

WINDBLOWN WITNESS

REGION OF THE YEAR 1998 AND 2006



JULY 2009

Last Tuesday Social

Roppongi



July 28, 6 PM.

Roppongi's Restaurant in La Jolla at 875 Prospect St.

Complimentary parking is available underneath the building after 5:30 PM. The event will take place outdoors in the patio near the fire pit.



WINDBLOWN WITNESS

Volume 50 Number 7

July 2009

FEATURES

- 16 Cuyamaca Tour Pics**
- 19 May Driving School**
- 20 Spring Mountain TT-Fun and Teamwork**
- 26 Two Months of Last Tuesday Socials**
- 30 Boxster Shifting Mystery**
- 32 Ferien in Deutschland**



TT-Ready to Race!



Porsche Museum

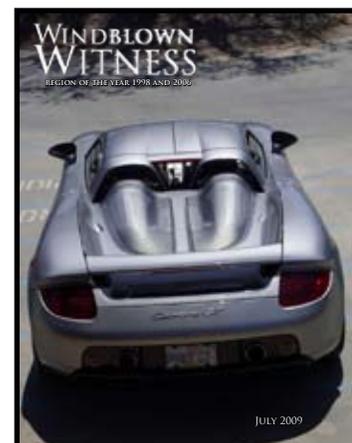
DEPARTMENTS

- 2 Board of Directors, Witness Staff**
- 3 Committees**
- 5 From Behind the Wheel**
- 7 Editor's Turn**
- 8 Event Capsules**
- 11 First Impressions**
- 13 Back in the Day**
- 14 Auto Museum Report**
- 38 New Members & Anniversaries**
- 39 Monthly Meeting**
- 41 Classified Ads**
- 44 Advertising Index, Rates, Policy**

COVER PHOTO

Gorgeous GT

Photo by Greg
Phillips



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Classified Ads CLASSIFIEDS@PCASDR.ORG
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GSG Print Group . 888-255-4846

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The *Windblown Witness* (USPS 361-790) is the official publication of the Porsche Club of America, San Diego Region, Inc., and is published monthly. \$14 of each member's annual dues is for a subscription to the newsletter. Copies are also available by subscription to non-region members at \$36 per year (Continental US).

Any statement appearing in the *Windblown Witness* is that of the author and does not constitute an opinion of the Porsche Club of America, the San Diego Region, Inc., its Board of Directors, the *Windblown Witness* editors, or its staff. The editorial staff reserves the right to edit all material submitted for publication.

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POSTMASTER: Send address changes to PCA Executive Office, P.O. Box 5900, Springfield, VA 22150.

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It's Summer Time!

BY DAVE GARDNER, PRESIDENT

The summer is here and it's time for vacations and lazy summer weekends with a good BBQ and friends. I hope everyone has an enjoyable summer and has time to enjoy their Porsches during this great time of year. There are many events taking place this summer with the San Diego Region and I hope to see you at some or all of them.

Parade

By the time you read this the 2009 Parade will be winding up. I hope some of you were able to attend and bring back some wonderful stories and pictures of the Parade. I'm sure Susan Brown would love to have any stories and pictures you may have for an article in the Witness. If you'd like to share your experience with us please send Susan your story and any pictures. I look forward to reading about our members' experiences at Parade 2009.

Schedule for the "Q"

The AX and DE schedule for the remainder of the year has been approved by the board:

- Sat. July 18 - AX - West lot
- Sat. Aug. 8 - DE - West lot
- Sun. Aug. 23 - AX - West lot
- Sun. Sep. 13 AX - West lot
- Sun. Oct. 4 - AX - SE lot
- Sat/Sun Oct. 10/11 - DE School
- Sat. Oct 24 - AX - West lot
- Sun. Nov. 8 - AX - West lot
- Sat. Dec 12 - Other Car AX - West lot
- Sat. Dec 19 - Instructor day or DE or DE school or? - West lot

The DE and CDI chairs will decide how the Dec 19th date will be utilized best for the drivers. I'm sure it will be a fun day at the Q.

Tour Dates

Tour dates for the remainder of the year have also been approved by

the board. The tours have not been designed yet but these are the dates reserved for the tours.

- Sun. August 30th
- Sun. October 18th
- Sun. December 6th

The approved schedule should help you plan what events you are able to attend. I think the AX, DE and Tours chairs did a great job scheduling the dates. They have provided drivers with several weekends of fun ahead.

Miscellaneous Ramblings

Watching the 24 hours of Le Mans brought back memories of the 2004 race that I attended. I have been to the 24 hrs of Daytona five times and all those races together pale in comparison to Le Mans. Don't get me wrong, I really enjoyed the 24 hrs of Daytona - it is a great race and I would recommend attending if you ever have the opportunity. However, the atmosphere and excitement of Le Mans are unique and all encompassing. Le Mans is an experience any race fan should experience at least once. I plan on attending again in the next few years. I was there with two friends and we stayed up for the full 24 hrs of the race. Seeing the cars come out of the night during the early morning hours is something amazing. The cars gradually become more than high speed lights flashing by. Making it through the night is a milestone for the cars. Darkness at Le Mans in June doesn't come until 10 PM. The sun is up by 6 AM. Even though the cars have made it back into the light there are still 9 hrs remaining in the race. For those cars that make it to the end, the fans rushing the track after the checkered flag falls is amazing. The terrain at Le Mans reminds me of central New York where I grew up.

Areas of the track, and especially the fans, reminded me of Watkins Glen in the 70's. It was the best race I have ever attended. It had everything you go to a race for. If you have attended the 24 hours of Le Mans please share your experience with me when you can. I'd love to hear about it.

That's all for now, I hope to see you all at an upcoming event. Until then drive safe and set a good example for all Porsche drivers. 



Beer, food & friends!



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Social at the remarkable oasis in Sorrento
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www.karlstrauss.com



Catching Up

BY SUSAN BROWN

A few readers have commented that there has not been an editor's column in the Witness so far this year. A couple of reasons: Last year, while Margi Knight and I were co-editing, Margi wrote the editor's column. She did a fine job and after she resigned, I spent my energy on getting the Witness together and out of time, not writing a column. Secondly, I don't have a whole lot to say and would end up repeating Dave Gardner's words. Mainly, Volunteer! Come out to events! And please... Write articles!

Our Contributors

This month, however, I do want to take some time to thank those of you who have written articles. The Witness would be bare indeed without our stalwart contributors: Greg Phillips, who writes and takes photos, Ted Witte's photos of almost every event, Steve Grosekemper's tech articles (and he secretly proofs many of the articles you read too), Tom Brown, Dave Gardner, Michael Harris, and John Straub.

Thank you to everyone who attends an event and sends me a write up. I'm positive these articles encourage other members to attend future events. Then there are the articles which arrive in my mailbox out of the blue. I love these. Like Tim Wood's article on the \$3000 too-good-to-be-true Carrera scam. Bob and Alicia Lampert's divergent accounts on their "Trip of a Lifetime" to Germany. Tom Brown's article (OK-I did ask for that one!) on his trip to Arizona Region's 50th anniversary dinner. If I hadn't read that article I never would have known how fast he went getting there and back... In the same issue, April's, Ron Kobayashi wrote a neat article about

his first year autocrossing. Martha McGowan has written several articles this year, which I am always pleased to see arrive.

Our Advertisers

This year has been a challenge for our advertisers and as always, I encourage you to give your business to those who advertise. Tell them you saw them in the Witness! We have a couple of new advertisers: Eyes on Fifth (eyesonfifth.com, 236 Fifth Ave, San Diego) and QualTech (qualtechautocenter.com, 4660 Alvarado Canyon Road, San Diego). Please support them.

What does the future hold?

That leads me to a larger topic. Many of the PCA regions no longer mail their newsletters/magazines to their members. They post a "pdf" of their magazine to their region website. I don't see that as the future though; it's just a step along the way. Eventually, we will all have web based newsletters which are inter-

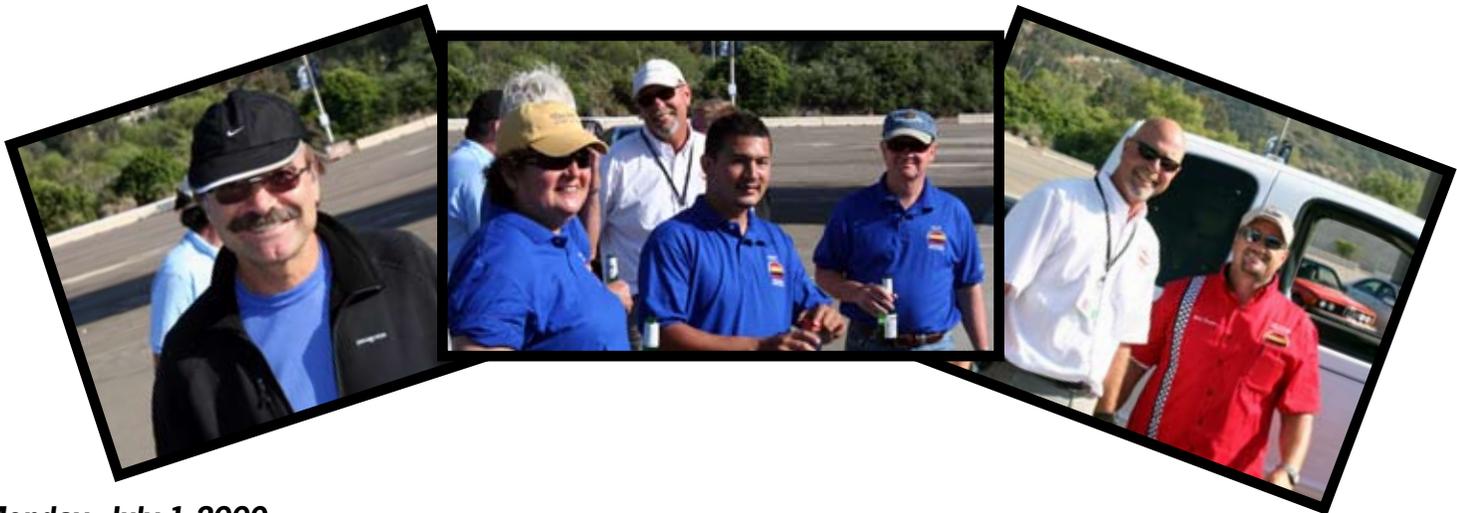
active (click here for more information on brake pad replacements...) and there won't be one edition each month – that area of the website would be constantly evolving, like the Forum. Think www.cnn.com. This will radically change the way we charge for advertising and interact with our members. What are your thoughts on this? I'd like to hear them, so send me an email. editor@pcasdr.org

Soon Tom and I will be off to the Keystone Parade. We should be there as this arrives in your mailbox, which is why I'm tempting fate and putting an ad in this month for the June 30th Last Tuesday Social. We are driving the Turbo this year - first time! We hope to see many of you at the Parade, and you can be sure there will be an article, with plenty of pictures, for those of you who couldn't attend.

Susan



July 2009



Monday, July 1 2009

Windblown Witness submission deadline for August issue

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.

Saturday, July 18, 2009

SDR Autocross - West Lot

Details: See page 43
Contact: AX@PCASDR.ORG

Tuesday July 28, 2009

SDR Last Tuesday Social

Time: 6 p.m.
Details: Join us at Rappongi in La Jolla for a casual dinner. See inside front cover for details.
Contact: SOCIAL@PCASDR.ORG

August 2009

Wednesday, August 5, 2009

Monthly Members and Board Meeting

Time: 6:00 p.m. – Social hour and food
7:00 p.m. – Meeting
Place: Kim Crosser's home
17417 Rancho Del Rio
Rancho Santa Fe, CA 92067
858-395-9372

Details: The monthly meeting provides an opportunity to mingle with some of the club's most active leaders and to watch the Board of Directors in action. Food and beverages are provided before the meeting. All members are welcome. Directions on page 9.

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

Saturday, August 8, 2009

SDR Driver's Ed - West Lot

Details: See page 43
Contact: DE@PCASDR.ORG

Sunday, August 23, 2009

SDR Autocross - West Lot

Details: See page 43
Contact: AX@PCASDR.ORG

Tuesday August 25, 2009

SDR Last Tuesday Social

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

Directions to the Crosser's Home (August Board Meeting)

From I- 5 Del Mar and below

Exit at Via De La Valle (Del Mar). Proceed East on Via De La Valle to the T intersection with Del Dios Highway just East of the Village of Rancho Santa Fe. Proceed East on Del Dios Highway about 1.3 miles to Rancho Del Rio on your right. See local directions.

From I- 5 Encinitas and above

Exit at Lomas Santa Fe. Proceed left (West) under freeway to the Village of Rancho Santa Fe (about 4.2 miles). Take the main East exit from town (Linea Del Cielo) which becomes Del Dios Highway as it intersects Via De La Valle. Proceed East on Del Dios Highway about 1.3 miles to Rancho Del Rio on your right. See local directions.

From I- 15 Poway and below

Exit at Via Rancho Parkway (by the North County Fair Mall). Proceed West on Via Rancho Parkway about 3.5 miles to Del Dios Highway. Turn left (West) and proceed 5.8 miles on Del Dios Highway to Rancho Del Rio on your left. See local directions.

From I- 15 Escondido and above

Exit at West Valley Parkway. Turn right (West) and proceed 2.2 miles to intersection with Via Rancho Parkway, where West Valley Parkway becomes Del Dios Highway. Continue West on Del Dios Highway another 5.8 miles to Rancho Del Rio on your left. See local directions.

Local directions

On Rancho Del Rio: Proceed 50-75 yards to the intersection of Rancho Del Rio and La Brisa. Bear left on Rancho Del Rio. Continue another hundred yards to the intersection of Rancho Del Rio and Rio Senda. Bear right (follow the "main" road) and continue around to the end of Rancho Del Rio. Our house is the last house on the left. There is parking for several (20?) cars in the driveway - after that, parking is along the street.



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Rally Town?

BY TOM BROWN

This month's cover (September 1972) features Tom Hauser Sr. Tom was region president in 1965 (and again in 1981). At the time of this photo he was serving on the national PCA staff as the Nominating and Policy committee chairman. He also served as the chair of our first parade, in 1977. Not sure what the cover comments refer to, must be an old joke that has long since been forgotten. The playboy reference is to the 1972 Parade, held in Lake Geneva, WI. From what I can gather from the articles, apparently some of the Parade functions were held at the local Playboy club (though no details were given!) Tom did bring home a fourth in class autocross trophy, however, and his driving partner, George Thwing, brought home 7th. Another region member, Pat Scanlan, brought home 1st in class in the Concours, despite a mid-west thunderstorm that dumped on the event mid-day. At least six couples were mentioned, giving SDR a decent turnout for the distant event. The only complaint was the cost, apparently this was an expensive location.



Big news of the month was the McKeon 500 TSD Rally hosted by the region. McKeon, a local construction company, was the sponsor, donating \$500 and hosting a “big” beer-beef-beans BBQ for all the entrants after the event. The check was presented to the region by Bob Kinninger, father of local racer, Mark. “Big,” I say? Yes, big – touted

as the largest rally ever held by SDR, it had 103 entrants! I think Tom Gould, this year’s rally master would faint if 103 people showed up at a rally! Another article spoke of the recent Hare-n-Hound gimmick rally that was also very well attended by more than 50 cars.

A couple of tech tips from this issue. Have a broken front trunk release cable in your 914? Just drop the front bumper (very easy to do, I’ve done it!) and you can release the latch through an access hole. Mystery oil leak on a pre-1965 356? Check the oil seal on the tachometer drive unit. This little seal is often forgotten during rebuilds. And no, you can’t put a “B” hood on a “C” car even though they are the same shape and size. The latch mechanisms are too different.

Judy Berryman related the tale of her journey to Tahoe for a Sierra Nevada Region weekend event. She and her husband left San Diego in an RV towing their Porsche behind, planning to meet friends in Tonopah, NV for the rest of the trek. Around the time they hit Victorville, they discovered a gas leak from the fuel tank. The tank didn’t have a drain valve, of course, so what to do? Borrow a drill and make your own drain hole, of course. Three hours later the tank was finally drained, (big tank on an RV – no mention of what they did with all the gas). Apply some cement to patch up the tank and an hour later it was dry and they were off again. The next day, when they pulled into Carson City for a rest break, it was so hot that fuel fumes were streaming out past the gas cap, conveniently located right next to the water heater with its pilot light. They were lucky on two counts: 1) as with any good race car driver, they had a fire extinguisher handy and 2) the gas cap prevented the flames from entering the gas tank. Fortunately the rest of the weekend was uneventful (they turned down the opportunity to run the 250 mile rally through central Nevada). Judy’s husband, Cliff, won Top Time of Day in the autocross, despite his initial consternation that the track was only three tenths of a mile long. What they forgot to tell the entrants at first was that each car went around three times for each lap. All’s well that ends well.

Finally, this issue finished with the “Porsche Freak” test. Obviously aimed at the mechanics amongst us, you are a certified Porsche “Freak” if you enjoy: smashing your knuckles into various car parts; rubbing oil into the raw wounds; and finally, burning yourself all over on hot exhaust manifolds.





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Summertime...and the Living is Easy

BY JOHN STRAUB, ARCHIVIST

I had quite a few members tell me they liked my look back on Oscar's Drive-in a few months ago...so this month I'll take you even farther back. Come with me.

We were having dinner and playing a little poker at our Region's Concours pro, Skip and Leslie Shirley's home, with very long time members, Dean and Jan Spooner. I don't remember how the subject came up, but Dean looked at me and said, "Remember sitting in school when you were a kid and watching the clock tick sooo slowly". "I do", I said, that big round clock ticking each minute off as though time would stand still between each abrupt movement of the long hand. And then that got me thinking.

Do you remember the summers when you were a kid, those endless days that seemed to go on forever...to the edge of boredom?

On the last day of school, I would spring from the classroom and zoom out the door, report card in hand. It was summer vacation! I'd jump on my trusty "newspaper" bike, the Schwinn Deluxe with colorful streamers flapping away at the ends of the handlebars, and pedal as fast as I could to home. It was a fat-tired cruiser of a bicycle that would be highly collectible today. I got it for Christmas in '58. A Schwinn was the best present I could imagine and way bigger than life, not just because it was neat to look at, but more so because it represented the earliest days of my individual mobility, independence and a way to make money.

I treated that bike just like the Porsches I've owned over the years. I waxed her regularly and the chrome always shined. It was my imaginary car, and I'd make engine sounds pretending to go through the gears. I even attached baseball cards with wooden clothespins to rub on the spokes to make radical engine noises.

It had a headlight and an accessory taillight that worked off a little generator that would rub on the side of the rear tire. I would ride up and down our street after dark, lights glowing, my buddies and I pedaling around and around until our parents called us in. Oh, if I only had that much energy today!

After about a year, I looked at the Schwinn one lazy summer day and decided it needed some changes. A future hot rodder at heart at that point, "stock" just wasn't going to cut it anymore. It was time for a weight reduction program. I stripped the bike of all those excess pounds, so fenders, lights, mud flaps - everything except the newspaper saddlebag rack were soon put up in the rafters of the garage. I removed the handlebars and re-

installed them upside down. Then a little later, I added "butterfly" handlebars. There was little of the classic original left, save for the frame, seat, bars and fork-and the tread-bare knobby fat tires.

My parents didn't know what to think...I seemed to be taking after them with their seriously chopped '34 three window Ford with its flathead and three deuces. They just looked at me and smiled.

The result of my modifications was a bike that I'd jump, slide and put into situations it was never designed for. With a now cracked but brazed up frame from my dad, I kept right on pluggin' away until I lucked out again at Christmas by getting a new Schwinn 10-speed Continental racer. I could now reach speeds only dreamed about before. With this long distance bike I could visit San Diego Motor Imports to check out and salivate over the new 356 Porsches - always pestering the salesmen with my endless questions and requests to sit behind the wheel of those beauties. As adults, they'd forgotten that summer was for endless carefree dreaming, for imagining life around the next corner. For pretending...what kind of car you would end up with, a hot rod, a sports car, or just the family's old grocery getter.

It's that time of year...come out to an event! I will, even if (darn!), summer seems to zoom by faster than ever these days.

Before I finish this month, I want to tell you how nice it was to reconnect with some "old school" San Diego Region members recently. They were really active around the years of our first Porsche Parade here in San Diego - Jim and Grace Noe. Grace was on the Board back then and Don and Jan Lee, Don and I rallied together at the Aspen Porsche Parade in '78. They still have Porsches and are members of our Region. Now... if I can just pry Tom Hauseur Jr. out of that "BarcaLounger" to come out again...it will be old home week!



Treasures from the Vault

BY MICHAEL HARRIS

San Diego Auto Museum Executive Director Paula Brandes announced that the Museum's Fall Gala will take place Saturday evening October 17th. The Gala will feature the opening of the Porsche Display. Please mark your calendars and plan on attending. Dinner and dancing will take place on the display floor at the Museum. In addition to meeting the staff and Board members, you will have the opportunity to see the improvements being made, as well as the cars. Tentative plans include holding a live and silent auction to help raise money for the Museum. More details will be available for you in the coming months. The current display of "Hot Rods-Then and Now" will end on July 6th. This is your last chance to view "Hot Rod Girl" on the small screen, the film that killed hot rod movies.

Between July and the Porsche Show opening in October, the Museum will offer "Treasures from the Vault." Vehicles displayed will be from the Museum's own collection. These are vehicles that have not been on display for some time. There will also be some "fun" concept cars from Ford, Nissan, and others. Current plans also include modifying and altering some of the present displays. The large motorcycle display is currently set out on 2,600 bricks. This will be changed. Anyone interested in helping move all or a portion of these bricks, please call Paula. The Old Plank Road that used to allow motorists to drive out into East County and beyond will be recreated in part, and will include the collection's Model "T" Ford.

One of the Museum's prominent and more unusual displays has been moved from a corner to the center of the Museum. It is Louie Mattar's white 1947 Cadillac 62



sedan. Mr. Mattar purchased the car for his wife in 1947. He wanted to do some long distance travel in the car. But as there was no camper type vehicle available to him at the time, he started drilling holes into the car to modify it into a road going camper, complete with bath, toilet, icebox, cooking gear and a bar under the dashboard. His wife was so angry at him for cutting up her new car; she would not speak to him for six months. He set up the car so he could drive cross-country and back. He covered 6,320 miles in eight days, non-stop. To do this, he had two companions share the driving with him. He added a custom built trailer that carried an extra 225 gallons of gasoline and 10 gallons of oil. The car and trailer weighed 8,500 pounds, and with a flathead V-8 that got 10 mpg, he needed that extra 225 gallons. While on the road, Mattar never stopped, refueling from gas trucks on the fly at airfields along the way. This World Endurance Record was not enough so he did another trip totaling 7,500 miles driving from Anchorage, Alaska to Mexico City, Mexico. Mr. Mattar was featured on television in a show entitled "That's Incredible." And it is. And your San Diego Museum has it. Stop by and see it.

New to the collection is a lovely white 1960 Alfa Romeo Giulietta Sprint Speciale. Lovely design and coachwork with terrific, modern engineering, these cars are a joy to drive. (As long as they are running...) Paula informed me that the stunning 1936 Lanchester Drophead Coupe Sports Body built for the Maharajah of Nawanagar, India is for sale. The car underwent a total restoration in 2000 and has been displayed at the Pebble Beach Concours d'Elegance. Asking price is about \$1.2 million. This is a lot of car for the money.

For those of you noticing that gas prices are on the rise again, the Museum offers several prudent alternatives. Among the motorcycles are four high mileage alter-



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1960 Alfa Romeo Sprint Special

natives to automobiles from the 50's, 60's and 70's. The least expensive is a Schwinn bicycle from the 50's with a motor and hardware that enable the owner to convert his bike to a motorized, do-it-yourself high mileage alternative to a car or pedal power. It is called the "Whizzer" and its 2.5 hp beats walking or pedaling. Several scooters surround the "Whizzer" including a 1963 Harley Davidson "Topper" with a 165cc/8bhp one cylinder motor. A 1960 Cushman offers 8bhp from 319cc and a 1978 Puch "Maxi N" scooter delivers 10bhp from only 49cc. Still, despite the terrific economy, having to ride something like this with all those crazy drivers out there is more of a challenge than most of us want. More next month.



High mileage options to the automobile. Schwinn 'Whizzer,' Harley scooter, and Puch 'Maxi N' scooter. Watch out for the SUV overtaking in the bike lane!



Lanchester Drophead Coupe Sports Body, 1936, built for an Indian Maharajah. Fully restored. Yours for \$1,200,000 obo



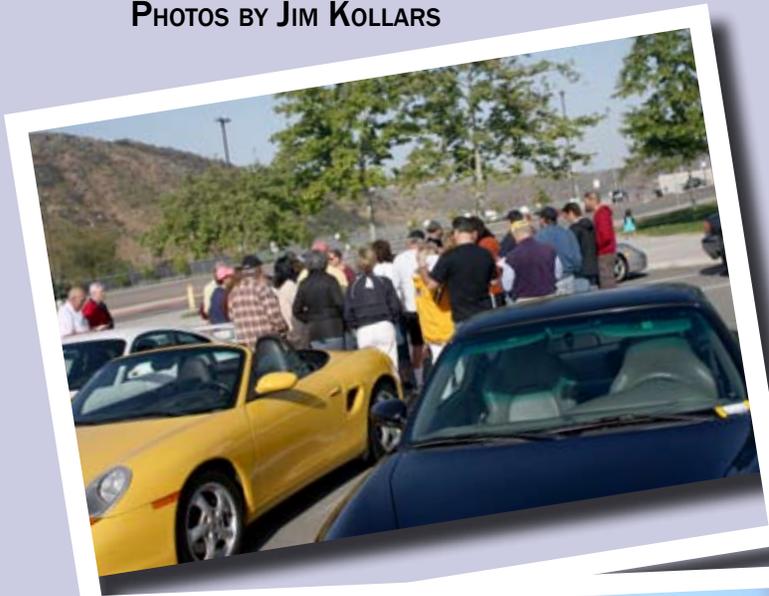
Louie Mattar's 1947 Cadillac 62, trailer, and overalls. Ready for the Porsche Club annual campout



Side view of Louie Mattar's 1947 Cadillac 62

April Cuyamaca "Type 2" Tour

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PHOTOS BY TED WITTE AND GREG PHILLIPS



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What Happens in Vegas...

Spring Mountain Time Trial

TEXT AND PHOTOS BY GREG PHILLIPS



The fact that the Spring Mountain Time Trial was in Pahrump, Nevada had nothing to do with why I was bringing a 911 to the track instead of my 928. I knew word would get out that I was driving an air-cooled rear-engine Porsche on the track. Although I did drive one session at the California Festival of Speed on Fontana, this would be my real introduction to a 911.

I had considered driving the 928 out also, but decided to skip the 5-hour drive across the desert and instead was in the passenger seat of Steve Grosekemper's Ford F150 as he towed the 911SC to Pahrump. Weather and traffic were both good and we made good time to Pahrump in convoy with Cathy Young and later Jim and Jad Duncan. The weather was warm but overcast and we even saw a few drops of rain on the drive in. After checking in at the Best Western we headed to the track to get unloaded.

Several SDR members were already there and the track was in use by some of the track club members. The tech team of Peter Czajowski and David Quesnel were keeping busy, and registration was handled by Robert Baizer with Jack Miller handling the other details for the weekend. As we unloaded the trailers more people arrived and were

setting up for the weekend. Several were staying in their trailers and motor homes for the weekend including the Avitts and Corwins. Jackie and Phil Corwin were in the middle of the 944 contingent.

Bad Bearings and Teamwork

The original plan was to head back to Pahrump for dinner after unloading, but we were slightly delayed. The Duncan's MI 996 started making a new noise in the right rear as Jad was driving it around to bed in the new brakes. After further investigation by Steve, it turned out to be a bad wheel bearing.

It was not an unexpected finding as we had been talking about how the banking at Fontana puts an increased stress on the right side bearings. We had needed to replace the 911SC's right rear bearing at Fontana and in looking back noted that at Fontana, and the event following Fontana, there was a disproportionate number of bearing failures. Steve had brought along extra bearings as well as the special bearing tool and he started the job of bearing replacement. One thing we did not have was an air supply for the grinder, but Phil Corwin did have

one and the job got finished. Steve did note that the new bearing went into the hub too easily and that the damaged hub would need replacement soon.

After finishing repairs at the track we headed back into town to clean up and then went to Wulfy's Sports Bar at the Best Western with several other drivers. Since Saturday was an early morning we turned in early. As we walked to our rooms the wind was blowing hard.

Saturday

After breakfast at the motel it was back to the track. Final preparations were undertaken before the drivers' meeting with Jack and Robert. They reviewed the track and passing zones along with safety issues and then it was time for the Red run group to take the track.

longitudinal G's of braking and acceleration and shows you your lap times for the sessions. What it does not provide are any of the inputs from the car like RPM or brake actuation available on the higher-end systems. It does however, allow you to synchronize your run sessions with video if you have them.

Steve was taking it easy on the first session to get the tires and engine warmed up and to reacquaint himself with the track. We were using up the Kumho V710 tires that came with the car with 265/45/16 in the rear and 225/50/16 up front. Although they were at least a couple of years old, they had worked well at Fontana. Steve came in at the end of the session and felt the tires were still holding up.

As I was buckling in, it was soon time for the orange



Steve and I were sharing the 911 and he was up first in the Red run group. We had mounted the Sony camera on the I/O port camera mount on the roll bar, but were also experimenting with a suction cup mount for another camera to film the footwork.

We also had the GPS data system from MaxQData (maxqdata.com) mounted in the car. This is one of the simpler (and inexpensive) systems available. It consists of a small Bluetooth GPS receiver communicating with a Dell PDA and software that logs the speed and location of the car 5 times a second. Using this data another program can be run later to analyze the run session and it calculates the lateral G's of cornering along with the

run group to head out on the track in the 911. Although we had changed seats from Fontana and it was lower, I was still higher than I was used to being, and shifting the 915 was still an art to be learned. So, beside the engine being behind me, the pedals mounted on the floor instead of being suspended from above, the clutch being cable-operated rather than hydraulic and no power steering, it was exactly the same to drive. But it was still great fun to be out on the track again.

The session went quickly and there was not too much traffic as it is a long track and the turnout was lower than usual for our first spring event at Spring Mountain. After



the slow first “yellow flag” laps my times did drop down some and I ended the session with a best of 2:53.

The rest of the morning went quickly with the three run groups. The weather was nice as it warmed up through the morning and there was no wind to speak of. In the last session before lunch I had improved to a 2:49 while chasing Mark Rondeau’s 944S. Steve noted that our tire wear was increasing and we decided to switch tires. Our backup tires were a set of used R-888’s, but they were 225/50/15 all the way around! There went my 40 mm of oversteer insurance.

I was a little nervous going out on the new tires, but the 911 was still well-behaved even on the R-888’s. But even on the smaller and slower tires I was running 2:52 and 2:53 in the afternoon. Steve was also slower on the R-888’s and he had also had his fastest lap in the third run session, a 2:42. In the afternoon on the R-888’s he was running 2:44 & 2:45. He seemed a little more comfortable in the 911 than he had been running the 928.

In the red run group the times were also quicker with Jad Duncan’s MI 996 at 2:29, Steve Eguina’s QP GT2 at 2:31, David Gardner’s MI 993 with new paint and flares for larger tires at 2:34, Roland Schmidt’s black AR1 911 at 2:35, Glenn Marlin’s MI 993 at 2:34 along with Kris Urquhart’s KM 911 and Roger Lai’s IM 911SC at 2:35. There were also some fast X class cars with Jack Miller and Robert Bazier’s Lotus Exiges, Bruce Santorian’s Corvette Z06 and Jack Fried and Brent Bauman’s Lotus Exiges turning fast times.

As the first day ended under clear and comfortable skies, the campers at the track started up their grills, began making margaritas, and other assorted adult beverages. Then the Corwin’s pulled out their secret weapon, the gas-powered margarita blender! With a 944-spec cookie cutter wheel as base and a gas trimmer motor Mark Rondeau had the spec-blender revved up and blending drinks.

We reluctantly left the campers to their party and drove back to Pahrump to clean up before another din-

ner at Wulfy’s. No gas blender, but Fat Tire Ale on draft and the food was good. After dinner we had some time and used it to look at some of the in-car video we had taken in the 911 along with some from the Duncan’s 996. It never hurts to see how the fastest car of the day was taking the different turns, and Steve did have some good spins in the 911 to keep us amused until it was time to turn in.

Sunday

Sunday was not quite as early but another great weather day with clear skies and comfortable temperatures. Red was out first and started out quickly after the yellow flag laps with Jad turning a 2:31 and Steve turning a 2:44 to start the day and Michael Cornelius was turning a 2:42 in his JP 944 Turbo.



JP was more competitive as Otto Obrist has moved to II (and is still waiting for his new head gasket). Mike Avitt was also running JP in his backdated SC with a 3.2L engine along with Bill Wong in his 944 Turbo. I was still running JP in the IP 911SC but was off the pace. Mike Avitt had put on some new tires and did drop a couple of seconds from 2:46 to 2:44 to give Cornelius a little competition.

Besides MI and JP, the other competitive class was in 944 Spec as Sean Steele in his Pumpkin Orange Autobahn Special, Leigh Rayner and Greg Trigeiro were going at each other. Sean was running very quickly with several

2:48 laps with Leigh at 2:50 and Greg at 2:53. In the other 944 class of GP it was ladies only with Jackie Corwin and Debbie Sharp competing. Jackie was keeping the instructors and corner workers busy but was running quickly at 2:48 and Debby was running 2:51. The other ladies competition was an informal one between Cathy Young's JS 911 Carrera and Angela Avitt's JPL 911SC. They both were improving from their last times at Spring Mtn., with Cathy running 2:55 and Angela a 2:56.

MI was looking to be a real shootout with Jad and Jim Duncan, David Gardner, Glenn Marlin and Gunter Enz turning fast times. But Gunter had to leave early and the Duncan's car had some bad luck. The hub that needed replacement decided it had enough and broke in the second Orange session of the morning. Luckily it broke on the back straight and did not cause any problems and was close enough to easily get back to the pits on 3 wheels.

The next problem was getting it up on to a trailer. Steve felt it would be easier to get onto an open trailer rather than their enclosed trailer, so we swapped trailers and worked on getting it up onto the trailer. With enough help we were able to push it over to the trailer using a floor jack to support the broken hub. But pushing it up the ramps was not working and we needed a winch to pull it up. Phil Corwin came to the rescue again and using his winch we were able to pull it up onto the trailer for the trip home.

Our 911 was still running well, but the R-888's were now starting to give up and it was time to put what was left of the 710s back on at lunch in preparation for timed runs. During lunch was another drivers' meeting to discuss the timing procedures and then we would have a final practice session and then timed runs. During the meeting Kris Urquhart's brother Stan, who I had met at the Spring Mountain event last year, said he had brought out some Colorado microbrew beers for me and we walked back to pick them up in his pit area. He was also taking advantage of our new Taste of the Track feature and riding along with Kris and having a great time. He was also kind enough to post a thanks on the Forum:

"To All the Club members:

The opportunity to ride with Kris Urquhart all weekend without working through the details of being a qualified driver has provided a special memory for me. I understand my experience was one of the first for the club, please make sure many others follow!!

Stan Urquhart"

After lunch (provided for our group by Cathy Young on both days) the weather started warming up and we did get a few strong gusts of wind, but nothing steady. The run group order was reversed so I was out in orange before Steve. The car still felt OK but grip seemed lighter, which I was blaming on the warmer track conditions.



Steve was out next but came in after only a few laps as he thought that the tires were going away and wanted to save them for the timed runs.

After the red run group they started lining the cars up for timed runs. The fastest cars were out first and a couple of X cars set the pace with Bruce Santorian's Z06 Corvette at 2:30.36 and with the Loti of Jack Fried and Brent Bauman taking 2nd and 4th at 2:30.91 and 2:31.12 respectively.

Steve Eguina's QP GT2 took TTOD for the Porsches at 2:30.91 and he was followed by David Gardner's MI 993 at 2:32.58, Kris Urquahart's KM C2 911 at 2:32.79 and then Glenn Marlin's MI 993 at 2:33.30. Another Lotus with Jack Miller was 8th at 2:33.67, followed by Roland Schmidt's AR1 911 at 2:34.39 and Roger Lai's IM 911 at 2:34.61 to round out the Top Ten.

Steve was out first and his first timed lap was a quick 2:45.59 to take IP but apparently he had a spin on his out lap before settling down to the pace. I was up next and after getting strapped in and out to the grid there was a short wait for the next timing group. I was consistent with a 2:53.52 and a 2:53.98 on my timed runs and then brought the car back in as Jad was going to run his timed laps in the SC to get his points. He came back in after his laps and asked what I had done to the tires? We looked and found that the right rear was now corded and when he felt the lack of grip in the first corner he just finished his laps to get back in safely. We were both now blaming Steve for using up the tires on his laps. Either way I can now claim to have beaten Jad in the same car at the same track as he pedaled home with a 3:05.55.

Michael Cornelius ended up winning JP with a 2:40.63, followed by Mike Avitt at 2:45.40 and then me. In GP it was Jackie Corwin's 2:47.67 over Debby Sharp's 2:52.27. Mark Rondeau's 2:55.40 took GS over Michael Brown.

In 944 Spec, Leigh Rayner was accused of sand-bagging as he had his best lap of the weekend at 2:49.03 to beat Sean Steele at 2:49.88 and Greg Trigeiro at 2:54.46. Cathy Young took JS with a 2:55.71 and also beat Angela Avitt's JPL winning 2:58.32.

At the end of the day it was time to finish packing up and put the 911 into the Duncan trailer. After that it was time for the drive back home. Our luck with weather did not hold as we started getting heavy winds at Barstow and had to battle headwinds all the way until the Temecula area. Gas mileage was poor but we were able to still make good time home and unpack the 996 to get it ready for its next event. My 911 got to vacation in Las Vegas a couple extra days before coming back to San Diego.

Overall it was a great event although the Duncan's wished the hub had lasted a little longer, although maybe not at the expense of failure at the POC Racer's Clinic on the banking at Fontana. Maybe they were lucky after all.



Our next time trial will be back at Spring Mountain in the fall, October 17 & 18. Start planning now as it will be another great event at a fun track. Which car will I be bringing to Spring Mountain? Not sure yet, but it couldn't be any more interesting than transitioning from a 928S to a 911SC... could it? Come on out and explore the mystery.

An advertisement for Porsche Design Eyewear. The top half features the text 'PORSCHE DESIGN EYEWEAR P'8480' in a bold, white, sans-serif font against a dark background. Below the text is a black and white photograph of a man with short, dark hair, wearing dark sunglasses and a black leather jacket. He is shown from the chest up, looking slightly to the left. The bottom half of the advertisement contains contact information: '236 FIFTH AVENUE SAN DIEGO, CA 92101 IN THE GASLAMP 619.231.3937 EYESONFIFTH.COM'. On the left side of this section is a small logo that says 'EYES ON FIFTH'.

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Porsche participants at April's Last Tuesday Social enjoyed a fun-filled evening with complimentary peach champagne at the beautiful Plaza Bar at the Westgate Hotel downtown. The evening was filled with lots of good chatter about our favorite cars and Porsche events, plus updates on our recent travels and experiences. The food and piano bar music set the stage for a perfect night!



April and May Last

Gio Bistro and Wine Bar was a bustling place with almost 40 of the San Diego Porsche Club members adding to the hoopla. What fun it was to see our friends from far and wide! Great food, wine and camaraderie made the evening a huge success! With the heaters blazing, we managed to keep warm as the evening coolness took hold. Don't miss the event next month at Karl Strauss Brewery in SorrentoMesa. Lookin' forward to seeing you there! And if you can't make that one, plan on meeting us at Roppongi in La Jolla for July.



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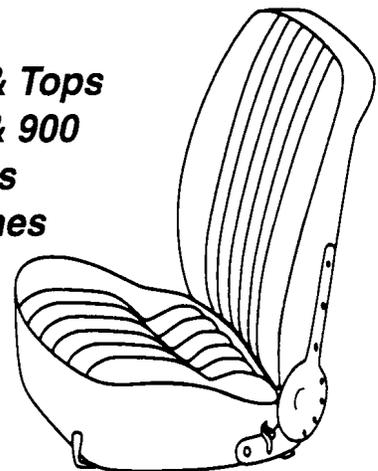


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Boxster Shifting Mystery

By **STEVE GROSEKEMPER**

After completing a recent service on a '97 Boxster, I decided to take the car out for a test drive. While on that test drive I noticed a "notchy" feeling in the shifter. As I came to a tight corner and downshifted, I heard a crunching metallic noise as the lever resisted the shift. This naturally concerned me as the customer did not mention any unusual change in the car's shifting.

Once back in the shop I started the search for the mysterious noise and binding. The easiest access to the shifter mechanism is through the hole where the ashtray lives. I opened the ashtray and found no ashes, but instead about \$5 in change. I removed both ashtray and change only to find another layer of change inside the center console. Now it all made sense; or is that cents? The noise and binding must be from change caught in the shifter. But the shifter is still a long way from the ashtray, so out came the center console. After the removal of the center console, it was evident that the shifter itself would have to be removed as well to get all of the coins out.

After removing enough change to buy a new Boxster S and with everything back in place, the cars' shifting was as smooth as silk. The question still remained as to how

all that change could get from the ashtray to the inside of the console. So I thought to myself, "If I were a quarter and wanted escape the confines of an ashtray to jam the shifter, what would I do"? After a few minutes of ponder-



ing with an ashtray in my hand it all became quite clear. When the ashtray is in the closed position, one side is lower by about 15mm. This is just the right size for the escape of renegade quarters thrown around under high speed cornering.

The moral of this story.....

It doesn't make sense to use the ashtray to hold your cents!



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Ferien in Deutschland

(Vacation in Germany)

By TOM BROWN

I may not Time Trial much these days, but I do get to venture out on the German Autobahn every now and then. For those of you that have never been, imagine this: A Time Trial where the red run group and the novice group run together. The left lane has the heavy hitters, the big Audis, BMWs, Mercedes and, of course, Porsches; all doing up to 200+ kilometers per hour. The right lane has everything else, from tiny Yugos to big buses and trucks, averaging around 110 Km/h. When you are lucky there are three or more lanes – with this kind of speed disparity it really helps. The good news is, that for the most part, drivers are very polite. When you overtake them, they get out of your way. Of course, that means you have to get out of the way when it is your turn to be overtaken. With a car that is too fast for the slow lane and too slow for the fast lane that can be a problem. Lots of lane changing, lots of speed up, slow down. It's most painful when you have to go in to the right lane and then you get trapped there because the left lane has too much traffic moving very fast; and you can't accelerate fast enough to merge safely back over.

Our chariot was a Peugeot 308. With a 1.6 liter motor and listed at only 120 HP on the rental brochure, I was pleasantly surprised at how drivable it was. To make up for the lack of horsepower, the six speed transmission was geared very low. Even so, acceleration was lacking above 120 Km/h. But while it took a bit to get there, it cruised very nicely at 150 and would even do 170 Km/h (105 mph) comfortably. Of course, I had to be over 5000 RPM to go that fast. Even small motors can suck a lot of gas when held to high RPMs for extended periods!

The destination was Baden-Baden, in the Black Forest. This town has long been the play ground of the rich and famous. Known for its natural hot springs, it is home to many health spas. Of course it comes with all the trappings that the rich and famous expect. Fancy gardens, an incredible opera house, symphony hall, lovely buildings, lots of restaurants and a casino. Unlike Las Vegas, jacket and tie are required in the casino. Even the taxi drivers all wear a suit and tie on the job.

Spring is a wonderful time to visit. The whole town smells of flowers in bloom. There are song birds everywhere, singing non-stop day and night. For us, the weather was perfect. Not too warm, no rain in sight. Like most towns in Europe, there is a great pedestrian zone in the

middle of town (something I just love). Of course, there were a few drawbacks. The center of town was entirely geared towards tourists. This is not a place to see how the locals live. And surprisingly, despite the tourist focus, the town had no night life other than the casino! It was D-E-A-D, dead. If you wanted something to do after the dinner hour, Baden-Baden is not the town for you.

We did enjoy many nice meals in our week there, but two were most memorable. The first was at a French restaurant, Le Jardin. It's a Michelin one star restaurant. The food was awesome and the service spectacular, everything you would expect from a restaurant with a Michelin star rating. The other place we really enjoyed was



The outside of the new museum



The main floor of the Porsche museum



The Porsche 956 creates more downforce at speed than the car weighs, implying that it could drive upside down

the Altes Schloss Cafe. This restaurant was located in the town's old castle, Hohenbaden, high up on a hill overlooking the valley. Since the weather was so gorgeous, Susan and I decided to hike up to the castle to explore it and enjoy the terrific views of the countryside. The hike out of the town center was about two hours (much faster going down!). We didn't really know what to expect but were famished when we arrived. To our delight what we discovered was the best traditional German restaurant of the trip! Susan had a big platter of lentil stew over spatzle (traditional German noodles) with sausages, and I had a wonderful roast of wild boar with potato pancakes. Dishes of rabbit, duck, elk, deer and wild boar are very commonplace in Europe, and this place did a great job. If you are ever in Baden-Baden, go eat at the old castle above town. And yes, you can drive up if you want.

In addition to exploring Baden-Baden, our week con-



917s

sisted of several day trips to the nearby towns of Freiberg and Heidelberg, as well as to a few towns close by in France: Strasbourg, Riquewihr, Colmar and Obernei. But a major goal of the trip was Stuttgart, home of the Mercedes-Benz museum and, of course, the new Porsche museum (as well as a Porsche factory tour).

Before I continue I must give a plug for our Garmin Nuvi. As a frequent visitor to Europe, I know how much "fun" it can be trying to follow European road signs through the small country towns, or trying to navigate in foreign cities. Consequently, when I invested in a portable GPS, I wisely included the European map option. What a dream! We hardly touched our map books the whole trip! It made life so much easier; I heartily recommend it. Not to say there weren't a few small problems.



Before there were sports cars, there were firetrucks

Our villa in Tuscany was on a dirt road that was not in the database. In Luzern, Switzerland, it turned out that the restaurant we had picked for lunch was in the pedestrian zone. It became obvious that we'd have to finish the trip on our own when Nuvi wanted us to turn on a pedestrian bridge that was barely wide enough for a bicycle. But when I was advised to park in a specific parking garage in Strasbourg, I found I could easily select it as a destination and Nuvi took me right there without a hitch. I knew I had a winner.

Back to Stuttgart. The factory tour group assembles in the new museum and then crosses the street to start with the main assembly line. Unfortunately visitors are not allowed to take pictures, so I can't show you; words will have to suffice. The assembly line produces Boxsters and 911s. All variations of the Boxster and 911 are produced on this one line. (Cayennes, Caymans and the Panamera are not produced in Stuttgart.) I'd last been to the factory in 1992, and upon seeing it again I do believe the factory has been modernized during the intervening years. It is a very modern affair. The first thing we are told is that each



993 German Highway patrol car. This particular car is also the 1,000,000 Porsche Sports car built since 1948

body has a bar code sticker on it. That bar code is the connection to the master database which “knows” what options are to be put on the car. Based on that barcode, each part that is needed at every point along the way arrives exactly when the workers are ready to attach it to the body. The factory is full of robotic trams following paint lines on the floors as they pull carts of parts around to the various stations. (Yes, the unobservant tour-taker can get a nasty surprise.)

Here are some quick facts for you. The main assembly line moves at one meter per minute. It takes eleven hours to complete a car and the line can produce 160 cars a day. The line is open for two shifts a day. A car is at each station on the line for 4 minutes and 26 seconds. There are six workers per station. Each worker is trained to work at any station on the line and they rotate frequently. The only exception to this is the “marriage” station, where the drive train is attached to the body. Only the most experienced workers are allowed at this station. There is one (and only one) robot on the line. It mounts the front and rear windows to the body.

Most of the quality checks are done on the line, at testing stations. Every station on the line has two alarms – one for when there is a minor problem (such as take over while I run to the restroom) and one for major issues, which shuts down the entire line until a solution is found. The line also shuts down for five minutes every hour for a legally mandated work break. Here’s an interesting tidbit. At the station where the tires are balanced and mounted to the car, there is a sound proof tire inflation box. Inside that box is a machine that inflates the tires to the proper pressure in 2 milliseconds!

The main assembly line is fed by several feeder lines. Some of them are very small and are in the same building, feeding immediately into the main line; for example, the line for assembling the doors (windows, locks, speakers, etc.). Dashboards are handled in a similar fashion. As



Five generations of 911 Turbo for the street

the body moves into the “marriage” station, we see the line that assembles the drive trains coming from the other direction. What a sight, seeing all those 911 engines standing in a row. I asked Susan if she could stuff one in her purse, but she was a bit reluctant.

Some of the other lines are housed in other buildings on the campus: the body shop, the paint shop, the upholstery shop and the engine shop. The original plant has been declared a historical building and currently is used as a parts warehouse. The tour took us through it and it is mostly empty, as they employ a “Just In Time” inventory scheme, keeping only one day’s parts on hand.

After the parts warehouse, we moved into the upholstery shop. Porsche is very proud of the fact that they have not outsourced their upholstery work. They use only the finest leather and scrupulously avoid any defects. Each piece is scanned into a computer and then fully examined. Each defect is logged as an area to be avoided when the patterns are laid out for cutting. From there the pieces enter the computer controlled cutting machine, which uses high-pressure water as the cutting implement. Because of this careful attention to quality, up to 50% of the hide is discarded by Porsche, thereby requiring 4 to 5 hides per car. (The discards are sold to the glove and purse industry.) Interestingly, the sewing machines are not computerized, they are run by hand.

The last stop on the tour was the engine shop. The engine shop is entirely brand new. For example, the parts trams follow magnets in the floor, rather than paint lines. Critical assembly points are all monitored by video and all critical bolts are tested electronically for proper torque settings. In the shop are two assembly lines, one for the flat boxer engines and one for the V-shaped engines. All Porsche engines are made in Stuttgart, and then shipped to the other plants as necessary. Today, only one out of a hundred of the engines are hot-tested (filled with fluids and run before installation in a vehicle). Sensor technol-

ogy has advanced to the point where rotating the crank on a finished engine with an electric motor is sufficient for most quality control purposes.

The factory is an amazing place, seeing how these wonderful cars come together is quite edifying. Not to mention the strong feeling of presence, being surrounded by so many of them all at once. It is a “religious” experience, highly recommended! After the tour was over, Susan and I were treated to a surprise sight – there in the parking lot, not one, not two, but three Panameras! They were on loan to employees who were tasked to write up reports on their experiences with the new cars. For those of you who are thinking about a job with Porsche, here is some incentive for you, with roughly only 12,000 employees there are more than 4000 company cars!

After the tour we crossed the street back to the museum. For those of you who know the disgrace the old museum was, let me tell you, the new museum is the complete opposite. It is housed in a magnificent new building, done in a breathtaking design (I remember a PAG executive telling us last year during a Parade banquet speech that it required more steel than the Eiffel Tower). If you haven’t read the March 2009 Panorama article on the new museum, I encourage you to dig it out of the old magazine pile and check it out.

If you plan on visiting Stuttgart you should make factory tour reservations in advance, especially if you want an English speaking tour guide. Don’t forget that the Mercedes-Benz museum is also a “must see” and is only 15 minutes away.



Tom and Paul Gregor, the PAG liaison to the PCA



Porsche Museum Restoration Shop, the view from the snack bar. Yes, you can send your Porsche to the factory to be restored to factory original specs



The 915, almost but not quite. This prototype still has a much longer wheelbase than the final version would have, giving it two full rear seats.

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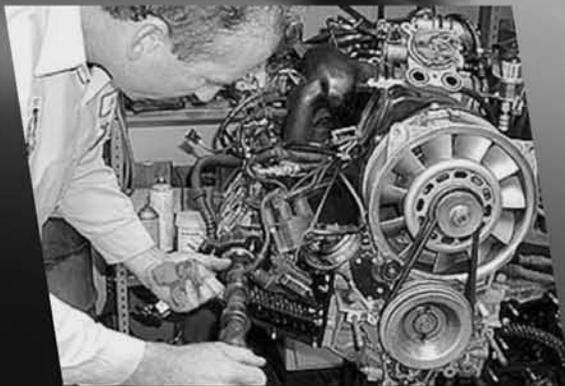
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New Members

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

Membership

Fred Allega & Bunni Allega

Coronado, CA
2005 Boxster S Roadster

Mark Bastain

Fallbrook, CA
1978 911Sc Coupe

Shannon Biszantz

Rancho Santa Fe, CA
1992 968 Coupe

Crash Brown

San Diego, CA
1987 924S Coupe

Ryan Corcoran

San Diego, CA
2001 Boxster S Roadster

George Georgalis

San Diego, CA
1984 944 Coupe

Donald Hopkins

San Diego, CA
2002 911 Turbo Coupe

Greg Horowitz

La Jolla, CA
2001 996 Coupe

A.K. Kalra & Sonal Singh

Chula Vista, CA
2008 911 C4S Coupe

Kyle Ness

Poway, CA
2000 996 Cabriolet

Joe Okeefe & Ryan Okeefe

San Diego, Ca.
2003 Boxster

Vijay Palsania & Dipika Palsania

Carlsbad, CA
2003 911 Cabriolet

Kurt Poser & Susan Poser

Carlsbad, CA
2003 996 Cabriolet

Omar Ramirez

San Diego, CA
1978 911Sc Coupe

Marvin Santamaria & Marvin Santamaria, II

Carlsbad, CA
1987 944

Michael Van Aken & Jeremy Haracz

Vista, CA
1986 944 Coupe

Anniversaries

Five Years...
Richard Andrews
Kevin Atkins
Tawfik Benabdeljalil

Ben Bond
Sal Buzzetta
Steven Edelman
Mark Erwin
Stu Frederick
Forrest Walker

Ten Years...

Thomas Voth
Mike Wyatt

Twenty Years...

P Nudo

Thirty Years...

Laurence Yamada

Thirty Five Years...

Doug Clarke

Membership

San Diego Region's membership currently stands at 1416 primary members and 1093 secondary members, for a total of 2509.

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.



June 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 June Board of Directors meeting was held at the Kinninger home. Board members in attendance were Dave Gardner, Neil Heimburge, Curt Yaws, Kim Crosser, Chuck Sharp, Martha McGowan, Jennifer Reinhardt and Rikki Schroeder. The meeting was called to order at 7:00. Minutes from the May meeting were approved unanimously. Jennifer Reinhardt filled in as Secretary until Rikki Schroeder arrived.

President's Report

The search continues for chairs for open positions. Dave Gardner and Chuck Sharp continue to work on business cards.

Number of members:

Primary	Secondary	Total
1,421	1,099	2520

Treasurer's Report

Accounts are reconciled as of May 31st. May expenses were slightly higher than income. Additional income sources will post in the June income numbers, resulting in a net positive income for the month of May.

Major income sources in May included the 5/9 Autocross, the quarterly National PCA membership rebate, Windblown Witness advertising, and the Spring Mountain Time Trial.

Major expenses in April included the 5/9 Autocross, a deposit for Spanish Landing for the Halloween Concours, PDS expenses, Time Trial expenses (including the balance due for the October Spring Mountain TT), and Witness expenses for the April issue. We also purchased a copy of Adobe Dreamweaver needed to maintain the web site.

Chair Reports

Archivist. No report.

Autocross. (AX, pre-reg, reg, CW, equip, logistics, safety, tech inspect, tech adv, timing). Bill Behun presented AX dates for the rest of the year. It was noted that August 23 is available for a Zone 8 event and does not appear to conflict with other events. The AX Chairs will make a decision and ensure that it is properly advertised. The new schedule was approved.

Neil Heimburge suggested that a Tech Session could be held to assist new drivers to understand how to properly classify their cars and understand what equipment they need. Neil Heimburge will help schedule a tech ses-

sion to classify cars and will also BBQ.

Bill Behun presented a budget request for the remaining seven AX's which was approved.

Auto Museum. The Museum is on schedule for the planned October Porsche exhibit.

CDIs. Chuck Sharp presented a budget reconciliation for the Performance Driving Event which was approved. A thank you was extended to Katina Gonzalez for getting event shirts done on a very small budget.

Charity. Katina Gonzalez proposed that the Charity Auction be done differently, using a blind bid process.

Martha McGowan proposed that September be designated for a new sock and underwear drive for Monarch School and that October 2 be a Monarch School Family Night dinner, partially sponsored by Hoehn. Volunteers will be needed. The dates were approved.

Kim Crosser reported that the Club received another thank you from the Monarch School for our donation from our installation dinner charity auction.

Concours. Steve Lopez reported that he'd received necessary papers for the October concours. He will give these to the Port district next week. He and Co-Chair Aracelli Lopez will be working on the flier for the Witness and following up on trophies.

DE. (DE, pre-reg, reg, CW, equip, logistics, safety, tech inspect, tech adv). The budget reconciliation was requested. This event will be well attended.

eMaster. No report.

Goodie Store. We need a chair person(s)

Insurance. Tom Golich noted that he has received some waivers from past events and asked that others be sent to him.

Legal Affairs. No report.

Membership. No report.

Rally. Tom Brown encouraged all participants to use the on-line registration system. He will prepare information about how to use the on-line registration system for Dave Gardner to send out to all Chairs.

Region Rules. All suggested rule changes need to be sent to Tom Brown by the end of June.

Social. Katina Gonzalez presented a budget request for Driver Awards' Dinner for 2010. The budget was approved.

The Last Tuesday social at Gio's was the best attended so far. The next event is on June 30 at Carl Strauss on Sorrento Mesa. July's event will be held at Rappongi in

La Jolla.

Katie Kinninger proposed that the Volunteer Party will be held on September 12, right before the September 13 AX. The date was approved.

Sponsor Liaison. Curt Yaws noted that he and Janet will be attending the Rady Children’s Hospital gala with Pioneer later this week.

Tech Sessions. The Tech Session on August 19 will be held at Discount Tires.

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

Tours. The June 28 Tour is cancelled. Martin Lipp asked for approval of August 30, October 18 and December 6 as Tour dates for the remainder of the year. The dates were approved.

Vintage Racing. John Straub reported that there is a new Vintage Race operator this year, so there will be newer cars participating. Martin Lipp will contact this entity about the age limits on cars.

Web Team. Keith Verlaque reported that he is working with Tom Brown to ensure that there are several members who can access the web site and keep the calendar

updated.

Witness Team. Editor Susan Brown reported on various measures she is taking to cut Witness production costs. She also noted that she needs articles. Dave Gardner will notify the chairs

Unfinished Business

None

New Business

Tom Brown noted that the AX registration team has requested a date by which faxes will no longer be used for registration. Motion approved.

Old Business

Anyone interested in the Monterey Historic Races must register this week.

Announcements

None

Adjournment

Meeting adjourned at 9:08. The next meeting will be held July 8th, 2009 at the Avitt’s Home.



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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

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 JoePar-ness@Sienabay.com

94 911 C4 Widebody 115,000 miles; Silver/ black; rebuilt engine & susp, interior redone. Beautiful car, fast and handles great. \$30,500/ bo endoguess@mac.com (858) 456-2480

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 Carrera 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. \$20K (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. \$35,000. pullup60940@mypacks.net

911 964 3.6 C2 White Top Ten Race Car with PCA and POC. Mirage Tuned, Lightened Chassis, Racing Headers, Custom Chip, Upgraded Intake, Cup Style Weld-in Roll Cage, RSR Clutch & Flywheel, Front Strut Bar, Custom H&R Full Coil-over Suspension, Eibach Springs, RS Antiroll bars, Monoballs, Camber plates, CCW Wheels, Big Wing and more. \$29,000 Call (619) 252-8649

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

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, Unchip with 270hp at rear wheels; 310 at motor; trailer included (760) 223-6678: Steve

Parts

TRE 964 Front Spoiler/Splitter TRE front spoiler w/ aluminum splitter extension (removable) for 964. \$100. Email kurquhar "at" yahoo.com or call Kris @ (858) 775-8744

964 RS front swaybar. 24mm front swaybar for 964 RS. 5 hole adjustable. Upgraded poly bushings.\$100. Email kurquhar "at" yahoo.com or call Kris @ (858) 775-8744

HANS Helmet Anchor Set New, latest version HANS Standard Post Anchor Set. Includes installation kit/wrench/sticker. \$50 Russell rdshon@san.rr.com (858) 442-7466

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

944S Seats Tan leather 944S seats. Driver side power seat, passenger side manual. Small tear in each. \$100 obo. Mark (858) 864-3163

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

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

Colgan Custom 2-piece bra for 2006 Cayman S. Black, hood piece used on one drive. Free to club member. Ralph (951) 704-5876

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

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

Boxster Hardtop 1997- Used OEM, preferably NON-metallic black with rear Window and mounts. Call (619) 252-8649

CHILD SEAT Porsche "junior" child seat to fit in 997. please contact steve Firshein at st.fir@gte.net or (310) 962-7256

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

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

Business Directory

High Performance Motorsports Porsce, 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 weekend. 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

Advertiser Index

356 Services	25
All German Auto.....	18
Autos International.....	29
Black Forest Porsche/BMW Service.....	36
BumperDoc	17
The Dent Dude	29
Dieter's Porsche & BMW Service	30
European Motor Sports.....	37
Euro-Trim Upholstery	29
Executive Detail.....	28
Eyes on Fifth	24
La Jolla Audio	25
Mexi-Cocina Restaurant & Tequileria.....	28
Mirage International.....	28
Modern Image	10
Motor Works, Inc.....	37
Ocean Beach Upholstery	31
Pelican Parts	17
Personalized Autohaus.....	28
Pioneer Centres Porsche.....	BC
QualTech.....	37
RMS Transport.....	29
Roger Roberts, Realtor.....	31
SpeedZone Paint & Bodyworks	37
Symbolic Motor Car Company	IBC
TCsGarage.....	33
TAG Motorsports	10
Trovena	31
Velvet Touch Wheel Services.....	12
Volker's German.....	37
West Coast Specialties	12
Wheel Enhancement.....	29
Works Vintage Supply.....	17

Special Event Fliers

August LTS.....	IFC
Coronado Speed Fest.....	4
June LTS.....	6
August DE.....	18
Goodie Store Online	40
Performance Driving Events	43

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

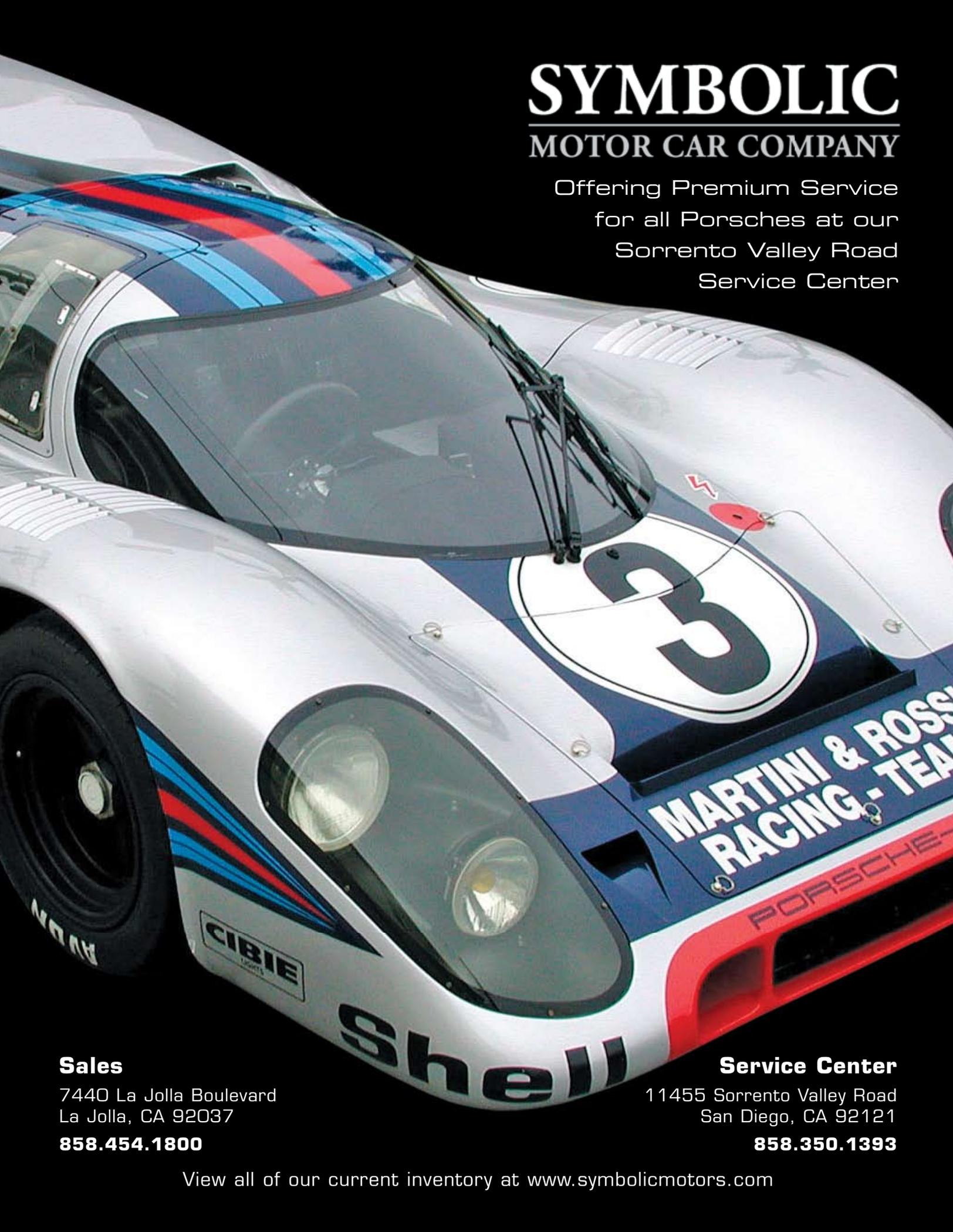
Sizes are strictly maintained. Bleeds are available only on full-page ads.

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



To:

Susan Brown, Editor

PERIODICALS



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

PCA Executive Office, P.O. Box 5900, Springfield, VA 22150 or submit change via www.pca.org.

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Red hot Cayenne brake specials.

Pioneer Porsche is now offering special pricing on brakes for your Porsche. Factory trained technicians use genuine original Porsche brake rotors, pads and hardware. Two-year unlimited-mileage warranty included on all parts and service. Get in on one hot deal. Sale ends August 31, 2009.

Cayenne V6 \$695 front axle, \$595 rear axle installed*

Cayenne V8 \$795 front axle, \$595 rear axle installed*

Cayenne Turbo \$795 front axle, \$595 rear axle installed*

Cayenne Turbo S \$1895 front axle, \$795 rear axle installed*

*Not including PCCB equipped vehicles or state sales tax.

Pioneer Porsche

858.695.3000
Miramar Road
San Diego, CA 92126
pioneerporsche.com
Parts and Service
Mon-Fri 7:00AM-6:00PM



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