raise car and remove the plastic engine protection cover, and aluminum protection plate from the underside of car.
- Drain the coolant at the bottom of the engine coolant housing. Reinstall the drain plug and tighten after coolant has drained.
- Remove coolant pressure clamps and hoses from tank fittings. These are located on the engine side of the trunk wall, up high between the trunk and engine. (See Figure #3)
- Now go top the top side of the car and remove all the trunk carpeting and wooden flooring.
- Remove the electrical plug attached to the coolant level sender at the bottom of the tank.
- Now remove the three mounting nuts and bolts holding the tank to the trunk wall.
- The tank is sandwiched between itself, a gasket



Figure #3: Fittings are way up into this cavity between the engine and trunk firewall. (This is a good time to find a small-handed helper.)

and the firewall.

- Remove the oil dipstick and guide tube attached to the reservoir.
- Carefully twist and juggle the tank while separating the gasket from the tank and it will come out. (The gasket should stay with the car)
- Check the bottom of the tank to verify that the tank is actually cracked and the leak is not from the coolant sending unit. (See Figure #4)



Figure #4: Hold tank up side down and look for discoloration at leak points.

- Once the tank is out use a wet/dry vacuum or other means to remove all the coolant from the trunk floor.

- Transfer the coolant level sender and the three elbow hoses from the old tank to the new one.
- Instead of reusing the pressure-style clamps replace them with screw type clamps. (This is a directive from Porsche when the pressure clamps leak, but is a good idea at replacement time as well.)
- Mount the new tank (996.106.147.08 – price about \$300.00) to the trunk firewall.
- All earlier coolant tanks, 996.106.147.03/.04/.06/.07 have all been superseded to this 996.106.147.08 tank.
- From the bottom of the car, reattach the one oil hose and 3 coolant hoses to their original locations.
- From the top of the car, reinstall the oil filler cap. Release the bleed valve, leaving the bail in the upright position. Turn the heater control to Max. Heat.
- Fill the cooling system slowly with Porsche factory coolant part # 000.043.301.05. Mix this coolant with distilled water at a 50% mixture. It is imperative to fill the system very slowly so as many air bubbles as possible can come to the top.
- Fill the tank until the coolant meets the bottom of the filler neck. Now start the car let it idle, add coolant as necessary to maintain a level at the bottom of the filler neck. Install the reservoir cap. Raise engine speed to 2500 R.P.M.
- Rev the engine quickly, several times during this pro-


cess. The surging of coolant flow is needed to get all of the air pockets out of the system.

- Let the engine temperature increase to 185 degrees and then close the bleed valve bail.
- Continue revving the engine every few minutes until the coolant temperature reaches 195 degrees. After the engine temperature stabilizes, check below front radiators for hot airflow. (Cooling fan actuation)
- Let engine come down to an idle and verify that the cooling fans are cycling on and off.
- Check car for any coolant leaks.
- If all seems well and no coolant leaks are present, reinstall the two lower covers.
- After the car cools off completely the coolant level should be between the Min/Max indicator marks on the tank. If they are not, correct the coolant level.
- As an extra precaution, you may want to re-pressurize the car cold, to make sure there have been no overlooked leaks.

Good Luck




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Trip of a Lifetime

By BOB LAMPERT

The set up: Mid last year Alicia approached me and said she had been setting up a trip for my upcoming 70th in March of this year ...she said we were going to Germany to visit the Porsche Factory and the Leica Factory since those are both my passions and I've talked about them forever. (What a girl!!) Then she said it would cross two things off my Bucket List, BUCKET LIST! I hadn't planned on checking out just yet...



Checking in on our plane we discovered that it was in support of breast cancer and since Alicia is walking the 60 miles in November she thought that was a good sign.



Arrived in Stuttgart to a light drizzle but then sunshine and nice weather for most of the two weeks (gray the last two days)

After we all had our cars, the leaders held a drivers meeting and gave us info about driving on the autobahn



We saw the Mercedes Museum on our first day



Next morning bus ride to Ludwigsburg to pickup our selected 2009 Porsches for 4 days of driving, mine was a 7speed Cayman S and just happened to be a new metallic green similar in color to my Boxster S.

- specifically that the left lane was for passing only, but that since Porsches are always passing that's where we'd be. When the trip was set up they formed two groups of cars, each led by a Porsche trained driver so that communications would be transmitted to each car for conditions, etc. One group was for those who would like to travel up to 135 mph, and the other 135 mph and faster, I took the slower as I knew Alicia wasn't thrilled about driving fast. We were off and running and on the first autobahn leg and had gone a little over the group limit when I noticed

some loud noises from the passenger seat as we moved along.

At this point and speed I knew we were no longer in the slow group. Top speed the first day for me was 151 mph. Alicia wasn't really thrilled, but being the trooper that she is, settled in and above 140 mph she just kept her eyes closed.

We traveled through really spectacular country and eventually drove 162 mph on the autobahn. We entered Bavaria on the way to Salzburg, Austria and the birth place of the original Porsche factory in Gmund.

On one leg of the autobahn in Germany we traveled 250 miles in three hours and thirty minutes. And that



included three stops, one for fuel. We hit 162 mph on that leg.

On our last night with the group (and 3000 of our closest friends) we attended the Stuttgart Spring Fest. The only real difference between the Stuttgart Spring Fest and Munich's Oktoberfest (or Stuttgart's Volksfest in the fall) is that the Spring Fest is a bit smaller, lasts one week longer and is held in the spring instead of the fall. Founded in 1965, this relatively new festival is chock full of everything German festivals have to offer: music, dancing, beer drinking, tracht (Germany's traditional national costume), and overall gemütlichkeit.



After we parted ways with the Porsche folks, we headed to Wetzlar and Solms, home of Leica. We took the train there. In fact, three trains to get from Stuttgart to Wetzlar because the direct route didn't run on Sunday. We toured the original Leica factory where microscopes, binoculars and scientific optics are made, and their fa-



Spring Fest

cility in rural Solms where their cameras and lenses are produced.

The trip ended with another train ride from Wetzlar to Frankfurt and then our plane ride over the pole home. We loved the trip.

Alicia and Bob Lampert, 40 year members of the San Diego Region



The Other Side of the Story

By ALICIA LAMPERT

This was Bob's first trip to Europe. We have been many places together in our travels - the Holy Land, Australia, New Zealand, China, the good ole USA.... but Europe – nope.

For Bob's 70th I wanted to do something special....and for years he has been talking about visiting the Porsche and Leica factories. So I decided we should do some of Germany and go to those places. Saying that and doing it are two different things. It turns out that Porsche does not give factory tours on a regular basis, they are only done through the Porsche club or if you have an "in" with someone at Porsche. I didn't know that in the beginning since I was trying to surprise Bob with a great birthday present. Luckily, we have been Porsche club members for 40 years. (Well, Bob was a member before hooking up with me but we will be celebrating our 35th this August!)

I first contacted a travel agent we have used for past trips. He sent me various tours of Germany by different companies. It didn't appear that any of them included the area I wanted to visit with Bob, plus, they were all done via a bus - which didn't sound too enticing. So I sat down with Bob and told him what I wanted to do. After we discussed it, he gave me his Porsche club magazine with the information on a guy that runs these tours with Porsches.

After reading all the tours, the one I wanted to do was this coming Oktoberfest tour (2009) but when I contacted Peter Sontag who puts on the tours - he told me it was ALREADY all sold out! I was trying to set this up last year! Boy, the recession doesn't stop these people.

He then said he was putting this Springfest tour together and hadn't even announced it yet so there would be space available. Needless to say, I locked 2 slots down immediately. Then I told Bob and he suggested that we wait and go in the Fall of 2010 so we could do the Oktoberfest. My response was "Driving the autobahn with a 70 year old is going to be bad enough but to drive with a 71 year old - well, NO thank you!" We booked this tour up right away.

When I was younger speed did not bother me, but now - well, I have aged a bit, so I knew this trip was going to be very difficult for me. But it was something Bob has really wanted to do all his life. So, I did what any normal woman would do - I PRAYED - beginning with the day we booked this trip. I PRAYED that we would both survive this trip! And we DID! Not only did we survive but we

didn't kill each other - nor have any big fights. A few so-so ones but nothing that would result in a divorce, so it was a win-win.

I have to say that Peter did a wonderful job of coordinating this tour and taking care of our every need. The only thing we had to worry about was tipping the housekeeping staff and/or bell hops etc. All the dinners - including drinks, lunches, breakfasts, bus rides, Porsche rides and tips etc. were all taken care of. We never had to pull our wallets out - all we had to do was show up! It really was fantastic.

I was the only one on the trip who really had an issue with speed. There were a couple other passengers who had some concerns but they were minor and as soon as they took off in their speed machines they seemed to love every minute of it. (That NEVER happened with me!)

We were in two groups - a fast group and a faster





group. We were supposed to have a slow, medium and fast group but that didn't happen. The fastest person in our group went 174 miles an hour and two cars in the fastest group got up to 176 mph.

Bob says he went as fast as 162 but honestly he may have gone faster because after a certain point you don't take your eyes off the road to look at your speedometer! I had a really hard time the first day. Bob & I did exchange a few tense words but it was all me because I was petrified. His driving skills were superb - as were all the other drivers - but I was just a basket case. Each group had a professional driver leading us and advising us on traffic and upcoming turn offs etc. We had a guide named Dunja, whom I just adored. Poor thing, she kept trying to reassure me that the car was safe and the roads were safe and Bob was a good driver, etc., etc., etc., but nothing she could do or say could snap me out of my anxiety issues. I just knew I had to suck it up for the 4 days. The first part of the trip was 4 straight days of driving - we drove over 900 miles. My gray hair that I color is even grayer and is definitely in need of a touch up!

On the first day, we found out at lunch that other passengers were taking photos of the speedometers on their cars as their drivers were hitting the high speeds. Bob changed his speedometer to mph so that he would know exactly how fast he was going since trying to convert kilometers in his head at high speeds isn't his forte.

Then he asked me to take photos too. I could hardly keep my eyes open to see the road let alone take photos, but I tried. I took them when he was in the 130's then the 140's, but after he hit the 150's he asked me to take another photo and I screamed that I couldn't I was too scared! I told him that I would testify to ANY of his friends that we did go that fast but I was frozen and couldn't pry my hands off my seat. I looked over at his speedometer and it was 155 mph, so he said ok, and I



Something more my speed

closed my eyes. I know he thinks he only got up to 162, but the car kept going faster and it felt faster than an additional 7 mph. I think he actually might have hit 170, but my eyes were glued shut.

Thank God it didn't rain. It rained the first day we arrived and then stopped for the rest of the time we were there. See praying really works! For example, we were supposed to take a very hairy mountain road one day but we were redirected to another route which didn't have as many hairpin turns. The reason? An avalanche went across the roadway. No one had been hurt but the avalanche shut down the mountain road until it was cleared up. Yes, there was still snow in the mountains, with black ice.


When there were 4 lanes on the Autobahn I felt much better because no one bothered us in the far left lane, but lots of times it was just down to 2 lanes. Here we are screaming down the left side and someone from the right wants to pass the car in front of them so they enter our lane not realizing how quickly we are coming up on them. There were a couple of interesting encounters until I closed my eyes because I couldn't watch anymore, then everything was much better.

I readily admit that after the 4 days of driving I was thrilled when we turned in our cars. However, all the drivers and the majority of passengers were wailing with grief. Jeez, you could hardly pry their fingers off the steering wheels - it was quite pitiful. I was already aboard the bus with a big smile on my face as I watched these adults acting like little two year olds.


It is nice to be back home just pulling weeds. I can pull them as slowly as I want!




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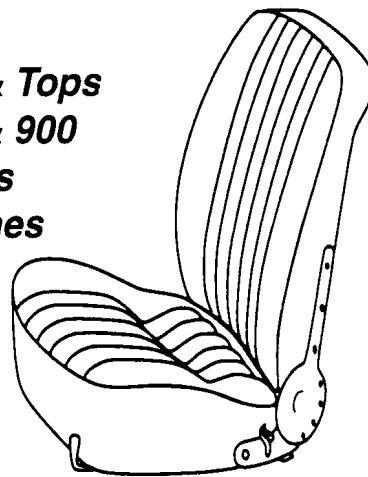
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Monarch School Honors PCA- SDR

By MARTHA McGOWAN, 2008 PCA-SDR PRESIDENT

PCA-SDR's 2008 Charity Chair, Annette Linares and I were invited to the Friends of Monarch Luncheon and we attended that event on Wednesday, April 8 at the Holiday Inn on the Bay. The purpose of this luncheon was to thank and honor the various community members who had contributed to the success of the Monarch School students. As you may recall, Monarch School was one of our designated charities in 2008 and is a specialized school located in downtown San Diego that helps to support homeless and at-risk kids. At any one time, there may be between 95 and 125 students attending the school with a total of 400 students attending



The kids telling their stories of how they got to Monarch

throughout the year.

When Annette and I arrived at the Holiday Inn, we were greeted with a student art exhibit displaying the various objects embodying the school's butterfly logo handcrafted by the students themselves. In the background, the Monarch Steel Drum Band played.

The leaders of Monarch School included Paula Kelly, the Vice President of Development, Sarita Fuentes, the Principal, and Tara Barrows, Volunteer and Event Coordinator. They greeted us and also conducted the program. Annette and I were fortunate enough to share a table with Sheila Buska, the CFO.

The theme for the luncheon, and the question posed to the students, as well as to the audience, was "What do you bring to your community?" The program started with a video which gave us a peek into the lives of several of the students. They talked about what had led them to the



Masks done by the kids

school and why they stayed. Then the students roved through the audience asking the same question to several invited guests. It was uplifting to hear the different stories of how people had become involved in Monarch School and why they stayed.

The program continued with the presentation of Monarch's "Life Saver Award." This award is bestowed upon people who never say no. This was followed by the "Monarch Miracle Award" which is presented to organizations that support the school. PCA-SDR was one of the recipients of this award. Annette and I were called to the stage as Paula described how the Club (that's you!) had helped the School in 2008. PCA-SDR held a new underwear and sock drive which resulted in the donation of over 600 items. Along with Pioneer Porsche and Roberto Montoya's Mexi-Cocina, we sponsored a Family Dinner Night. At the PCA-SDR Installation Banquet, the Charity drive raised \$7,026 with \$3,513 being donated to Monarch School.

As 2008 PCA-SDR President, I was honored to have been invited to this luncheon. It was truly heartwarm-

ing to meet all the volunteers who have participated throughout the year to help Monarch School. I would like to express a very special "thank you" to all of our Club members who participated throughout 2008 in the charity drives that resulted in our being a valuable contributor to Monarch School.



Hand towels decorated by the kids



Paula Kelly, Sarita Fuentes and Tara Barrows



Luncheon theme - what the kids bring to the community

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www.pcasdr.org

Announcements & General Discussions

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New Members

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

Anastasia Baini & Tony Baini

San Diego, CA
2008 997

Chris Harris & Debbie Harris

San Diego, CA
1972 914 Roadster

Craig Hill & Michele Hill

Encinitas, CA
2003 911 Cabriolet

Alexander Kim & Megan Kim

San Diego, CA
2007 Carrera S

Alison Lai & Kit Ma

San Diego, CA
2009 Boxster Roadster

Kevin Nolan

San Diego, CA
2009 911 Coupe

Cris Plaschinski & Juan Ruiz

Guadalajara, Jalisco
2003 Boxter S Cabriolet

Keith Rosenberger

San Marcos, CA
2009 911 Turbo Coupe

Andrew Saphire & Erica Ollmann Saphire

Solana Beach, CA
2000 Boxster

Jose Serrano Jr & Wendy Serrano

Menifee, CA
2006 Cayenne

Robert Steinberg

San Diego, CA
2008 Boxster S

Somit Talwar & Laura Talwar

San Ysidro, CA
2007 997 Turbo Coupe

Brett Tiano

Cardiff By The Sea, CA
2004 911 Coupe

Jaime Williams Quintero

Santiago, Nuevo Leon
2003 911 Turbo

Anniversaries

Five Years...

Leon Bodzin
Robert Little
Tim Souza
Curt Yaws

Ten Years...

David Heinen
Joe Hofmann
Jay Kahn
Stephen Mann

Fifteen Years...

Michael Alessandro
Michael Rosen
Roland Schmidt

Twenty Years...

Eric Dorman
David Roger

Twenty Five Years...

Nancy Blackwood
Mark Mitchell
Hollis Moyse

Thirty Years...

John Ronis

Membership

San Diego Region's membership currently stands at 1421 primary members and 1090 secondary members, for a total of 2520.

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.



May 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 May Board of Directors meeting was held at the home of Jackie and Phil Corwin. Board members in attendance were Dave Gardner, Neil Heimborge, Curt Yaws, Kim Crosser, Chuck Sharp, Martha McGowan, Jennifer Reinhardt and Rikki Schroeder. The meeting was called to order at 7:07. Minutes from the April meeting were approved unanimously.

President's Report

It was agreed that any calendar entries would go through the President.

Board meeting sites for rest of year: June-Kinninger's, July-Avitt's, Aug-Crosser's, Sept-Brown's, Oct-Sharp's, Nov-Schroeder's, Dec- Straub's.

Neil Heimborge suggested that the Chair for any event make a real effort to get events advertised in other regions. Ken Short, Zone 8 webmaster, can be notified to have events added to Zone calendar. He will send out notices to the webmasters at each club in the region.

Chuck Sharp notes that anyone wanting to log into the PCA.org website must enter as if new, get new password and revise it as needed.

Number of members:

Primary	Secondary	Total
1,425	1,095	2,520

Treasurer's Report

Accounts are reconciled as of April 30th, including a final reconciliation of the March numbers.

Major income sources in April included the 4/11 Autocross, the 3/14 DE, tax refunds, rental of equipment to the California Festival of Speed, and Windblown Witness advertising. We also received proceeds from sale of the Legal Racing shirts due to a donation from Mike Brown/CIM, and from collection of an overdue Spring Mountain Time Trial fee.

Major expenses in April included Autocross expenses for the 4/11 AX, annual rental of our archives storage facility, and Time Trial expenses, Social expenses, and *Witness* expenses for the April issue.

The Club received a nice acknowledgement from the Monarch School for our charity donation last month.

Just a reminder, we also have a \$9,800 deposit placed with Buttonwillow for a 2009 Time Trial, and a \$2,000 deposit on the 2010 Installation Dinner venue.

Chair Reports

Archivist. No report.

Autocross. (AX, pre-reg, reg, CW, equip, logistics, safety, tech inspect, tech adv, timing) There are 81 signed up for next AX.

Auto Museum. Michael Harris requested \$50 for annual dues for the museum. This was approved.

CDI's: Entries for the Performance Driving School are down from the last school. A motion was made to allow CDI's to provide driving school entries to advertisers at their discretion. Motion approved with one abstention.

Charity. Martha noted that the Club was awarded a Monarch Miracle Award. Pioneer will sponsor another Monarch Dinner. She will also organize a new sock and underwear drive. Tom Golich noted that blood bank donations are needed.

Concours. Areceli Lopez presented a budget request of \$1,500 for the deposit on the Spanish Landing venue for a concours, which will be held on October 31. Motion approved.

DE. (DE, pre-reg, reg, CW, equip, logistics, safety, tech inspect, tech adv.) Martin Lipp reported that the event made money. A reconciliation will be presented at the next meeting. Spaces are still available for the next event.

Goodie Store. We still need a Chair for this Committee. Past Chair is looking for a replacement.

Insurance. Tom Golich noted that he will contact Bill Behun to collect signed waiver forms.

Legal. No report.

Membership. We are up 15 members from last month.

Rally. June 13 will be the Rally which will end at Bumper Doc in Escondido. Tom Gould notes that there is a Tour component of the Rally. \$20 per car early registration; \$25 day of the event. Volunteers are needed. Tom will contact webmaster to get the word out.

Region Rules. No report.

Social. Last Tuesday Social at the Westgate Hotel was successful. The May event will be at Gio's in La Mesa. The June event will be at Carl Strauss in Carlsbad. Neil Heimborge reported that he will have new "racy" videos for the Gio's event. He also reported that new pictures are posted from the Last Tuesday social.

Sponsor Liaison. Curt Yaws reported that Pioneer will donate \$1,000 for a Monarch dinner. Hoehn will be the

sponsor for the Concours.

Tech Sessions. Next session will be at La Jolla Audio on May 13. It is suggested that Jim Binford send out a notice to all members. The June 13 event will be a joint event with the BMW club. Bumper Doc will provide all refreshments.

Time Trial. (TT, pre-reg, reg, equip, safety, tech inspect, tech adv, timing). No report.

Tours. Martin Lipp reported that 30 people attended the last tour. He is working to get more veterans to attend the Tour for Vets.

Vintage. No report

Web Team. Keith Verlaque reports that the new software has been installed.

Witness Team. No report.

Unfinished Business

None

New Business.

A subcommittee was formed to investigate the possibility of a Club sponsored Porsche swap meet.

Old Business.

None

Announcements.

Anyone interested in Monterey Historics should visit the Forum.

Phil and Jackie are thanked for hosting the meeting. Meeting adjourned at 8:51. Next meeting is at the Kinninger's house on June 3.



The Goodie Store is now *on line*

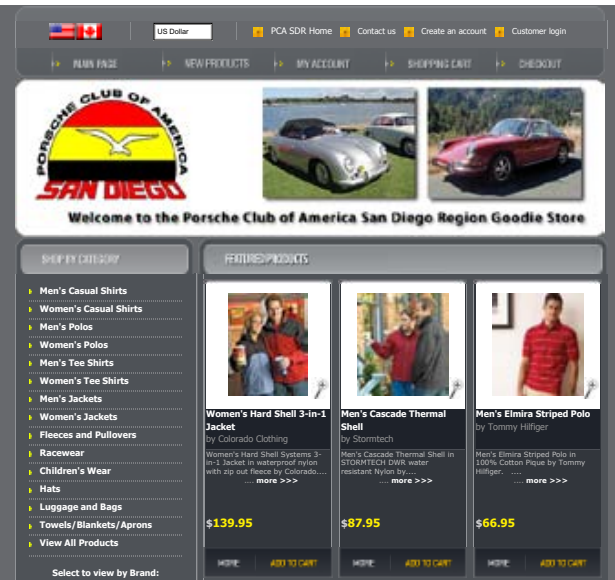
Now you don't have to wait for an event to visit SDR's Goodie Store. It's available online, 24 hours a day.

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

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

You can pay by credit card. Your selections will be delivered to your door or sent directly to a friend or loved one.

All sales help to support our club.



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

RACE CAR RENTAL Local AX, arrive and drive, 944 spec rental. \$300 w/ instruction from 23 yr PCA driver. 944's also available for big track DE's & TT's. Tim Comeau 619.994.0919 timcomeau@cox.net. www.comeauracing.com

Street Cars

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

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

1978 911SC Best of both worlds. Daily driver or autocross. 98K original miles. Silver/ red. Tons of extra upgrades. \$16k OBO Michael (619) 840-7722

1978 924 Silver Gray Metallic Black leather interior, 4-speed manual, A/C, one owner/ driver, 132K+ miles, good/clean condition, licensed, service records available, \$4,950/ reasonable offer (858) 689-8875

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

1984 911 Carrera 84K BLK/BLK, Factory Whale tail, Fresh trans & clutch, Excellent condition, upgraded stereo, never raced, Meticulously maintained at Dennis Sherman. (619) 666-4166

1986 Porsche 944 Looks and runs great! Second owner since 1988. Impeccable records and maintenance. No mechanical problems, sunroof requires overhaul. Many parts new or recently replaced. AC, alloy wheels, 3rd party CD stereo, cruise control, leather seats, power mirrors, power windows, power steering, manual 4 speed, power seats, sunroof/ moonroof, black on black. Great car! 181,000K non-racing, babied miles. Engine hums like a dream. \$4100.00 vivianrowe@mindspring.com or call (858) 245-8452

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

1987 Red 944S \$6,999obo Just tuned. All works. New tires. All records. Black-tan interior.<25k on new motor. (760) 274-5475

1991 911 Carrera 2 - \$17,500 Price reduced. Green exterior, leather tan interior. Tiptronic, A/C, sunroof, power seats. 110,000 miles. mickeywalker701@hotmail.com; (760) 294-6270. See ads and photos on autotrader.com and www.expertautos.com

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

1991 Carrera 4 White w/tan soft leather. Excellent condition, new Bilsteins and H&Rs, rear tires, H4s, 30K service. 180K miles, all records. \$21,900 OBO (619) 997-7552

1994 RS America Black on black, sunroof, A/C, and Radio. 60k miles, all original, original paint, perfect condition, Black Forest serviced. Call Paul (619) 507-3822

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

1995 Carrera coupe, amethyst with grey leather. 170,000 freeway miles, second owner. Tires 75% tread, new front rotors, pads, alternator, belts some rust. \$17,500. (760) 726-9434

1995 Porsche 993 Cabriolet Red with tan interior, black top with new motor and parts, new Porsche chrome wheels, all original 73k miles. (619) 507-3822

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 REDUCED! Ocean Blue, Graphite Gray, Manual, 79K miles. Garaged, non-smoker kit. New engine at 28K miles. \$12,800 (619) 226-7690

2000 boxster S Artic Silver, blk top, blk int. 6 sp 73xxx miles. many upgrades. Pss9's BK roll bar, 17k obo Patrick (858) 243-1699

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

2001 Boxster S 6-Spd Speed Yellow/ Black, 18" wheels, loaded, 5-point seatbelts, roll bar, 61K miles, excellent condition, \$22,000. For info call (702)-271-8353 or email: aramati@alum.mit.edu

2005 Carrera S Coupe 15K miles. Guards Red/ Black. 6-spd. Sport Chrono. Bose/6 disc changer, full leather, recent rear tires, showroom new. \$57,900 702-480-2449

2005 Porsche 911 Cabriolet Car, 14k Miles, Mint Condition (Fully stocked), Half the price \$62,500, Call for Details (858) 220-3535 or e-mail Gmotsenbocker@liftoffinc.com

2008 Cayman Macadamia Metallic, Sand Beige Interior, Tiptronic S, 18" Cayman S Wheels, Heated Front Seats, Sound Package

Plus, Rims and Caps painted Macadamia, Carpet in a deviating color, Sycamore package, 12K miles, \$45,000, Contact JoeParness@Sienabay.com

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

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

1984 Europ. Spec. 911 Carerra Targa-231 hp 3.2 Liter. Orig registered in Zurich, Switzerland. Garage kept, excellent condition, well maintained show/weekender, black \$26,500 (619) 850-5885

Track/Race Cars

1971 911 T. RACE CAR estate sale, 2.2S motor<10hrs, 2set of wheels, new pmo's, fire syst, fresh901, fuelcell, 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. \$36,500. pullup60940@mypacks.net

78 911SC Building car to run in IS class or above. Will have rebuilt top-end, headers, stainless muffler and approx 210hp. Trans is rebuilt. Will have big torsion-bars. Car has factory Bilstein suspension and sport seats. 16" by 7 and 8" wheels. Carrera front cooler. Very rare black on black color combo with original paint. \$20k Mark Kinninger (619) 593-4053

914-6 Vintage Race Car 2.7L engine, 2 transmissions, digital video, radio system, 3 sets of wheels/tires many extras, \$26,000 (619) 691-8640

94 964 C4 Street/Track Factory Widebody; Silver/ black; beautiful condition; R6 POC >3S PCA race legal; street legal; \$36000/ BO endoguess@mac.com (858) 456-2480

95-993 New \$ 4 quick sale: 29K Exterior, GT2 Evo 2pc Front Splitter, 3.8 RSR Rear Wing, Lexan F, R, Side Windows , BBS Porsche Cup Wheels - 9x18/11x18, 993 Turbo Brake Kit - F& R, F Pagid Yellow, R Black Brake Pads, Carbon Fiber Lid , Interior, Two-way radio - crew chief head set & case, Race ready, Suspension, Double-Adjustable JRZ and Eibach springs, TRG Upper Camber Plates , F and R Upper Shock Monoballs, TRG Adjustable Front and Rear Sway Bars, Evo Uprights with ERP Bump Steer Kit, Bray Krause Strut

Brace, Engine & Driveline, TRG Solid Engine Mounts, TRG Solid Transmission Mounts, Custom Gears (stock 1, 2; short ratios 3-6), Lightweight RS Flywheel Kit with Centerforce Clutch, Enlarged Throttle Body, Supercup Exhaust, Unichip with 270hp at rear wheels; 310 at motor; trailer included (760) 223-6678: Steve,

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Boxster Hardtop Red Hardtop for 97-04 Boxster. Great shape. \$1000 or b.o. Andrew 714-280-3608

Cobra Race Seat Black/Red Evolution "S" Kevlar race seat. Used for 2 TT and 3 DE's. Great condition. New \$1,000, sell \$650. Randy (619) 888-1510

Harness Bar - Weltmeister Harness Bar for sale. 1 year old. Excellent condition. Fits 911's 1974 to 1989. \$125.00 O. B. O. (619) 889-9331

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

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

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

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

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

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

B&M Short Shifter Kit Brand New, fits all 986/987 Boxster, Cayman, 996/997 Carrera/Turbo/ GT2/ GT3. Still sealed complete kit with two sets bushings and grease. \$200/ obo. (619) 302-2136

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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 dissassembly 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

18" X 8" Carrera Sport wheel Part No. 996 362 136 03. 50 ET. Need one only in good street condition. Call Ian (619) 997-7552

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

Best Performing Engine Oil Amsoil Synthetics: Synpsg.com! Best Performance and Wear Protection! 5W-40 European Blend and 0W-30 in stock: Local Delivery! Call/email today! custserv@synpsg.com (951) 479-8483

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

CAR STORAGE ! Store your car / truck Indoor, safe, secure. Monthly / Yearly. San Diego (858) 581-1101

Business Directory

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

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

Classified Ad Policies

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

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

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

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

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 \$45 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, ZONE8.PCA.ORG.

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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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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