

WINDBLOWN WITNESS

REGION OF THE YEAR 1998 AND 2006



AUGUST 2009

The Coronado Speed Festival



*San Diego Region Presents a Weekend at the Races
Thrills, Chills & Spills...plus Much More*

*The Coronado Speed Festival
September 26 and 27, 2009*

*Vintage Racing at it's best...so save the date!!!
This is more than just some traditional event!
Much more info to come.*

*For Further Information:
John Straub, 619-667-3826*



WINDBLOWN WITNESS

Volume 50 Number 8

August 2009

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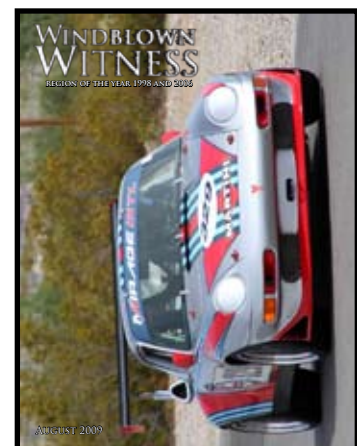
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Dave Gardner's Ride
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Photo by Greg
Phillips



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* denotes committee chair

"@..." indicates an e-mail address on the PCASDR.ORG domain



"Sometimes in order to find your limits you have to exceed them."



PERFORMANCE DRIVING SCHOOL FALL 2009 - October 9th, 10th & 11th

For only \$295 per driver (includes food) this three-day school is your opportunity to learn driving skills that can be applied to any driving situation in any vehicle. You'll safely learn the limits of your Porsche in a controlled environment with the guidance of experienced instructors. Add to your Porsche driving enjoyment with significantly improved road skills. **No prior performance driving experience required but you must be a PCA member.**

For Further Information:
Contact PCA-San Diego Region
Chief Driving Instructors -
Dan Chambers 858.277.6854
Mark Rondeau 858.864.3163
Chuck Sharp 858.521.0883
or cdi@pcasdr.org

Sponsored By



FRIDAY "Chalk-talk" (classroom instruction)
6:00 pm - 9:00 pm at Black Forest (Engineer Rd. - Kearney Mesa)

SATURDAY Driving exercises, many performed on a skid pad.
7:00 am - 5:00 pm at Qualcomm Stadium's West Lot

SUNDAY Non-competitive autocross, with full day instruction.
7:00 am - 5:00 pm at Qualcomm Stadium's West Lot

Mail registration form below (copies accepted) along with a check for **\$295 per driver** to:

PCA-SDR Performance Driving School
16561 Yermo Court, San Diego CA 92127

Applications will be accepted in order of postmarked date, beginning September 8, 2009. Applications postmarked prior to September 8, 2009 will be returned.

STUDENT DRIVER

Name _____
Address _____
City _____ ZIP: _____
Phone (____) _____ Shirt Size _____
Porsche model and year _____
PCA membership # _____
e-mail * _____

Prior Driving School attendance? Yes / No
Prior autocross experience? Yes / No

2ND STUDENT DRIVER (SAME CAR)

Name _____
Address _____
City _____ ZIP: _____
Phone (____) _____ Shirt Size _____
PCA membership # _____
e-mail * _____

2nd driver attendance Yes / No
2nd driver experience Yes / No

* **IMPORTANT NOTE:** Please print e-mail address clearly - bounced e-mails may result in a loss of priority. All information about the PCA-SDR school will be distributed via email, so e-mail addresses must be legible, current and regularly monitored.

Gearing up for a Road Trip

BY DAVE GARDNER, PRESIDENT

Everyone has returned from Parade and all of the fireworks and BBQs are over for the July 4th holiday weekend. We still have a lot of summer left before the Labor Day weekend. I hope everyone is having a good summer and enjoying the California sunshine.

Parade

I'd like to congratulate all of the San Diego Region winners from Parade. I saw a partial list and San Diego members represented our region very well. Thank you to all who represented San Diego at Parade and I hope you have many stories and pictures to share.

Upcoming Events

Please check the calendar in the Windblown Witness or on the San Diego Region website for upcoming events. We have to luxury of being one the most active regions within PCA. Take advantage of the opportunities available to you as a member of the San Diego Region.

Volunteers

I'd like to once again thank all of the volunteers that do so much to make all of our events happen. We have approximately 75 volunteers to keep this club running. With that we are still short a few volunteers and we've had to cut back on some events that have been a tradition within the club. If you don't want to read my pleading for volunteers skip down to Miscellaneous Ramblings

We have had some people raise the issue of events not being held this year. These same people were not able or willing to step up and volunteer to make these events a reality. I realize that not everyone can be a volunteer and I also know that there are members that have volunteered for years and need a break. I

know this from personal experience; I've been in a chair position or on the board for the last 7 years. This year we are short on volunteers and even though I hold out hope for some people to step up I know the reality is that there probably won't be any more volunteers this year.

Let us accept the volunteer status for this year. Although this is the middle of the year 2009 it is not too soon to start planning our volunteers for the year 2010. I don't want to leave the 2010 board with a shortage if I can help it. I would encourage all members to consider volunteering for 2010. I would appreciate any volunteer chairs considering stepping down after this year to start looking for a replacement volunteer for next year. There are many positions that require a great effort, ask the AX Team! Many of these large jobs can be split into small tasks not requiring a great time commitment. When you are at your next San Diego event find the person or persons responsible for making that event happen. At the very least thank them for their efforts. Ask them what it takes to make that particular event happen. Think if you would be willing to do a similar volunteer position. There is a great volunteer recognition party every year and you get some really cool gifts for your effort. There are even those times when someone comes up to you and thanks you for your efforts.

Miscellaneous Ramblings

If you skipped down to here to avoid the volunteer speech go back to the volunteer speech. Really!!!

I'm planning a road trip this October in my 996. This will be the second time I've taken a Porsche on a road trip for a vacation. The first time was in 1975 in a 1970 911T. The

trip was through New England back when I lived in upstate New York. As you can see I don't do too many vacations and the last 2 have been on a plane to watch cars race. The plan calls for driving up the coast of California and to see how close we can get to British Columbia. There is no set schedule, we'll just stop at what looks cool and try to hit a few places I've never been but want to see. The redwood forest is on the list. If we happen to cross paths with the world's largest model of a grasshopper we'll stop and see it. With so much to see in our own state I doubt we'll get out of California. If you have any special place to see, eat or sleep at let me know. I'll try to get there and experience it for myself.

I'd be curious to hear from anyone who has taken a vacation road trip in their Porsche within the last few years. Did anyone drive their Porsche to Parade this year in Colorado? When I think about how much time we spend stuck on the 5 or 15 in traffic with our cars a nice road trip is very appealing. These automobiles were meant to be driven, not sit in a parking lot labeled as a highway.

That's all for this month, take care, drive safe and I hope to see you at a club event very soon.

Dave





CALLING ALL SOCKS AND UNDERWEAR

PLEASE HELP!

THROUGHOUT SEPTEMBER, PCA-SDR WILL BE HAVING A NEW SOCK AND UNDERWEAR DRIVE FOR MONARCH SCHOOL STUDENTS AT ALL EVENTS.

STARTING WITH THE BOARD MEETING ON WEDNESDAY, SEPTEMBER 2, WE WILL BE COLLECTING NEW SOCKS AND UNDERWEAR TO BE DONATED TO THE STUDENTS OF THE MONARCH SCHOOL. THE ITEMS THEY ARE MOST IN NEED OF ARE SOCKS AND UNDERWEAR IN ADULT SIZES FOR THEIR TEENAGE STUDENTS - THAT MEANS UNDERWEAR IN ADULT SIZES (SMALL-EXTRA LARGE), PREFERABLY BOXER SHORTS FOR THE GUYS AND LOW-RISE CUTS FOR GIRLS.

WE ARE ASKING THAT CLUB MEMBERS BRING NEW SOCKS AND/OR UNDERWEAR TO ANY AND ALL SEPTEMBER PCA-SDR EVENTS (INCLUDING THE BOARD MEETING, CORONADO SPEED FESTIVAL, AUTOCROSS, LAST TUESDAY SOCIAL AND ANY OTHERS).

PLEASE FEEL FREE TO CONTACT MARTHA MCGOWAN AT CHARITY@PCASDR.ORG IF YOU HAVE ANY QUESTIONS OR COMMENTS.



THE MONARCH SCHOOL IS A SCHOOL DEDICATED TO SERVING KIDS THAT ARE HOMELESS, RANGING IN AGE FROM 7-18 YEARS OLD.



Calling All Writers - Please Help!

BY SUSAN BROWN, EDITOR

Last month as I wrote this column I was headed to the Keystone Parade, where we had a terrific time. The weather was almost perfect – sunny days in the 70's, some rain in the late afternoon or overnight, but nothing that impacted the events. This was the last Parade that a local region will manage, and the local region did itself proud.

Tom and I drove to Keystone, stopping in Cedar City, UT on the way. There we met up with Bev and Tom Gould, Linda and Doc Pryor. They took a more leisurely route than we did and while we were driving up from San Diego, they had spent the day at Bryce Canyon. We had hoped to go out for pizza and beer that evening, but being in Utah, that was harder than one might suppose. We ended up at a lovely steakhouse which was able to serve us glasses of beer and wine with our meal.

We rolled into Keystone midday on Saturday, checked into our condo, and took a gondola ride up the mountain for dinner with our friends from Oregon, Mark and Kathleen Behrens, who were attending their first Parade. The restaurant, Alpenglow Stube is billed at the highest "fine dining" establishment in North America. Almost 12,000 feet! Dinner was wonderful, and if you are ever in the area I recommend it.

Parade started on a Monday this year, with check-in and the Welcome banquet as the usual first day activities. The banquet was held outdoors, around the man-made lake across the street from Parade headquarters. Tuesday was Concours day. It was held on a nearby golf course, which actually had a bit of frost on the grass when the cars moved in early in the morning.

My favorite time of the week was

meeting a surprise visitor to the Concours Banquet – the new Panamera. Tom and I had seen three of them in the streets outside the factory during our May visit to Stuttgart. We thought the car looked a bit like a squashed Cayenne. But... up close and personal the car was spectacular. And sitting inside it (I managed to sit in all four seats!), was a dream. It's roomy, luxurious, fast, and at your local dealership in October. I may just have to take one for a test drive.



The Parade had a good mix of free nights and well run banquets (by that I mean efficient food service, award presentation and of course, door prizes!) All the competitive events were fun, and SDR won a few things too. The region won an honorable mention in the Public Service Awards for its efforts to support local charities as well a second in class in the web site contest.

Congratulations

Concours: James Peasly - First in Class, Skip & Leslie Shirley – Second in Class and a Zuffenhausen Award

Rally: Tom & Lisa Gould - Second in Class, Pauls Sr. & Jr. Young - Third in Class

Tech Quiz: Paul Young Sr., Greg Phillips, Bev Gould - Second in Class, Pat Norris - Fourth in Class

Autocross: Valarie Hunt, Pat Nor-

ris, Jim Binford - First in Class, Cecelia Knauf, Paul Young, Jr., Greg Phillips - Third in Class

The week ended with fireworks over the lake to celebrate the 4th of July. Next year we will kick off Parade week with the 4th celebration, in St. Charles, Illinois. I encourage you to attend! And if you want to be really involved, I encourage you to volunteer. As National Parade Chair, Tom Brown (tb911@roadrunner.com) is looking for volunteers who will commit to managing a portion of the Parade for more multiple years. St. Charles will be the first Parade run by a National committee of volunteers, taking some of the pressure off the local regions. We're lucky to have a very knowledgeable group in the Chicago area for our first foray into the unknown. They are old hands at running large Concours, Rallies and driving events. I'm looking forward to working with them.

Witness Articles

I am always trying to scare up articles written by members. Attend an event - write an article! Fixing up your car - write an article and share the experience! One of the people I nag the most often is Steve Grosekemper, our technical guru. He came up with a great idea: asking members to write an article entitled "What's in our Garage". Highlight your daily driver, weekend vehicle or project car. Tell us how you day dream about driving Le Mans while cruising to work, or your road trip to see the giant sequoias (Dave, are you reading this?). Got a good story about how you met your dream car? Share it with us!



August 2009



Saturday, August 1 2009

Windblown Witness submission deadline for September issue

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.

Wednesday, August 19, 2009

Discount Tire Tech Session

Time: 6:00 -8:00 p.m.
Place: Discount Tire Store
4355 Genesee Ave (off Balboa Ave)
San Diego Ca 92117
858 279 4781

Details: Gerry Gutierrez and crew will host a Discount Tire Tech Session to demonstrate the new robotic Hunter Auto 34 tire mounting machine to protect those expensive wheel rims. A Hoosier tire representative will be present to introduce their newest race tire and answer questions you may have regarding the current Hoosier A /R 6 race tires. Lastly a new wheel manufacturer (Gibson Wheels) will present their new line of wheel rims designed especially for Porsche and BMW automobiles. If you are interested in wheels/tires, this tech session is for you. Food and beverages will be provided.

Contact: TECHSESSIONS@PCASDR.ORG

Sunday, August 23, 2009

SDR Autocross - West Lot

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

Tuesday August 25, 2009

SDR Last Tuesday Social

Place: Barefoot Bar & Grill
Paradise Point Resort
1404 Vacation Road
San Diego, CA

Time: 6 p.m.
Details: See page 29
Contact: SOCIAL@PCASDR.ORG

Saturday August 29, 2009

PCASDR Porsche Parts Swap Meet

Time: 8 a.m. - 3 p.m.
Place: Chambers Motorsports
1555 South Coast Highway
Oceanside, CA 92054

Details: Free admission for spectators and buyers. Seller space will be \$25 prereg and \$30 day of event for a 10'x10' space. Lunch will be available for purchase. John Chambers, 760-214-1825 john.chambers@att.net or Chuck Sharp, 858-521-0883 clsharp100@aol.com.

For email notification of events please send your email address with a request to join the PCASDR eList to: EMASTER@PCASDR.ORG. For up to date information on events, go to www.pcasdr.org

Wednesday, September 2, 2009

Monthly Members and Board Meeting

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

Place: Tom and Susan Brown's home
2240 Corte Ananas
Carlsbad, CA 92009
760-5-942-2706

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.

Sunday, September 13, 2009

SDR Autocross - West Lot

Details: See page 47

Contact: AX@PCASDR.ORG

Thursday September 24, 2009

SDR DE on Coronado

Details: See page 26

Saturday - Sunday, September 26-27, 2009

Coronado Speed Festival and PCA Hospitality Tent

Time: 8:00 a.m. - 3:00 p.m. Tent Open Saturday
8:00 a.m. - 3:00 p.m. Tent Open Sunday

Place: Naval Air Station Coronado

Details: This is our Porsche Club Hospitality Tent with Porsche Corral Parking and all around "Hang Out" place for the Vintage Races with food and drink, plus the Goodie Store and More. Look for the 20'X40' Tent with the Porsche Flags flying. All members are welcome!!!

Contact: VINTAGERACING@PCASDR.ORG

Tuesday September 30, 2009

SDR Last Tuesday Social

Time: 6 p.m.

Contact: SOCIAL@PCASDR.ORG

PCASDR Porsche Parts Swap Meet & Social

Chambers Motorsports
1555 South Coast Highway
Oceanside, CA 92054 (2 blocks from the ocean)

Come and enjoy...

- a social event with Porsche friends,
- OR play at the beach
- OR clear out the garage of misc car parts
- OR find that one special part you need
- OR sell your entire car.

You get the idea, something for everyone!

Saturday, August 29, 8 am to 3 pm.

Free admission for spectators and buyers.

Seller space will be \$25 pre-reg and \$30 day of event for a 10'x10' space.

Lunch will be available for purchase.

For further information contact:

John Chambers 760-214-1825
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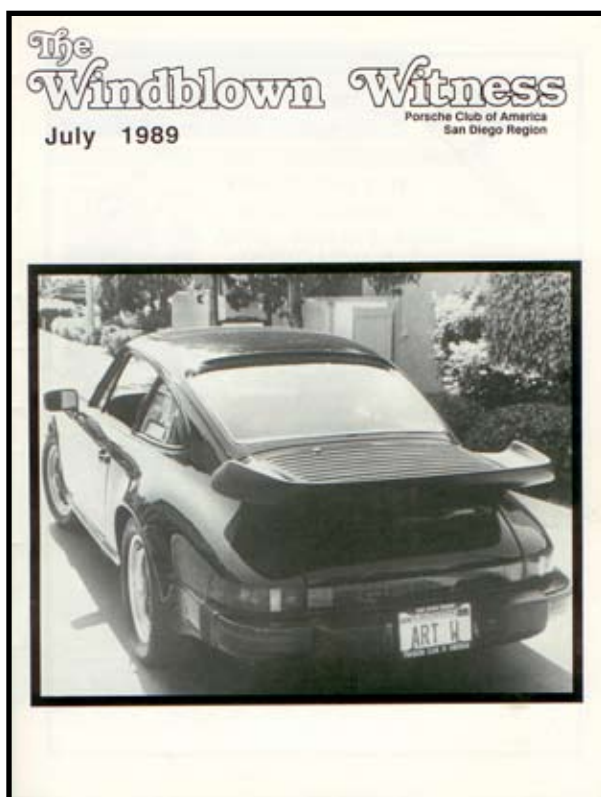
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20 Years Ago Today, Almost

By TOM BROWN

I started this month with the thought, instead of searching randomly, why don't I do a "10 years ago today" issue? Well, as it turned out, I pulled the box with the 80's and when confronted with a pile of old Witness copies, I've found I just can't help but to start browsing. Ultimately, I made it to this month's cover, July 1989. At least it was the same month as the one in which I was reading! So I'm off by 10 years and a month. The car on the cover belonged to then president, Art Wrightson. The caption: This car last seen pulling out of Art's driveway. The story: He was selling it, a difficult task, because physically he could no longer drive it. Good news was that the new owners joined the club. Are they still members today?



Jim Rydbeck reported on the Zone 8 Autocross in Bakersfield; a well run and fun event. Attending were his wife, Nancy, Paul Young, Bob Lemke, Bill Smith & Nancy Risch. Speaking of Paul & Bob, an advertisement announced their very first Hands-On Tech Session; where they demonstrate such skills as packing your wheel bearings with grease and changing your brakes. It's been a while guys, time to do this again?

This issue also had the first of a series of columns by Vince Knauf MD that dealt with medical issues for the

race car driver. The topic of the month: Dehydration. An important topic as we enter the summer racing season. While racing, drink early, drink often (it's kinda like voting, right?). No alcohol, of course!

Jerry Beauchane gave us a vocabulary lesson. Track Jargon, the vocabulary of racing. Apex, understeer, decreasing radius; words you are sure to hear at the next Performance Driving School. Turn the page and there was Jerry again, this time reminding you about pre-race prep for your car. Check the oil and brake pads; bleed the brakes; torque the lug nuts; do your tires have any rubber left?

Nancy Rydbeck's upcoming activities column mentioned a membership meeting at the Columbia Brewery. Columbia Brewery? What was that? Granted this was 1989, but I thought I knew every brewpub in town. Could it be they were a flash in the pan, gone before the microbrew heyday (that didn't hit until the mid-90's)? I was very curious. A few pages later, I found the event flyer. Karl Strauss' Old Columbia, his downtown outlet. Oh, that place, of course. Mystery solved!

Bob Lemke covered the previous month's Tech Session, all about Concours prep. He must have taken meticulous notes, as his article contained very detailed instructions and descriptions on the topic. Martin Shock related the experience of his first Time Trial, at the Riverside track no less. As an ex-Time Trialer, his depiction of a lap on that defunct track made me wish I could've been there. Volker Bruckmann provided coverage of the La Carrera (in which he finished second and his teammate finished fourth), livening it up with details on the many accidents that year.

Last but not least, Clint Own gave detailed instructions on how to replace a 944 water pump, including which special Porsche tools you needed to buy and which could be jury-rigged. It only took him 12 hours (the first time), but I'm surprised it didn't take longer. After all, you only have to remove the cooling fans, outer belts, plastic covers, inner belts, belt drive gears and pulleys, inner plastic covers and hoses. Just to expose the pump. Happy wrenching!





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The Life and Times of an Old Speedster

By JOHN STRAUB, ARCHIVIST

If a car could tell its story... "New for 1955, you will find this Porsche comfortable, easy-riding and a sporty car." "You really can't beat this deal Mister." "Wow Bea, the lines of this new Speedster sure are beautiful and the interior sure smells good. What do you think? I think we can afford it. And it is the least expensive of all the Porsches."

"Fill'er up Tommy, it's under the front trunk lid, I'll pop her open for you, oh and can you check the tires please?" "Honey I hate to move out of San Diego to a colder climate, but the job has transferred me; we are going to have to sell the Speedster." "Yes I know, it's really a good car, but we're moving to where it rains a lot and this is a top-down car."

"Hey dad can I take the Speedster you bought to the Prom, I'm taking Patty and it's such a cool car." "You know, son getting speeding tickets like this is just not a good thing, our family car insurance has gone through the roof." "I'm going to put a new clutch in the car and then I'll be the only one driving it, no more dates for you in the Speedster."

"Man, that's a sharp Porsche, you want to sell it?" "Hey guys look at my new Speedster, I'm going to take the bumpers off, store them in the garage, put a roll bar in and take it out to Riverside for some races." "All I did was put a header on it, velocity stacks, and change the jetting, a First Place. I can't believe it!" "It's just a small dent in the fender, call it a battle scar." "Wow college is getting expensive, I'm going to trade it in on a new VW Beetle."

"Yep, it's pretty fast, you need this car and the payments won't be much." "You want to go to the Drive-In tonight Brenda? A movie called "Harper" is playing, Steve McQueen drives a Speedster just like this in it." "You going to the "Beach Boys" concert, Bill?" "Yeah, I'm getting drafted, off to "Vietnam", but I think I'll keep the Speedster at my parent's house until I get back, I'll just throw a car cover on her."

"We really hate to sell it. It was our son's pride and joy, it's been covered here in the garage for a long time." "You know some previous owner use to race her, our son said she was pretty fast, but we just can't bear to drive her." "Thanks, I promise I'll take good care of her." "Wow, Mike where did you find a relic like this? Are you sure you like this, the new 911's are so fast." "It just needs tires and a good cleaning, it's been sitting in a garage for years." "Putting these side curtains on the doors each time it rains is a pain, and water gets inside and just col-

lects on the floor." "This car has got to go."

"Bob, you really want this car? Sure, it's a wedding present for us." "Let's join the local Porsche Club and have some fun with it, entering some Time Trials at Willow Springs, Riverside, Holtville and other places, it's already got a roll bar." "It sure gets a lot of attention at these events honey." "Bob, guess what? You're going to be a daddy." "The Porsche has to go, there is nowhere to put Junior in those new car seats." "I know, I know..." "Yeah, it runs great, we just need a bigger car."

"Every time I go out in the garage I keep tripping over this old car...and I can't get to the freezer! If you aren't going to do anything with it, you need to sell it to someone who will." "OK, OK!" "Yeah, I bought it some years ago as a wedding present from a guy who had to sell it, but my wife is on my back and I just don't have the time to take care of it." "Yeah, I know it looks pretty bad." "Neat old car...I'll take it."

"Yep, it's a Speedster." "I found it in a garage on the other side of town, been sittin' there for years." "It's the real deal, not fiberglass." "I'm doing a full restoration on it, the roll bar will come out and I'll find some bumpers for it somewhere." "Sure, it's got some rust holes in the floors from water, but I can fix that." "I just wonder what this thing has been through...and how it got this dent in the fender." "Yeah, if only this Speedster could talk. Man, the stories it could tell - over fifty years worth. Stories of that new car smell, maybe of adolescent freedom, stories of romance and heartbreak, of irresponsibility, neglect and now resurrection".



Tour for Vets

PHOTOS BY TED WITTE



Vets Tour, V2

By MARTIN LIPP

Led by Jan Mellinger on one of the most glorious days of the year, PCA-SDR organized a wonderful opportunity to give back to our service people while having a good time. Three dozen Porsche Club members from San Diego, Orange and Riverside counties met at Balboa Naval Hospital San Diego to give twenty military service members who have been injured overseas the rides of their lives. Many of the drivers present are regular tour attendees, in addition to racers who liked the idea of this particular tour enough to remove their hot shoes. Excited service members chose their rides from the impressive line-up in front of the hospital that included many old and newer 911s, Carreras, Turbos, Boxsters, GT3s, etc. We made our way east towards Jamul and found the many twisty roads to the liking of our cars and our passengers. We made three pit stops that allowed for our passengers to experience multiple cars and all of our drivers to share some time with a service member.

We ended at Scobee Park in Chula Vista where the Chula Vista Rotary club had prepared an excellent barbe-


cue for us. We had an opportunity under the shade to get to know each other and hear the stories of the service members' experiences in Iraq. This was a wonderful opportunity to let them know how much their efforts are appreciated.

This was a collaboration between PCA-SDR and the Chula Vista Rotary Club, whose members have great community oriented spirit. Thanks to everybody who made this a special tour. McDonalds donated the hamburgers, Heartland Meats, the hot dogs, Eastlake Wal-Mart the beverages, and the Chula Vista Rotary Club the rest of the food along with the manpower. PCA members donated their time, their cars, the gas and their hearts to this cause.

This is the second time running this event and we hope to expand it by inviting families of service people who are away at sea.

Thanks to all the volunteers!








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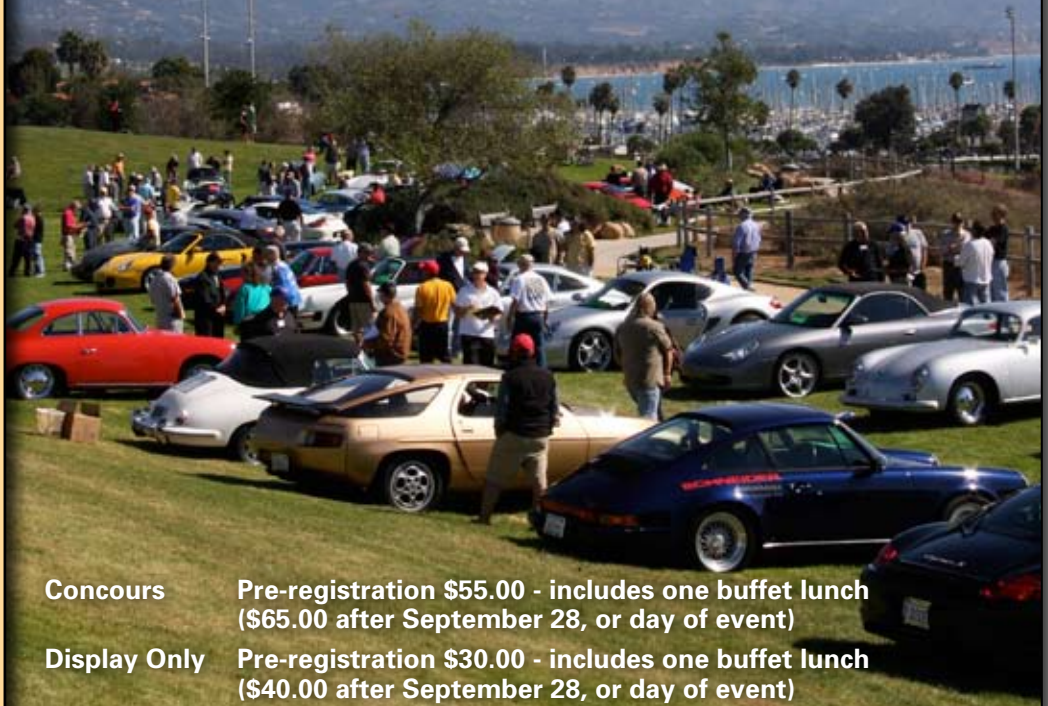
Complete rules at: <http://zone8.pca.org/rules.php>

PORSCHE CLUB OF AMERICA SANTA BARBARA REGION

33rd Annual Concours d'Elegance By The Sea

Sunday, October 11, 2009

At Santa Barbara City College, 721 Cliff Drive, Santa Barbara, CA



- | | |
|---------------------|---|
| Concours | Pre-registration \$55.00 - includes one buffet lunch (\$65.00 after September 28, or day of event) |
| Display Only | Pre-registration \$30.00 - includes one buffet lunch (\$40.00 after September 28, or day of event) |
| Lunch | Buffet Lunch \$12.00 (if not registered)
BBQ Chicken, Tri-Tip, Beans, Salad, Bread, Beverages |
| Schedule | Car placement 7:00 a.m.
Judging begins 10:00 a.m.
Awards presentation 2:15 p.m. |

New this year "People's Choice Award" for the best displayed car on the lawn!



Concours Questions? - Carolyn Ewbank (805) 496-5213 or bcewbank1@verizon.net

For a map to the SBCC Concours Area visit: <http://pcasb.org/SBCCMap.jpg>

To register: Fill out the registration form below (also available at pcasb.org), make check payable to PCA/SBR and mail to: **Jeanette Bassett, 6143 Armitos Dr., Camarillo, CA 93012**

PCA/SBR 33rd Annual Concours d'Elegance Registration Form

Name: _____

Address: _____

City/ST/Zip: _____

Phone: _____ E-Mail: _____ Concours Class Entered: _____

Porsche Model: _____ Year: _____ Body Type: _____ Color: _____

Additional Lunches: _____ Total Amount Enclosed: _____

Mechanically Speaking

By STEVE GROSEKEMPER

Taking the car in for service is rarely something we look forward to unless you just got that huge end-of-year bonus that is being transformed into a go-faster, turn-sharper, stop-quicker upgrade.

Most of the time we are taking it in because something doesn't work; or even worse something doesn't work intermittently. Some fixes are easy and some are a bit more challenging. But there is something you can do to make this process a little less painful. It is called communication; and it is the most important factor in having a repair done correctly and in a timely fashion.

First off you are going to make an appointment to bring your car in to your favorite service facility. You call and talk to the receptionist or front office personnel and tell them your "'89 944S2 doesn't start and the A/C doesn't work". The person on the phone tells you to bring the car in Thursday at 8 am. You do as instructed and when you drop the car off on Thursday morning you are one of a half dozen others trying to do the same thing. They start a work order and say, "OK, I see you on the schedule and you have a starting problem and the A/C doesn't work". You say, "That is correct" and sign the work order right before you rush out the door to jump into the shuttle van that is leaving with three other customers for their ride to work.

You think to yourself, "That was quick and easy; I am sure I will get a call right after lunch telling me everything was addressed and the repairs are under estimate".

That's probably not the way it is going to go; so let's look at why that cute little scenario might not go that way, and see what we can do to make it better..

To start with; you didn't know how much information to give and the service writer didn't ask enough questions about the problems you were having...

Let's look at the problems you are having and see what we can do to make it easier for you, the shop and the technician working on your car.

Let's start with the air conditioning issue...

Does nothing happen when you turn it on? No fan, no cold air, just a lot of sweating? Well if that is the case it doesn't have any electrical power for some reason. Does it work fine on the highest fan position, but shuts off completely on 1, 2 or 3? That is most likely a bad fan resistor pack.

Do the fans and vents work normally but the air just got progressively less cool over the last month and now isn't cool at all? That is a loss of refrigerant due to a small but recently acquired leak in the system.

Does it work great and then all of the sudden it goes from ice cold to flaming hot? Does the temperature change often, but not always happen after going over a bump? If so that is a broken link on the mixing flap door.

You see; when the mechanic gets a work order that says the air conditioning does not work he has to check every part and function of the system and you get to pay for that. If you give the description of the sudden loss of cooling that I listed previously; the \$4 plastic clip will be replaced in less time than it will probably take to shuttle you back to work.

Now let's look at the starting issue...

Starting issues are probably one the biggest areas of communication failure; because there are so many issues that can manifest with what seems to be the same result.

Does the starter not activate? Do you have dash lights? If so, do the dash lights dim? If the starter does activate does it crank normally but the car just never fires to life? Does this only happen after a long drive and a short time before the restart? Does it crank for a really long time and then eventually start? Does it only do it first thing in the morning, but not every time?

Well that could be caused by (in order) a bad starter, bad ignition switch, bad starter solenoid, bad fuel pump and or DME relay or reference speed sensor, a sticking poorly lubricated starter solenoid, bad fuel pressure regulator, and finally bad interior light switches. Yes, I said bad interior light switches can make your car not start. OK, that ones a little too weird not to explain.

If you called and told me your car battery goes dead for no reason every few days I would have you check a few things. When you turn the car off and open the doors, do the power windows still work? Do the interior lights not work? If you jiggle the interior light switch do the lights come on and the windows stop working? If you answered yes, no, yes to these questions then you have a bad interior light door switch. You see, when you start the car the power window relays activate. They stay activated after the car is shut off so you can roll up the windows you forgot about even after the car is off and the key is out. When you open the door the car thinks, "OK, he is done with me and I will power down all accessory systems". The car knows this because the interior light tells it as much. The signal from the switch turns on the interior light and turns off the power window relay.

This is not a 100% rule on all Porsches just common on certain 80's and 90's models and makes for a good

example for our discussion.

The point is that precise information is important. When you bring the car in, have a list of the issues you want dealt with typed up on a piece of paper with precise details concerning each item. I say typed because with all the computer work we do these days some of our penmanship is not what is used to be back "in the day" and this just eliminates one more communication road block. This can be attached to the work order if it is too wordy to be typed on the estimate. When you make the appointment, ask if there is any more information or details they need to better diagnose the problem. Should you be watching for anything between now and the time the cars comes in?

Contact information...

We all have some sort of electronic gadget attached to our bodies, this is a great time to use it. Give email contact if you have a blackberry or other smart phone and cell phone information for texting if your phone isn't quite as intelligent. If you don't know how to text, just ask a 13-year old girl for a quick lesson. If you are in a high level meeting, away from your desk or in a noisy pub washing down a plate of fish & chips with an adult beverage you won't be able to take a call. You can text a message back telling the shop you approve replacement




of the widget so they can order the part before the next parts run so you can get the car back today. Just let them know what form of contact you prefer.

Now that you are armed with this time (and therefore) money saving information; you will be able to use what you didn't spend this visit on go-faster, turn-sharper, and stop-quicker upgrades next time.

Good Luck.



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October 17-18, 2009 — PCA-SDR & Zone 8 Time Trial — Spring Mountain

Car Number _____ Car Class _____
 Driver Name _____
 Phone _____
 E-mail _____
 Member # _____ Region _____
 Emergency Contact _____ Phone _____
 Driver Status: _____ Instructors, will you instruct?
☐ Student ☐ Driver ☐ Instructor ☐ Yes ☐ No

Do you have a: _____ Signed _____
 Competition Permit? ☐ Yes ☐ No Log Book? ☐ Yes ☐ No

Car Year _____ Model _____

Car Number _____ Car Class _____
 Driver Name _____
 Phone _____
 E-mail _____
 Member # _____ Region _____
 Emergency Contact _____ Phone _____
 Driver Status: _____ Instructors, will you instruct?
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Rocky Mountain High Parade

TEXT BY TOM BROWN

PHOTOS BY GREG PHILLIPS



Before 2006, Susan and I were only occasional Parade attendees; location and timing would influence our decision greatly. How things change! As the 2009 Parade approached, we had attended three in a row; but we had yet to drive to a Parade (no, San Diego doesn't count). Keystone, a mere 15 hours away, seemed like the perfect opportunity to change that. Not only did we plan to drive, but we planned to drive the 911! That car had never been farther away from home than the speedway in Fontana, as the necessity of taking our daughter often meant needing a true four-seater, even for such events as our region's Mystery Weekend. Katie is now old enough to travel by herself (she is in Beijing as I write this), so she received a plane ticket to Denver allowing Susan and I to make the road trip to Keystone.

I had to do a major overhaul of the A/C a couple years back – would it hold up? Driving through the desert in July without A/C would not be any fun. I was a little nervous in general about the car, what would go wrong? That may be an illogical thought, but not having any road trip track record to speak of with this car, there were no success stories to bolster confidence. I clearly remember the tales of region members stuck in the middle of Utah on the way to the 1998 Parade, also held in Colorado. So I followed Steve Grosekemper's advice about spare parts and tools to bring (including that special Porsche tool);

and took the car in for a thorough pre-trip inspection.

At last the day of departure arrived, time to hit the road! It is amazing how much you can fit in a 911 if you don't use standard suitcases. Duffle bags and other assorted storage containers allowed us to cram and stuff into nooks and crannies. I could even see out the rear window! Very important for a long trip, as I was constantly on the lookout for the highway patrol.

The Drive North

We left town late Friday morning, not a bad time, actually. Cruised through Riverside without any problems. Love the new interchanges between the 215 and the 60. Much better than the last time I'd been that way. Temperature was moderate until we went through the mountains north of I-10, where it began to inch up constantly till it was over 100 by the time we hit Vegas. We drove non-stop, wanting to get to Vegas as fast as possible to beat the rush hour traffic. Unfortunately that was not the case. Hit the strip around 3:30 and it was already at a standstill. First problem was a lane closed due to a disabled car. Then there was the road construction through the downtown area. Made it through in only 45 minutes, fortunately, but it would've taken less than 10 if traffic was flowing. At least we weren't there at 5 PM. My biggest concern was that the engine temperature was headed towards the red zone in the stop-and-go traffic.



It cooled back down quickly as we picked up speed again. With the only real time pressure now behind us, we allowed ourselves to stop for gas and a snack. Man, it was hot! Good thing the A/C was working.

Our destination for the night was Cedar City, UT – only a few more hours down the road - and almost exactly halfway on our journey. North of Vegas, traffic was noticeably lighter and travel became easier and faster. I also noticed that the desert was becoming more and more attractive as the latitude increased. By the time we hit the Arizona border, it was downright beautiful. Altitude was also increasing and with it the temperature dropped into the low 80's, something we would enjoy for the rest of the week. As we crossed the border I noticed that the time changed on my phone. Uh oh. We were meeting Tom & Bev Gould, Doc Pryor and Linda Cobarrubias (all heading for Parade) for dinner. I told them 6:30, but I forgot about losing an hour. It would really be 7:30! Fortunately a quick phone call revealed that their return trip from Bryce Canyon was behind schedule. We actually arrived at 6:45, well ahead of my (adjusted) prediction and beat them to the hotel. We had plenty of time to check-in while we waited.

Liquor laws in Utah – always an adventure. During our

last visit to Utah we discovered you could not order a drink in a bar without also ordering food. Fortunately we had a waitress who took pity on us and brought us free appetizers. This time we learned something new. We had a recommendation for a pizza place, Cedar City Pizza Factory and Pasta. Walking through to our table I noticed a little something off; it took a second, and then I realized. Everybody was drinking soda. Whole families. Adults. Uh oh. Utah. Check the beverage list. Nope, no chance of having a cold beer here. What is pizza without beer? Quick survey of the group says: Next! Our other recommendation was for Milt's Stage Stop, a local steakhouse. Whip out the cell phone: Do you have room for us right now? Do you have a liquor license? Yes on both counts. Off we went.

Milt's turned out to be a very nice place. A pleasant drive outside of town and decent food too. Even a couple of good beers on tap, though the wine list was lacking. As we were traveling with wine for the week, we inquired about corkage. Here was our lesson of the trip: Corkage was allowed, but only for wines purchased in the state. They could not serve us our California purchased wines. Ah well, at least that was something; for much to our chagrin, we had also discovered that corkage wasn't legal at all in Colorado, despite being a relatively relaxed state, compared to Utah.

Saturday morning came much too quickly with our 5:30 am wake up call. I had a 3:00 meeting in Keystone that I had to make and we were still 7 ½ hours away. Tom Gould had told me that they would caravan with us, but when the wake up time was announced, both Linda and Bev quickly chimed in with a veto. So Susan and I hit the road alone, at least for the first few hours. Our next stop was Green River, where we were meeting our friends Mark & Kathleen Behrens, driving down from Portland (formerly SDR members) for their very first Parade.

Our route was simple: I-15 to I-70 to Keystone. No small country roads for us this year. Not a lot of time for sight-seeing, but even so it was attractive and pleasant traveling. Gorgeous scenery, temperatures were reasonable, speed limits were high (by California standards) and traveling speeds even higher. Not long after transitioning to I-70 we saw the only state patrol of the entire outbound journey, escorting a wide load. And this was a really wide load, a full two lanes - a piece of heavy construction equipment. I think it was the big dumping bin from one of those giant mining dump trucks, the kind where the tires are ten feet in diameter. We had to follow for a few miles at 40 MPH until the shoulder was wide enough for it to move over and free up the left lane.

The rest of the drive to Green River was straightforward and scenic, with us rolling into town a few minutes ahead of schedule. Mark & Kathleen were at the gas sta-

Parade Concours



tion as promised; quickly filling us in with the misery they experienced the day before. I-84, their route from Portland, goes straight through Salt Lake City, where they experienced incredibly bad traffic, all the while being pelted with rain from a storm that covered northern Utah. We were so lucky to have had clear blue skies! The proximity of the storm finally explained the cool temperatures we were enjoying.

On the road again; the Behren's in their Cayman S, following; us in the lead. Despite having a radar detector, Mark was not interested in leading the way. I'm keenly aware that the leader of the pack is the one who gets the ticket, so that somewhat limited the fun we would have, but not entirely. Plenty of wide open roads with no place to hide. Also, the 75 MPH speed limit gives a much nicer starting point than we are used to here. Only problem was that whenever the roads got fun and twisty (cutting through gorges, for example), they dropped the speed limit. There is an incredible section of I-70 that is just amazingly pretty country along the twists and turns of the Colorado River, but the speed limit is only 50 MPH for 13 miles. That is just crazy! Fortunately it is lined with K-rail on both sides for most of that distance, which gives very little opportunity for speed traps.

The best scenery of the trip was in Colorado and it only got better as we climbed up the Rockies. I was be-

ginning to understand why a driving tour was planned for every day of the Parade, and why there were over 100 cars registered for each one of them. The landscape was just amazing. I-70 continued to be an easy going and fun road until we arrived around the ski resorts, where traffic density suddenly doubled. Oh well, we were almost there! Keystone was just around the corner.

Pulling into the resort, we could taste the incredible week that was before us. Snow capped peaks, deep blue mountain lakes, lush green forests of pine and fir. Keystone has it all, one of the best settings of any Parade we've been to. We stopped briefly at the check-in office and cajoled them into giving us the room keys despite it being before the official check-in time. Had to run off quickly to unpack and make my meeting! Our little condo was right on Keystone lake, quite a scenic spot; while the Behren's overlooked the small river, complete with the relaxing noises of the babbling brook.

That evening we continued our wilderness indoctrina-



Autocross Staging

tion by heading farther up the mountain (Keystone is at 9500 feet) on the gondola to the 11,500 foot level for dinner. The gondola took us high above the towns and lakes of the area, providing wonderful panoramic views, along with time to relax and enjoy good company. Dinner that night was at the Alpenglow Stube, one of the finest restaurants in the area. It certainly lived up to its reputation and then we were treated with a wonderful sunset on the way back down.

Parade Begins

Sunday allowed us to sleep in, at least a little, but it was a somewhat busy day for both of us. I had to prepare for meetings, attend meetings and lead meetings At 4 pm, Parade officially started for us, with the opening of staff Check-in, followed by the staff only opening of the Goodie Store. Dinner was a Cajun buffet provided by Kathy & Walt Fricke, this year's Parade Chairs.

After Sunday, the week starts to blur. More meetings; meeting and greeting old friends; solving problems; making plans for the future; running from this event to that. Parade is such a busy week that by the time it is over, it seems like the beginning was ages ago. It can't have just been a mere six days!

The Welcome Party was the traditional German theme, situated around Keystone Lake in the center of the Lodge complex. The Concours was held on the golf course, in an idyllic alpine meadow that would have been at home in "The Sound of Music." Imagine 450 of the prettiest Porsches surrounded by lush grasses and snow covered crags under a bright blue sky. Fittingly, the event

ran nearly flawlessly. A perfect day.

On Wednesday, Susan and I ran the Gimmick Rally, again with Mark & Kathleen in tow. What fun, a chance to run around the mountains on smaller, country roads, as well as to see a few cute towns. It was quite a treat. Traditionally this is the one event that Susan and I always make time to do in our busy Parade schedules. Unfortunately, I was having so much fun driving that we didn't take the time to carefully search for clues, missing roughly a third of them by the end. No worries, the Behren's ran it again the next day to catch what we missed. And



The AX course was a tight one, which leant to many downed cones



Ruth Young, Nancy and Rich Caccese

they found them all, too, only to unfortunately fall for a trick that kept us all out of the running for a prize. Oh well, it was good fun.

Later that day the ice cream social was one of the best I've attended. There were so many toppings and options, you would think you were in your neighborhood ice cream shop. This is the way they should be every year! Next door, Vince & Cecelia Knauf were hosting the RC Car races. What a sight, there was an incredible turnout this year. After everyone collected their lap times, an RC Club race was held, which resulted in much mirth and mayhem as it devolved into bumper cars. Lots of 13/13's to hand out at that one!

That night was the Concours Banquet. Unfortunately no one from the Porsche family was able to attend this year, but we did have Detlev von Platen, President and CEO of Porsche Cars North America as our VIP. He talked about company performance and finances of course; the developments of the year; the new GT3 (one was sitting



The Panamera driving into the Concours Banquet to great applause



Paul Young at the Zone 8 get together

on display right in front of me); the introduction of the Panamera in China; and the US introduction which would be at the Monterey Historics in August. Then he mentioned something about having just told a little white lie which made me perk up and pay closer attention. He started talking about how we, the PCA, were special (could it be?); that our relationship with the factory was very important (is this what I think it is?); that we were very deserving (oh my god!); and would we all look to the right as the doors flew open and in drove the new Panamera!! Of course Detlev (or was it the car?) received an instant standing ovation as he quickly tried to calm us down and keep us from running forward. The car would be here till the doors shut, he promised. We would have plenty of time after dinner to look at the car. But that was all we had, it was going back on the truck that night, heading off to points unknown. Wow, what a surprise. There had been rumors, there had been hopes, but it came together so last minute that it was a very well kept secret.

Presentations and awards eventually did end and as promised, everybody got the chance to touch, stroke, fondle and sit in the new Panamera as much as they desired. I'm sure more photos were taken that night than at any other event that week. Eventually the night wore down and people drifted away, the group getting smaller and smaller. Sometime around 1:00 am there were only 10 or so of us from the national staff still standing and the decision was made to move out the cars. But that didn't mean the Panamera had to go straight onto the



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Pat Corona enjoying the Ice Cream Social

truck. Proving that sometimes good things do come to those who wait, the call "Demonstration ride anyone?" quickly revitalized the sleepy heads amongst us. Highway six, towards Loveland Pass – a great place to see what a car can do. Somewhere on that road my cell phone rang – it was Susan wondering where the hell I was. It was worth it! Porsche advertises that this is a sports car that happens to have four seats, unlike the competition which is composed of sedans with lots of horsepower and stiff suspensions. They are right, the Panamera is not a sedan. It is a sports car.

If you haven't figured it out yet, there isn't much sleeping going on at a Parade. Thursday brought the Auto-cross, which meant being up very early again. This is the event whose success or failure always has me the most worried. Getting through 900 timed laps (not including reruns) in a day is no easy feat. Fortunately, the Colorado team was quite experienced and capable and found the task to be only a small challenge. They even weathered a brief mid-afternoon storm that sent a few EZ Ups flying. All-in-all a great event and a great day.

That evening, Zone 8 Rep Michael Dolphin hosted a get-together for Z8 members. A local brewpub, Wolf Rock, was the setting, with some tasty snacks and a quenching collection of brews to go with them. Susan, unfortunately had to spend the hour on the phone for work, but I spent some time catching up with old acquaintances from around the zone before we had to head off to dinner. This time it was a big group of us, heading up

the mountain again. Paul and Ruth Young, Paul Jr. and his lovely new wife Kelsey, the Behren's; eight in total. More gorgeous views, more fantastic food. Lots of fun. Somewhere up there they offered inner tubing in the remaining snow, but we never found it, nor did we have time, maybe someday.

Saturday morning came and the whole family was up early for the 5K. Wow, that was murder, I'm not used to running at 9500 feet, let alone trying to run fast. Add some up and down terrain and it seemed all I could do to huff and puff along, gasping with each step. Imagine my surprise when I came in fourth! Just missed a trophy. Not really, I was three minutes behind the third place runner, but it was rewarding. It was tough, but lots of fun.

More meetings, the volunteer lunch, the Victory Banquet. Another full day. This day was capped off by fireworks on Keystone lake. They weren't the biggest or the longest running, but they were so close, it was very intimate and very cool. Parade was over in a flash, literally. The week had flown by and there was yet another 5:30 am wakeup call to hit the road for home.

Katie and I were driving this time, Susan was doing the flying. The storm having long passed, it was much warmer that week. In the nineties all the way through Utah. Traffic on I-70 was fairly light, but the presence of the highway patrol was felt everywhere; holiday weekend after all. Didn't slow us down too much, but it definitely meant be careful. Caution paid off when a SUV I was following was pulled over, with absolutely no interest paid to the sleek 911 behind it. Of course, my car was quite dirty



Morning dawns over Keystone Lake

now, having been outside and on the road for a week. Not as eye-catching as it was on the way out. Traffic really picked up on I-15, which meant slowing down and settling in for the long haul. We went all the way to Vegas that day, so we could sleep in on Monday and make our way casually the rest of the way home. I have a feeling Katie is going to miss the horsepower of the 911 and the speeds of I-70 when she returns to her Toyota Echo on the San Diego freeways.

All said and done, it was an awesome week. San Diego did bring home a trophy or three, as is reported elsewhere in this edition. Kathy and Walt Fricke and the local Parade team deserve a big "thank you" for a job well done. As do the members of my team, the National Parade Committee. This Parade will long be remembered as a big success. And, we didn't have any car trouble!



Tom and Susan Brown enjoy the Concours Banquet



Ben Wainscott looking good in the 5K Run



Fireworks next to an almost full moon



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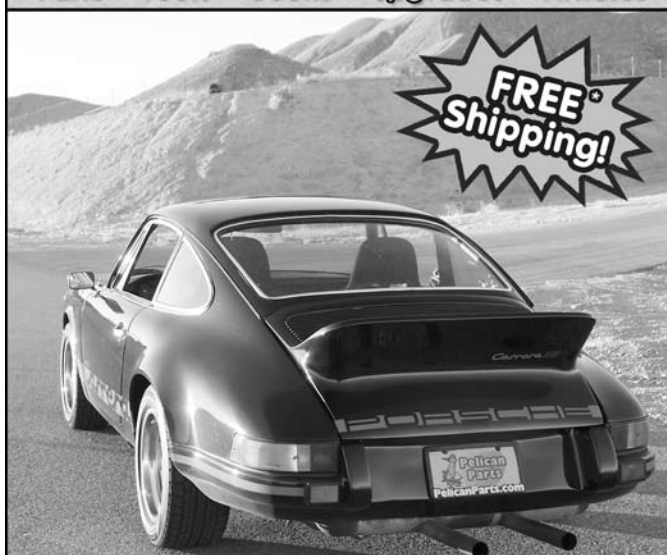
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It was just one of those perfect San Diego evenings! Veterans, as well as a few new members, joined the ranks of preferred guests of the Karl Strauss Brewery in Sorrento Mesa. The Porsche Club tables were set up with view seating outdoors near the beautiful gardens and ponds. We all appreciated having a wonderful environment to socialize, eat and share stories about our cars and events in our lives. We really classed up the parking lot with a few of our clean and shiny Porsches. Don't miss out August's gathering at the Barefoot Bar at Mission Bay. The Last Tuesday Socials are events you'll want to mark on your calendars. See you there!



June Last Tue



1. Dean and Jan Spooner
2. George Georgealis
3. Julie, Jan, Bob, Maxine, Pat, Dean, Jan, Buck, Sharon & Julie
4. Mike & Lori Brown, Mike & Angela Avitt
5. Monica Bockman & Dan Chambers
6. Roberto Montoya and Alyson Kelly
7. Esta & Andrew Hearsom
8. Buck and Sharon Bitting
9. Bill Marsh
10. George Taylor & Emilla Turkovic

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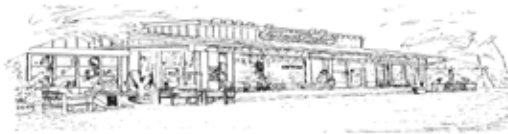
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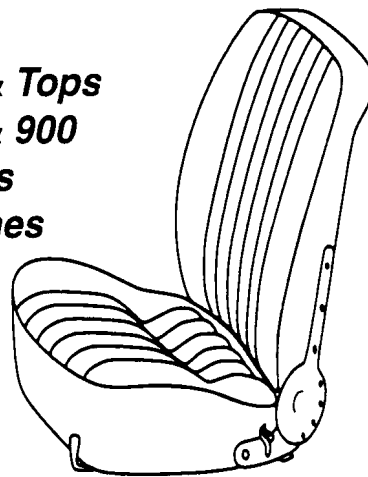
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The Other Roads—A Zone 8/SDR TSD Rally

TEXT BY TOM GOULD

PHOTOS BY TED WITTE

The 23 rally teams and organizers for the SDR Zone 8 Rally on June 13 were greeted with pouring rain when they arrived. Fortunately Hoehn Porsche had opened their doors so registration and the pre-rally meeting could be conducted in the comfort of the showroom. The rain turned to a light drizzle by rally start time, and the rest of the day was run in dry weather with a slight overcast.



Bev Gould and Kymmie Norris man the check in desk

The rally route left Carlsbad and took the 5 up to the 76 then East to Old River where the odometer check ended. Up Mission Road into Fallbrook, then north out of Fallbrook into the avocado groves along De Luz, by Ross Lake, and to the first checkpoint on Daily Rd. The route continued north towards Rancho California and into the Tenaja Ranch area, taking a tour of the horse ranch properties, before heading south again to the 2nd manned checkpoint. From there the route went back south into the avocado groves along Sandia Creek, and into Fallbrook for the lunch break. Leaving the lunch break took the rallyists east to Old Hwy 395, south to the 76 and then east across the 15 to Couser Canyon. Couser offered some fun driving as the route then connected with Lilac Rd and eventually Old Castle. Unfortunately, construction (on a Saturday?) along Old Castle disrupted the flow of the route for most of the rally teams, but a little patience got everyone back on rally time. South again, this time along Champagne Blvd to Deer Springs, and then some of the smaller roads into Escondido where the rallyists found the final manned checkpoint in the industrial area near

Auto Park. The finish was at Bumper Doc, only ½ mile away, where other PCA and some BMWCCA members were beginning to gather for an afternoon Tech Session.

Overall winners were Paul Young, Jr. and Sr., with an excellent score of 37 for the day.

Driver	Navigator
Class A	
1 Paul Young Jr.	Paul Young Sr
2 Joe Schneider	Joe Boucher
Class B	
1 Larry Scholnick	Jeanne English
Class C	
1 Robert Simpson	Andrew Simpson
2 Alex Simpson	Tom Bomemisza
3 Andrew Provost	Kim Provost
4 Rocky Kuonen	Freda Kuonen
Class D	
1 Connie Sommers	Glen Hori
2 Rich Fatuzzo	Jim Migliaccio
3 Janis Jones	Dikk Jones
4 George Alvarez	Daniel Alvarez
Class E	
1 Mark Fleming	
2 Buck Bitting	Sharon Bitting
3 Carol Turner	Ralph Turner
4 Mike Montefusco	Zach Arntz
5 Jim Kollars	Peggy Kollars
6 Frank Petrillo	Gene Petrillo
7 Bill Marsh	Alyson Kelly
8 Greg Bohnet	Lorraine Bohnet
8 Ron Wilson	Rhonda Wilson
8 Shawn Youngman	McCane Youngman
8 Paul Krause	
8 Kevin Nolan	

Thanks to Revere Jones and Leo Oliver of San Gabriel Valley Region for working the checkpoint up in Tenaja Ranch. Thanks to Pat and Kymmie Norris for helping with registration and working 2 checkpoints. Thanks to Hoehn Porsche in Carlsbad for hosting the pre-rally gathering, and thanks to Bumper Doc in Escondido for hosting the finish and scoring location, in advance of their tech session scheduled for later that day. Also thanks to Revere with his help in course setup and to Bev Gould for her help with registration and checkpoints.





Top score of the day goes to the father son Young duo



Two Joes - Schneider and Joe Boucher



Andrew and Kim Provost



Bill Marsh and Alyson Kelly



Shawn and McCane Youngman



Buck and Sharon Biting



Peggy and Jim Kollars



Mark Fleming



Rich Fatuzzo and Jim Migliaccio



Connie Sommers and Glen Hori



Carol and Ralph Turner



Robert Simpson



Joe Schneider and Joe Boucher



Jeanne English and Larry Scholnick

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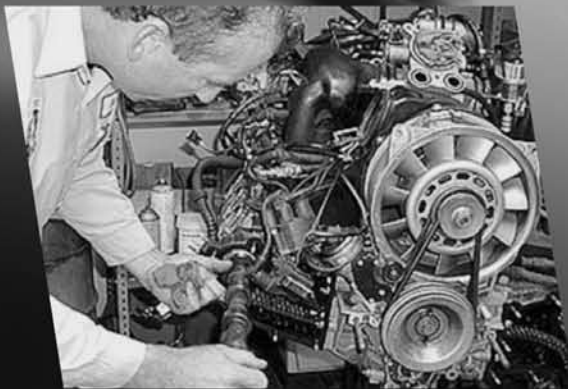


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New Members

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

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San Diego, CA
2001 996 Cabriolet

Tom Harbourn

La Jolla, CA
1995 911 Coupe

Kent Harmon

Carlsbad, CA
2009 997 S Cabriolet

Sharon Laduke

San Diego, CA
2008 Boxster Roadster

Mike Lagrasta & Shanelle Wall

San Diego, CA
1997 Boxster Roadster

Bruce Maily & Eve Maily

San Diego, CA
1999 986 Roadster

Larry Piland & Andrew Piland

Escondido, CA
2007 911 Turbo Coupe

Van Ross & La Rita Le Gardy

La Mesa, CA
1981 924 Coupe

Sangryul Sung & Mikyung Yun

San Diego, CA
2001 Boxster Roadster

Mike Weaver

Rancho Santa Fe, CA
2001 996 Turbo Coupe

Mike Wilson & Annetta Wilson

Carlsbad, CA
1995 993 Coupe

Bill Woodfine

Sandiego, CA
1994 911 Rsa Coupe

Anniversaries

Five Years...

Dan Davis
J.A. Duncan
Kama Scheppmann
Robert Sweeney
Andy Thomson

Ten Years...

Bob Brand
Michael Copp
Burl East
Garrett Guess
Eade Hopkinson
Peter Lucier
Michael Supancich

Fifteen Years...

Mark Niblack

Twenty Years...

Michael Gregg
Steve Grosekemper
Steven Velazquez

Twenty Five Years...

Joseph Martin

Thirty Years...

Joseph Gang
Gerald Perkinson

Forty Years...

Peter Stacy

Membership

San Diego Region's membership currently stands at 1411 primary members and 1084 secondary members, for a total of 2495.

Join, Renew, Update

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For questions about your membership status or delivery of your Windblown Witness, send e-mail to membership@pcasdr.org.



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

President's Report

Dave Gardner thanked Jennifer Reinhardt for her work in getting the volunteer/committee list completed. He also reported that Radys' Children Hospital is holding a walk at Sea World the first weekend in October. Participants get 50% off a Sea World ticket that weekend. All members are invited to participate.

Dave Gardner noted that there is an ongoing need for articles for the Witness. He asked all Board members to contact their Chairs and ask them to assign writing an article to anyone who is willing for each event.

Finally, Dave Gardner reported that the Club needs volunteers. No one in this Club gets paid for their work and we run solely on volunteers. There are over 100 volunteer positions that cover a range of interests and activities. While only 2% are not filled, we could always use more assistance in any number of ways.

Change in Board Meeting Location! It was announced that the October meeting will be at the Schroeders while the November meeting will be at the Sharps.

Number of members

Primary	Secondary	Total
1,411	1,084	2,495

Treasurer's Report

Kim Crosser presented the reconciliation of accounts for June. Income exceeded expenses. Kim Crosser also noted that he has made several deposits and advance payments for events occurring later this year. At this point, the Club is in very good financial health.

Major income sources in June included the Monday DE, the Performance Driving School, and Windblown Witness advertising.

Major expenses in June included DE expenses, a deposit to Basic Urban for the 2010 Driver's Dinner, a deposit for catering of the 2010 Installation Dinner, ambulance services for the Spring Mountain TT, costs for the Volunteers Party, and Witness expenses for the May is-

sue.

Deposits have also been placed for a Buttonwillow Time Trial, the Halloween Concours, and the 2010 Installation Dinner venue. We now are fully paid for the October Spring Mountain Time Trials.

Chair Reports

Archivist. No report. Jennifer Reinhardt turned in the minutes for 2008.

Autocross. (AX, pre-reg, reg, CW, equip, logistics, safety, tech inspect, tech adv, timing) Bill Behun reported expenditures and income from recent AX's. Tom Golich noted that he's sent in a request for a master use permit from the City to cover all Qualcomm events, and requested insurance from National for all events for the rest of the year.

Auto Museum. No Report.

CDIs. No Report.

Charity. Katina Gonzalez noted that she will post a request in the Witness for auction items for the Installation Dinner. She will coordinate with Susan Brown. Martha McGowan noted that there will be a sock and underwear drive in September for Monarch School. Volunteers are needed for the October 2 dinner that the Club will be providing.

Concours. No report.

DE. (DE, pre-reg, reg, CW, equip, logistics, safety, tech inspect, tech adv) Martin Lipp reported that the last event was a resounding success. He reported on efforts to establish an event at the Coronado Historic Races. It is proposed that a DE event be held, and possibly an AX. He will work with the AX Chairs. Martin Lipp suggested that the Club could offer "Taste of the Track" for a fee. Other suggestions were also made and will be taken under advisement by the DE Chairs. It was noted that ALL drivers, PCA or not, will require a PCA license.

Kim Crosser suggested that insurance be taken out in the event that the event is cancelled due to weather. The cost is reasonable. We have until September 14 to decide to purchase the insurance. A motion to go forward with the event is approved.

Discussion moved to whether the August DE should be cancelled. The DE's and AX Chairs all want to cancel it. Motion approved 5-2.

Discussion occurred about whether to cancel the October 4 AX. Motion to cancel is made and approved.

eMaster. Chris Urquhart will put out notices to all members upon request, but the requestor must write up

whatever notice is posted.

Equipment. No report.

Goodie Store. No report.

Insurance. No report.

Legal Affairs. No report.

Membership. Rikki Schroeder is to call Sheila and ask her to contact new members.

Rally. Jennifer Reinhardt presents the budget reconciliation for the Rally. The event was successful.

Region Rules. Tom Brown noted that Proposed 2010 PCA Rules are available for review and comment.

Safety. No report.

Social. Jennifer Reinhardt presented a budget request for volunteer gifts. A motion to approve the budget request was made and approved unanimously.

Julie Heimurge noted that they are looking for additional venues for Last Tuesday Socials that encourage more mingling. This could be a happy hour as there is no formal need for each Last Tuesday Social to include dinner.

Tom Brown suggested that the Club hold a New Member potluck. He volunteered to host such an event on October 17. Tom Brown will provide cost information at the August meeting. A motion is made and approved to accept Tom Brown's offer.

Sponsor Liaison. Curt Yaws reported that he was contacted to try and raise some donations for Coronado Historic races. Curt Yaws and Kaid Marouf will go talk to some sponsors.

Tech Sessions. Request made to reserve Sept. 12 and Nov. 7 for Tech Sessions. These are approved.

Time Trial. (TT, pre-reg, reg, equip, safety, tech inspect, tech adv, timing) Kim Crosser presented a budget request for \$6,000 from Spring Mountain as a deposit that would lock in the prices for two events in 2010. Motion made and approved to make the deposit.

Tours. Three tours are scheduled for rest of year.

Vintage Racing. John Straub presented a budget request for \$6,861.00 for the Coronado Vintage Races. Requested amount is worst case and some T-shirt and lunch sales could help defray some costs. Motion to approve the budget request is made and approved.

Web Team. No report.

Witness Team. Tom Brown stated that there is a huge need for Witness articles. Neil Heimurge encouraged each Chair to get a volunteer to write an article for each event.

Unfinished Business

Keith Verlaque reported that four members are taking

advantage of the reserved rooms. The remainder will be released on July 13.

New Business

Jennifer Reinhardt presented a letter from a member, suggesting certain actions that could be taken to improve club performance. These were discussed by the Board with several of the suggestions already being implemented.

All club members are encouraged to participate in Club events as much as they can. The variety and experience that Club members provide are invaluable and the Board is always open to Club members who suggest changes, and who provide their time and expertise to the implementation of such.

Jennifer Reinhardt suggested that a policy needs to be established to provide a plan of action that the Board can use in the event of future such letters. The majority of the Board felt that such a policy was not necessary.

Old Business

Chuck Sharp reported that there will be Porsche Club Swap Meet on August 29 at John Chamber's shop.

Announcements

Tom Brown noted that the Parade this year was very well done and attended. The venue was beautiful and the event was very well run and organized.

Adjournment

The meeting was adjourned at 10:23.

Next Meeting

August 5 at the Crossers.



Your blood is important to others

The San Diego Region has made a commitment to supporting the San Diego Blood Bank. Your support of this important need helps many people in our area.

To donate blood, just call the San Diego Blood Bank at 619-296-6393 to set up an appointment. When you go in to donate, tell them you are there to donate to the Porsche Club of America account (group code: PCOA).

If you need further information, please visit www.SANDIEGOBLOODBANK.ORG or call Tom Golich at 858-755-4986.



Rentals

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

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

Street Cars

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

1966 912 coupe big bore, new top end, new interior, new clutch, steering box, dual mstr cyl, tires. much more (619) 501-7537

1967 912 Champaign/black-Cal car stored 1987, 5spd, 6"Fuchs, daily driver. Needs re-registration, some TLC. \$14,000 obo? Call for details. (619) 460-1811

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

1987 Carrera Coupe 26,900 57K MILES, Beautiful original paint, Red with guards. Black leather, , everything looks, works like new. 225/40 and 255/35 F-1 18' turbo wheels (760) 716-4486

1991 911 Carrera 2 - \$15,995 Price reduced again. 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 Carrera 4 White w/tan soft full leather. Excellent condition, Cup 2 wheels, Bilstein HDs, H&R springs. H4s, new taillights. 195K miles, all records. \$17,500 OBO (619) 997-7552

1993 RS america set up now for T/ T, D/ E, club race. You can bring it back to street. Track / Race car section.

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

1999 911 Carrera Coupe. 6 speed. Speed Yellow w/ black leather interior w/ yellow stitching. Power seats. Black/ yellow cocomats. 18" Turbolook wheels. Hi-Fi Sound w/ remote CD changer. Traction Control w/ ABD. Durametric diagnostic software. Built-in K40 radar detector [upgraded to Ka-band]. LoJack w/ early warning. New Porsche exhaust w/ chrome tips. New coolant tank. Recent tires. Recent service by Pioneer. Excellent condition. Only 19k miles. \$29,900. Call or text Jon @ 760.297.0744

1999 Boxster glacier white/ graphite gray. 82,000 miles under warranty until October 2010. 5 speed 18 RH turbo wheels speedster humps lowered. 619 405 9582 \$14,995 obo

1999 Boxster REDUCED! Ocean Blue, Graphite Gray, Manual, 79K miles. Garaged, non-smoker kit. New engine at 28K miles. \$12,800 BOXSTER SPEC? (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

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

2003 Carrera Coupe Arctic Silver/Black, 6spd, Sport Exhaust, Special Chassis Tuning, Leather Sport Seats, 18" Turbo Wheels, Bose, PSM, Ext Warr/50K. Orig Owner@10kMiles. \$50,000 sbuzzetta@yahoo.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, \$42,500, Joe Parness @ 619.562.5870 ,

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

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. \$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

2004 996 GT3 Street/Track Silver/black, 23,000 miles, ULTIMATE drive to track, DAS sport roll bar, Porsche Certified Warranty to 7/2010, perfectly set up (springs, re-valved Bilsteins), 3M clear bra, mesh grill, 6 point Sparco belts, Toyo & Hoosier tires on 8 CCW wheels, xenons. \$61,900. bbogard@san.rr.com

2ltr Twin Plug 911 Early coup, full rollcage, gears, fuel cell, Sprint cams, trailer. Serious only please! \$20,000obo. Details Joe Weber (619)770-8948cell or (619) 460-1811

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

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 Eiboch 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 ,

Parts

For Sale - Sport Plus Wheels 2 21" wheels (Cayenne Turbo S), cosmetic damage from commercial car wash. \$150 each. Jim or Gail. (760) 941-5203

964 SS Headers w/ pipes. Stainless steel headers (used twice) and basic straight pipes for 964. \$300. Email kurquhar "at" yahoo.com or call Kris @ (858) 775-8744

Safety Devices 964 Cage Bolt-in cage; PCA POC race legal. Half price of new: \$850. San Diego pickup only (858) 456-2480

Parting out 93 C2 Excellent running gear, test drivable. Body damage RF fender, LR fender & bumpers. Greg Smith gdsmitmd@sbcglobe.net (760) 480-6050

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

HANS Helmet Anchor Set New in package, latest version HANS Standard Post Anchor Set. Includes installation kit/ wrench/ sticker. \$45 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

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 in garage. \$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

Schroth harness pads Set of four used Schroth racing harness shoulder pads. Black with yellow logos. \$10. Call Kris @ (858) 775-8744

996 2003 Carrera Targa wheels two front 8J x 18 H2 50 mm offset, two rear 11Jx18 H2 63 mm offset. \$800 tartanstar@earthlink.net (760) 643-9495

FUEL PUMP 1975 came off a 911s, oem, works great, \$100.00. # 619-952-3663.

1990 Carrera 4 stock wheels 16" set \$150.00 obo (619) 266-2025

1979 911-SC Project Car I have a 1979 911-SC Coupe with a 3.0 litre engine and 5 sp trans that I disassembled in 1984 with hopes of creating a real show stopper. However, I have never gotten beyond the disassembly stage and am now forced to sell it. It is light metallic blue with black leather interior and has most options available for that year model, including, AC, power windows, power sunroof, power antenna and fuel inj. Because it is disassembled, it cannot be driven and requires a trailer to be moved. The car is currently in storage and available to be viewed by interested parties. All original parts are either with the car or stored in boxes. Call Mark Renard for more info. (619) 944-3890

Wanted

'65-73 911 Wanted Looking for a coupe or Targa for a reasonable price, nice example or a project considered, call (909)583-1894

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 \$130. Charlie (619) 224-9317

Pano/Windblown Witness FREE Pano & WW 1974 to Present. Some in binders, all in storage tubs. Some POC mags too. Good home only! (619) 460-1811

CAR STORAGE ! Store your car / truck In-door, 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.



REVENTON



Lamborghini San Diego

7440 La Jolla Boulevard, La Jolla, CA 92037 | 858.454.1800 | www.symbolicmotors.com



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.

©2009 Porsche Cars North America. Porsche recommends seat belt usage and observance of all traffic laws at all times. Prices good through August 31, 2009



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.

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