

# WINDBLOWN WITNESS

REGION OF THE YEAR 1998 AND 2006



SEPTEMBER 2009



# The 12th Annual Coronado Speed Festival

at Naval Station North Island, September 26 & 27, 2009



**Two days of Vintage Racing** action with all types of Historic Race Cars; Porsche, Cobra, Corvette, Trans Am, IMSA GTO and NASCAR. This event also gives you the opportunity to get up close to the race cars and meet the drivers in the pits.

So what could be better than enjoying vintage racing in Coronado with your Porsche Club friends?

- \* PCASDR Hospitality Tent with complimentary breakfast and refreshments (8:00-3:00 pm.)
- \* PCASDR Free Porsche only Parking Corral next to track (parking corral passes for display cars only, no tents, chairs, or tire changing for autocross)
- \* PCASDR Semi-Hosted (only \$5 per ticket) lunch both Saturday and Sunday (limited)
- \* PCASDR Saturday Lunch time Track Tour for Car Corral Porsches (Check the Announcement Forum "PCASDR.org" for details and a link to Motorsportreg.com)
- \* Hurry sign up now...Limited Number!

## Also enjoy:

- \* Speed Festival Vendor Village
- \* Open Grand Stand Seating
- \* Static military aircraft displays
- \* Huge all makes Parking Corrals

Make checks payable to PCASDR and Mail to:  
John Straub  
9215 Brier Rd.  
La Mesa, CA.91942

For General Admission tickets go to: [www.fleetweeksandiego.org/coronadospeedfestival](http://www.fleetweeksandiego.org/coronadospeedfestival)

Photo copy and fill out this form and send along with a stamped, self-addressed envelope for:

- ☐ Free Porsche only Corral Parking Pass (one pass is good for both Saturday and Sunday)
- ☐ Saturday Lunch (limit 2 per envelope), \$5 per lunch.....( ) @ \$5 = \_\_\_\_\_
- ☐ Sunday Lunch (limit 2 per envelope), \$5 per lunch.....( ) @ \$5 = \_\_\_\_\_

Your Phone Number: \_\_\_\_\_

Total = \_\_\_\_\_

Deadline for mailing September 19. Questions: 619.667.3826

# WINDBLOWN WITNESS

Volume 50 Number 9

September 2009

## FEATURES

- 16 DEs - What a Crazy Year!**
- 20 Preview of the Coronado Speed Fest**
- 22 Tips to a Clean Engine**
- 26 Volunteer Positions and Board Elections**
- 33 Porsches and Porsche People at Altitude**
- 43 PDS Accolades**
- 47 Thrills at Fontana**



Fontana - not a race!



Keystone Parade

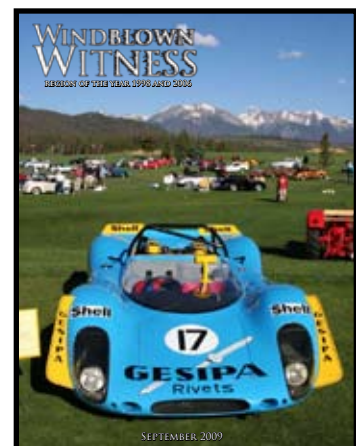
## DEPARTMENTS

- 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**
- 54 New Members & Anniversaries**
- 55 Monthly Meeting**
- 57 Classified Ads**
- 60 Advertising Index, Rates, Policy**

## COVER PHOTO

1969 Porsche  
908-2 Spyder at the  
Keystone Parade

*Photo by Greg  
Phillips*



# WINDBLOWN WITNESS

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# San Diego Region 2009 Committees



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<b>Car Show Ambassador</b> John Straub		<b>Policy and Procedures</b> Tom Brown* VOLUNTEER NOW!	Jack Miller Robert Baizer
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<b>Chief Driving Instructors</b> -AX/DE Dan Chambers Chuck Sharp Mark Rondeau -TT Jack Miller	CDI@...	<b>Rally</b> Tom Gould Pat Norris	-TT Robert Baizer Chuck Sharp
<b>Concours</b> Steve Lopez Araceli Lopez	CONCOURS@...	<b>Region Rules</b> Tom Brown*	<b>Tours</b> Martin Lipp Ignacio Iturbe -Offroad Vince & Cecelia Knauf
<b>Corner Working</b> Mike Brown Steven Weiler	CORNERWORKING@...	<b>Registration</b> -AX/DE Janet Yaws Cathy Young -TT Robert Baizer	<b>Vintage Racing</b> VINTAGERACING@...
<b>Driver Education (DE)</b> Peter Busalacchi Carl Scragg Martin Lipp	DE@...	<b>Safety</b> -AX/DE Tom Comeau Erik Kinnering -TT Jackie Corwin Neil Heimburge Jim Binford	John Straub* Chuck Sharp Bob McLaughlin Kaid Marouf Mark Rondeau Joe Hofmann Monique Straub Katie Kinnering Angela Avitt
<b>eMaster</b> Kris Urquhart Bill Allen (backup)	EMASTER@...	<b>Social</b> Jan Mellinger Jennifer Reinhardt Julie Heimburge Katie Kinnering Katina Gonzalez Angela Avitt	<b>Web Team</b> -General Bill Ibbetson Keith Verlaque Martin Reinhardt Steve Grosekemper -Forum Steve Grosekemper Mike Dougherty -Classifieds Jeff Grow -Photos Ted Witte
<b>Equipment</b> -AX/DE Leigh Rayner (loader) Ron Trotter (backup) -TT Glenn Marlin	EQUIPMENT@...	<b>Sponsor Liaison</b> SPONSOR@...	WEBMASTER@...
<b>Event Flyers</b> Jad Duncan	EVENTFLYERS@...	<b>Tech Advisor</b> TECH@...	FORUM-ADMIN@...
<b>Goodie Store</b> VOLUNTEER NOW!	STORE@...	<b>Tech Inspection</b> TECHINSPECTION@...	CLASSIFIEDS@...
<b>Insurance</b> Tom Golich	INSURANCE@...	-AX/DE George Taylor Emilia Turkovic -TT Rick Sylvestri Peter Czajkowski David Quesnel	PHOTOEDITOR@...
<b>Legal Affairs</b> Bill Hartsock	LEGAL@...		YEARBOOK@...
<b>Logistics</b> Gail Dana Need beermeister!	LOGISTICS@...		

\* 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.



# Time to Vote!

BY DAVE GARDNER, PRESIDENT

Everyone who is going to the Monterey Historic Event has taken off and should be there as I write this article. I hope those who went to Monterey will have many good stories to share with those of us unable to attend.

## Coronado Speed Festival

The 12th annual Coronado Speed Festival is the 26th and 27th of September. If you have never been to this event make an effort to attend. The San Diego Region will have a hospitality tent set up near the bleachers along the front straight away. This exciting event is part of Fleet Week. There are many historic race cars that will compete in the races. I have been the last few years and have enjoyed it very much. As I've said before, I grew up in Central New York near the Watkins Glen race track. It is a lot of fun to see some of the cars I used to watch race there back in the 70's. Check out the website at [HTTP://WWW.FLEETWEEKSANDIEGO.ORG/CORONADOSPEEDFESTIVAL/](http://www.fleetweeksandiego.org/coronadospeedfestival/) for ticket details and event times.

## Volunteer Party

I'd like to once again thank all of the volunteers that do so much to make all of our events happen. There is a volunteer party this month to thank all of the volunteers who make everything happen. There will be good food and camaraderie among the many volunteers attending. Each of the chairs will also receive a gift as a token of the club's appreciation for their efforts. I can't say what the gift is but I think it's very nice and different from our usual gifts in the past. If you feel like you're missing out on a fun night, and you are, volunteer to help support the club.

This is the time of year to think about volunteering for next year. I'm

sure there are several chair positions that will open up at the end of the year. Now is the time to check out a chair position, learn what is required and possibly become familiar with the position before you take it over yourself full time. Contact a board member if you think you may be interested. No commitment is required to talk to someone. You'll make a lot of new friends and help the club maintain our outstanding events that everyone has come to enjoy in San Diego. Send in the postcard located in this month's *Witness* and tell us how you'd like to help.

## Board Elections

I'd like to take a moment to encourage everyone to vote for the new board members. This is your club and it is your responsibility to vote for those you feel are the best members to represent your club. There are 3 open positions this year and we have 6 outstanding candidates to fill those 3 positions. The biographies and photos of each candidate are in this issue of the *Witness*. Please take the time to read the bios and vote for your candidates.

## Miscellaneous Ramblings

This month I'd like to touch on the Concours events. We have a Concours event this October 31st. If you participate in the Concours - start getting ready. I know it takes a lot of TLC to get these cars ready for the show. If you will not be participating in the event, stop by and see all of the wonderful examples of Porsches that will be on display. The event will over in plenty of time for you to get into your Halloween costume and attend that party you're going to. If you have a costume you really like, wear it to the event. There won't be a contest but you might draw almost

as much attention as the cars.

I have washed and waxed my car but never done the type of detail the serious Concours participant puts into their automobiles. My first experience with a serious Concours person was at the Ithaca New York Porsche dealer in 1971. I met a man who had just purchase a brand new 911 S; (they were designated 911's back then). It was a beautiful car, white with black leather. I was drooling over the car. He brought an enclosed trailer to take it home in. I asked him if he lived far away and that was why he had the trailer. He lived 20 miles from the dealer. He told me he didn't want to put the miles on the car. Back in those days your Porsche had a few miles on it as part of a test drive by the factory to ensure the car was working properly. He wanted to keep the miles to a minimum and was taking the car home to disassemble it and clean it. I wonder where that car is today and how many miles it has on it.

There is a lot to do over the next month and I hope to see you at an upcoming event. Take care and drive safely, remember your driving determines how others judge all Porsche drivers.

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](mailto:CHARITY@PCASDR.ORG) IF YOU HAVE ANY QUESTIONS OR COMMENTS.



MONARCH  
SCHOOL

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





# Thanks for the Contributions!

BY SUSAN BROWN, EDITOR

In my column last month I made a plea for articles, and you responded! I've heard from a number of members who wanted to write about their experiences in their Porsches, or around Porsche people. Many of these articles appeared in my inbox (EDITOR@PCASDR.ORG – keep them coming!), out of the blue. For example, this month Don Auten writes about his "big track" DE experience at Fontana. Reading it brought me into his world that day, sharing the thrill he felt just being there. Driving the track was the cherry on the top.

Peter Busalacchi's article gives us a behind the scenes look at this year's DEs. Not everything went entirely as planned, but in good ways.

As always, thanks go to Greg Phillips for the cover photo and his Parade article and pictures. While Tom and I mostly had a "behind the scenes" Parade experience, Greg and Pat Corona actually participated in most of the events. Seems that I can go a couple of months without bumping into Greg at San Diego events, but we saw each other everywhere at the Parade. Especially the beer fests. Greg is at the Monterey Historics as I type and I'm sure will contribute an article about the weekend, packed with pictures.

Finally, I spoke to Volker Bruckmann (famed VW/Porsche mechanic and racer) the other day about an article for the *Witness* on Al Holbert. Volker's book on Al, *Dare to Be Real*, was published in 2003, and he has very graciously allowed us to reprint the book, in a series of articles. Unbelievable! I now own a signed copy of the book and will work hard to convert the written pages to electronic form for your reading pleasure.

## Jad's Ads

Some history here... Over the

years, editors of the *Witness* have had divergent views on publishing the flyers which advertise region events. You might not think this could possibly be a controversial issue, but it can be. Committee Chairs want their events advertised every way possible, but they aren't always creative geniuses when it comes to designing flyers. Editors don't want to publish scruffy looking advertisements. A few months ago, Jad Duncan volunteered to stand between the chairs and the beauty of the *Witness* and Website. This month's *Witness* has at least 5 of Jad's ads in it. Jad is creative, responsive and a delight to work with. Chairs, send him your info and he will create magic. Thank you Jad!

## This month

See the inside front cover and Kaid Marouf's article for details on the Coronado Speed Fest. In addition to the Coronado Speed Festival itself, the San Diego Region has worked hard to have the opportunity to hold a DE event the Thursday prior to race weekend. This will be the first, and hopefully not the only time, drivers other than the participants of the Speed Festival are able to drive this race course. We expect 150 entrants from our Porsche Club San Diego Region and other local car clubs and a few of the historic racers who will be participating in the weekend races.

As an additional part of our agreement for this event, we will hold a mini autocross on Saturday and Sunday. This is purely for fun and we will be giving rides to military personnel and a few other VIP's. If you want a ride on the full car course you can signup for a lunch time track tour ride for a minimal fee. Spaces are limited so sign up early.



We'll also host a Tech Session at AJ USA on Mira Mesa Blvd on the 12th, an Autocross in the West lot on the 13th, and a Last Tuesday Social at a new restaurant in National City – Buster's, on the 30th.

## Later This Fall

Let me take this opportunity to pitch a New Member's Welcome Dinner, to be held October 17th, at our home in Carlsbad. How did that happen? Tom must have volunteered while I wasn't looking. The Club is providing a catered dinner, and everyone (new members and old-timers) is welcome to come. Details are on page 46.

Vince Knauf has asked me to "save the date" of November 14th and 15th for a planned joint Porsche Cayenne/sports car tour. He hopes to have 10 Cayennes and 10 sports cars join the fun. The idea is to have two Cayenne drives with the sports car driver/passenger as the back seat passengers in the Cayennes. This will be an overnight event, meeting Saturday morning, and returning home Sunday late afternoon, with lots of fun activities and a hotel stay in Borrego Springs in between. The Knaufs are masters at planning these weekends, and it's sure to be a blast.



## September 2009



### **Tuesday, September 1 2009**

*Windblown Witness* submission deadline for October issue

### **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  
760-942-2706

**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.

### **Saturday, September 12, 2009**

#### **AJ USA Tech Session**

**Time:** 10 a.m.-2 p.m.  
**Place:** AJ USA Inc.  
6620 Mira Mesa Boulevard  
San Diego CA 92121  
858-452-8900

**Details:** AJ USA (Service Manager Greg Hollenbeck) will provide a tour of their facilities and representatives from BILSTEIN shocks, BREMBO brakes and BORLA exhaust/air filters will be available to explain their latest products. Food and drinks will be provided.

### **Sunday, September 13, 2009**

#### **SDR Autocross - West Lot**

**Details:** See page 59  
**Contact:** AX@PCASDR.ORG

### **Thursday September 24, 2009**

#### **SDR DE on Coronado**

**Details:** See page 42.

### **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! See inside front cover for details.

**Contact:** VINTAGERACING@PCASDR.ORG

### **Tuesday September 30, 2009**

#### **SDR Last Tuesday Social**

**Time:** 6 p.m.  
**Place:** Buster's  
740 Bay Marina Pkwy  
National City, CA  
619 336-1783

**Details:** Brand new restaurant! Happy hour prices until 7 p.m. Indoor and outdoor seating. Take the Bay Marina Exit off of 5.

**Contact:** SOCIAL@PCASDR.ORG

*For email notification of events please send your email address with a request to join the PCASDR eList to: [EMASTER@PCASDR.ORG](mailto:EMASTER@PCASDR.ORG). For up to date information on events, go to [www.pcasdr.org](http://www.pcasdr.org)*



## **Sunday, October 04, 2009**

### **SDR Autocross - SE Lot**

**Details:** See page 59

**Contact:** AX@PCASDR.ORG, Online Reg: [HTTP://PCASDR.MOTORSPORTREG.COM](http://PCASDR.MOTORSPORTREG.COM)

## **Wednesday, October 7, 2009**

### **Monthly Members and Board Meeting**

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

**Place:** Dick and Rikki Schroeder  
3344 Purer Road  
Escondido, CA  
760-743-3156

**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 - Sunday, October 10-11, 2009**

### **SDR Performance Driving School**

**Place:** Qualcomm West Lot

**Details:** See page 4.

## **Saturday, October 17, 2009**

### **SDR New Member Welcome Evening**

**Time:** 4:00 p.m. – Social hour and fo

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

**Details:** Dinner and wine tasting - \$10 per person. All members are welcome! Send check made out to PCASDR to the Browns, or register on [HTTP://PCASDR.MOTORSPORTREG.COM](http://PCASDR.MOTORSPORTREG.COM). Indicate beef, chicken or vegetarian. Mail in registration must be received by October 10th. See page 46 for details.

## **Saturday - Sunday, October 17-18, 2009**

### **Z8 SDR Time Trial**

**Place:** Spring Mountain

**Details:** See page 32, Online Reg: [HTTP://PCASDR.MOTORSPORTREG.COM](http://PCASDR.MOTORSPORTREG.COM)

## **Saturday, October 24, 2009**

### **SDR Autocross - West Lot**

**Details:** See page 59

**Contact:** AX@PCASDR.ORG, Online Reg: [HTTP://PCASDR.MOTORSPORTREG.COM](http://PCASDR.MOTORSPORTREG.COM)

## **Tuesday, October 27, 2009**

### **SDR Last Tuesday Social**

## **Saturday, October 31, 2009**

### **Z8 SDR Concours**

**Time:** 7:00 - 9:00 Car Placement  
12:00 - 12:00 Judging and Scoring  
1:30 - 2:30 Awards Presentation

**Place:** Spanish Landing Park

**Details:** Come on out for a sure to be beautiful day of food, friends and cars. For details, see page 52. Call Steve Lopez at 619-787-3290, [SLOPEZ930@AOL.COM](mailto:SLOPEZ930@AOL.COM) or Araceli Lopez AT 619-797-3015, [ARACELI427@GMAIL.COM](mailto:ARACELI427@GMAIL.COM).

### **SAVE THE DATE!**

How can we bring the Porsche Cayenne off road experience to more people? That is what some of us Cayenne folks asked ourselves recently, and proposed an answer. Create a PCA tour that includes Porsche Cayennes AND sports cars.

Are we suggesting that the sports cars go off road with the Cayennes? No, just the folks IN the sports cars.

We will do this on a tour to Anza Borrego State Park on November 14-15. We are accepting entrants in each category in the order that they register, and are limiting the tour to 10 Cayennes and 10 sports cars, each with no more than two folks on board.

We will have some driving for both types of Porsches, and several tours where the sports car folks get into the back seats of the Cayennes.

We have a full program for two days, with some time thrown in to just sit and relax. The package is for two persons per car and will include Saturday night hotel accommodations, Saturday lunch and pool party, a sunset wine and hors d'oeuvre party, dinner and more.

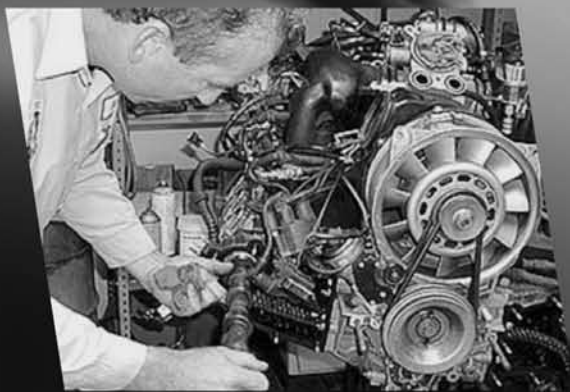
The price is not set yet, but please RSVP to Vince Knauf at [vvvince@aol.com](mailto:vvvince@aol.com) or 619 287 4334. Let me know if you are driving a Cayenne or a sports car. We will accept PCA members who want to bring a non Cayenne 4+ seat SUV, but Cayennes get preference.

# Quality

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Electrical Diagnostics/  
Charging System Repair

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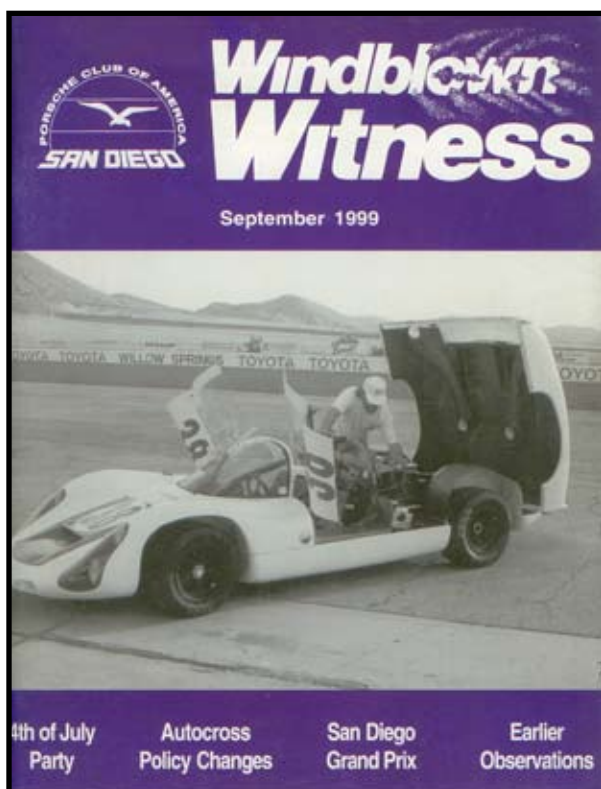


# 10 Years Ago Today

By TOM BROWN

After getting bogged down last month, this month I set out with the goal of “Ten Years Ago Today” and stuck with it. No more being distracted by other issues. Did not pass GO, Did not collect \$200, went straight to September, 1999. The cover photo is a 910 at Willow Springs taken by Skip Carter.

There is quite a story behind this car, and I’m sure there is even more to tell from the last 10 years (additions that we may never know). The car is 910-017, built in 1967. She placed 2nd in class and 6th overall at Le Mans that year, as well as 2nd in class and 11th overall at Brands Hatch. Not much later the factory sold her which ultimately led to 20 years of storage in an English barn.



Local racer and mechanic Wayne Baker was setting the car up for new owner Stanley Gold, who was interested in participating with Vintage Racing and the Tour de France. Stanley was a newcomer to racing, and such an exotic car would make it easier to be accepted to these events once he obtained his SCCA and FIA licenses. Skip went along as a member of the day’s pit crew, which provided him with the opportunity for a demo ride once Stanley’s driving lessons were over. He described climbing into the vehicle; how tight it was in the passenger seat; that he

could only turn his head and move his left arm slightly; that the pit crew had to adjust his belts for him. On his own, Wayne had been turning 1:25’s with the car, but with Skip he slowed it down to 1:30’s, trying different lines and shift points on each lap. Sounds like Skip had a great time. Makes me think that if Wayne ever asks you to be pit-crew for a day, the answer should be an unhesitant “yes”!

Also in this issue, Steve Grosekemper regaled us with Part 2 of his “Lost Horsepower” series. Part one was about getting maximum amount of fuel and air into the engine. This edition was about ignition, or more specifically, detonation (premature ignition). He describes that while retarding the timing may fix a specific detonation problem, it may in fact just be fixing the symptom and not the underlying cause. Obviously, someone looking for the optimal performance of their engine needs to find and fix the real problem as just addressing the symptom leads to lost horsepower.

Skip Carter provided another installment describing the restoration of his 1964 Cab, as well as a wrap up of the restoration of Skip Shirley’s 1957 Speedster. The Shirley’s car was interesting because he was preparing it for full concours. He hoped to get it to that year’s Parade. Fascinating to me was that after completing a full restoration, the car then required another 350 hours worth of work to get it ready for the concours. Oh my God.

Quick facts: The last three digits of a tire’s serial number are the date of manufacture. The first two of these digits are the week, the last digit the year. So a serial number of xxx123 means the twelfth week of 2003 (or 1993, etc). This cryptic code was a compromise between tire manufacturers who don’t want you to know and consumer advocate groups that do. Of course, what this doesn’t tell you is where to find the serial number. I took at quick look at my car and came back clueless.

Keith Verlaque reported on the Spreckles Cup Polo series final, sponsored by Pioneer Centres. Forty seven Porsches lined up in the parking lot, indicating a day at the Polo Fields was a succesful idea for an event. Club members received a private demonstration session with questions and answers, enabling all to understand and enjoy the games which were followed by a party with a live band that continued into the evening. With that thought, enjoy Labor Day weekend!





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# “Region Happenings” in Early 1990

BY JOHN STRAUB, ARCHIVIST

It's black, there is nothing coming...What do I write about? I know, I can continue with my “Region Happenings” series that I left off with several months ago.

We left off at the beginning of 1990. So here we go. It was a good year, about twenty years ago, our region had been awarded the Porsche Parade for 1992, when Tom Hauseur Jr. and I presented a bid in San Antonio at the National Board meeting. Planning was started. It was like popping pop corn, only one or two kernels were popping at this point...it wasn't going to reach a fever pitch for another year. The parade executive committee consisted of Tom Hauseur Jr. and Grace, as the chairmen. Doug Hansen was the treasurer, Jerry and Nancy Beauchane were the registrars, directors of competition events were Jim and Nancy Rydbeck, directors of banquets and social events were John & Monique Straub, Paul and Margie Haas were directors of sponsors, and Peter Stacy planned the first ever Vendor Fair at a Porsche Parade.

The president for 1990 was Tom Hauseur Jr., vice president was Nancy Rydbeck, secretary was Vince Knauf, Doug Hanson was treasurer, with the other board members Steve Dente, Keith Nelson, and Monique Straub. We had about twenty region committees back then, with Jim and Shirley Douthit as membership, Steve Dente as time trials, Bob Lemke as tech sessions, Steve Hall as museum rep., Keith and Nance Nelson as goodie store chairs, Royce Ann Myrick as witness billing, Bill Myrick as insurance chair, Jim Rydbeck as driver training chair, Steve Hall and Jerry Beauchane as autocross chairs, Bill Bogusch as equipment, Paul Young as rallies, and PJ Feldman and Debbie Okleshen as the social chairs. The witness editor was Monique Straub, and for that year she won the National Paul Heinmiller award for the best overall PCA Newsletter.

February brought a driver instruction school with another autocross, then a tech session, again held at Alan Johnson Porsche, and a rally school put on by Paul Young. Paul was really our head rally person of the region at this time.


March saw a brunch at Niemans, an autocross, and a third tech session, again at Alan Johnson Porsche. We were truly lucky to have a Porsche dealer that supported our club events like Alan did.

With April came an autocross and a tech session at Discount Tire. Paul Young chaired our Zone 8 Rally that month, covering some of San Diego County's best Porsche back roads with about 20 cars entered. I believe Pat and Debbie Norris were the best place finishers from the San

Diego Region.

But, there were two other events I want to talk about in more detail.

First, in May, there was one of two vintage races that were held in San Diego at Jack Murphy Stadium. This was a two day event, with practice and racing on both Saturday and Sunday. They used the old 1.7 mile SCCA road course from back in the late 60's that was held at the stadium. The event was put on by VARA, and the races included six production classes, with Cobra, Corvette, Ferrari, Healy, Sprite, Porsche 356, 911 and others. Along with that, there were two formula race car classes, and one sports racer class. Thousands of people flocked to the stadium to see these races. They were truly a success - however they were not to continue. I'm not sure why, but I speculate it was due to the noise they created. Luckily for San Diego, we now have the Coronado Speed Festival to take its place.

My last topic for the first six months of that year is a new members “get acquainted” potluck. All members new and old were invited to come and meet their new best friends. The event was held at the San Diego Automotive Museum. Everyone brought something wonderful to eat. There were elegant hors d'oeuvres, luscious main dishes, and delectable desserts. We had over 150 members attend this event. Door prizes were graciously donated by Alan Johnson Porsche. Each officer or committee member was asked to tell a little about their function in the club, and to answer questions from new members. This was truly a success and a very non-intimidating way for new members to socialize and meet each other. We forget how awkward it is to be a new member and to try to get involved...think back to when you were new, and reach out to those who are new members today. 



# American Beauties

By MICHAEL HARRIS

Auto Museum Director Paula Brandes announced that the Porsche Display will open at the Museum on October 6 and run until the end of January 2010. The display will be in two phases; touring cars for the first eight weeks and competition cars for the balance of the 16 weeks. Paula wants to have 13-16 significant Porsche touring/road cars to open the exhibition and the same number of competition cars for the second phase. Her idea of an ideal display would include a 356 Gmund coupe, a pre-A 356, preferably an open car such as a 1952 America Roadster, an early 550 racer, a 1954-58 Speedster, a 1955-1964 Carrera, Carrera Abarth, an RSK, 904 GTS, early 1964-65 911, 906 Carrera, and either a 907, 908, or 910 racecar, a 917, a 1973 Carrera RS, and a 911 competition model, although I don't think she would reject a 934/5 or a 956 or 962. Road cars would include a 356, 914-6, early 911S (1967-1973), a tractor and other cars, preferably ones with a "History." Paula also agreed that docents will not "dust" or otherwise touch any car whose owner makes a request to keep "Hands off." Some Club members believe that even good intentioned docents can scratch the cars and if need arises, the owners can dust their own cars. The Museum also hopes to offer several Thursday evening talks where Porsche notables can talk about the history of the cars, some specific models, and racing histories. The Museum also is planning an end of event fund raiser/dinner in the museum while the Porsches are still on display. They would also like to have a featured speaker to discuss the history of the cars and some specific racing experiences. People like Vic Elford, Dan Gurney, Hurley Haywood, and Wayne Baker are names that come to mind. The Museum also wishes to display old memorabilia, such as posters, racing uniforms and helmets, rally gear, books, and anything from Porsche's past that might be interesting to Museum visitors. As the Museum has a number of video players and display monitors, they also are looking for old t-v ads for Porsches, histories, interviews, racing videos and the like. If any members have any of the above or access to it, or suggestions, please e-mail [automuseum@pcasdr.org](mailto:automuseum@pcasdr.org).

## Current Display

The Museum's current display features Cars from the Vault, cars from their collection including docents' vehicles. The Museum's Tucker is prominently displayed. Truly a car before its time, this auto featured an aluminum opposed engine, disc brakes, and other safety features unheard of for the time. Nearby is a DVD showing



of the movie "Tucker" starring Jeff Bridges with Martin Landau. Excellent film. Also on video are examples of Chevrolet TV commercials over the years. Watch Dinah Shore pitching the 1953 Chevrolet! See the new Corvette and 1960 Impala convertible being displayed by stylish ladies wearing gloves. A very non-PC display shows a man in a test 1961 Chevrolet sedan mounted on a robotic stand that rocks the car in order to test the chassis and suspension components while a man outside the car reaches through the open driver's window to light the driver's cigarette. Another video displays interviews with car owners as they talk about their cars and background on the cars themselves.

Moving over to the cars, a very unusual bright red and white 1955 Buick two door hardtop stands out. The four port holes in the front fender indicate the car is equipped with the largest Buick motor and the chrome script "Century" behind the door indicates this is an early example of a "factory hotrod." The "Century" was the smaller Buick



Two Fords. 1930 Model A foreground and 1938 coupe in background. Only 8 years separated these cars but the black Model A looks decades older





**1955 Buick factory Hot Rod. One "Roadmaster" motor plus a "Super Chassis" equals one "Century"**

"Super" chassis with the big motor and named "Century." Designed by GM' Chief of Design Harley Earl, the ohv V-8 produced 236hp. Gas mileage was never mentioned in the 1950s but 9-13mpg seems about right. Only 268 Buicks were produced in this configuration. Next to the Buick is another 1950s GM product, a 1956 Cadillac Eldorado with a huge 365cid V-8 producing 305hp coupled to a hydramatic transmission. The Caddie has a black vinyl top over a silver body. The car was purchased by the current owner with only 39,000 miles. The car is original and classed as a "survivor" meaning a mostly original car. For those who want something completely different, placed next to these huge examples of the best cars America had to offer in the 1950s was a 2000 Mini Sportpack 500 from England. The Mini was built in England starting in 1959. The car was offered by both Morris and Austin and started the mini car revolution. Small on the outside but very roomy on the inside, considering the very small dimensions of the car, the front mounted engine and transmission drove the front wheels, eliminating the transmis-



**1956 Cadillac Eldorado "survivor" from the decade when GM cars were the envy of the world**

sion and driveshaft tunnel that heretofore infringed on the passenger space. The cars were built for a 41 year period and were tremendously successful.

BMW bought the English Rover Group in order to acquire the rights to the Mini name. BMW has since given away all the other car brands, but their success with producing the new Mini since 2002 has been one of the auto success stories of the past decade. Many famous people have owned and driven a Mini including Twiggy, the Beatles, and our very own past president, Martha McGowan.

GM products are not the only American cars on display. Ford is represented by several lovely models from the 1930s. A 1938 Ford hot rod coupe has been very tastefully redone in green with modern power train, brakes and suspension. It sits in the corner and looks relatively



**Tucker automobile from late 1940s. The car was way ahead of its time in engineering and safety, but too underfunded to succeed. Or was it a victim of Big 3 intrigue?**

stock. It has reversed rims with beanie hubcaps, and the main body color is highlighted with simple flames in a contrasting color. The car runs a 302cid late model Ford V-8 with A/T and late model Ford rear end. Nearby is a stock 1931 Model A in traditional Ford black. Henry Ford once boasted you could buy a Model T in any color you wanted as long as it was black. For some reason black paint dried faster on a car surface than any other color so Ford could build cars faster if they were painted black. Ford was an automotive and industrial genius, but flexibility was not his strong suit. His social conservatism led him to accept the Grand Cross of the German Eagle in 1938 from the Nazis government, the highest award the German Government gave to civilians.

There are a number of other new and interesting autos on display in the Museum, but I will reserve comment on those until next month, when I will have more news on the Porsche Display.





# So, What's Going On With DE?

BY PETER BUSALACCHI

**E**ver wonder what's on the other side of the fence? Is the grass greener, the air cleaner, the sky more blue? Sometimes you have to take a chance and either look through the knot hole on that fence or climb it. If you don't, you'll never know the answer to these questions.

In a way, that's what the DE team did this year. Martin Lipp, Carl Scraggs and I, decided to see what's on the other side of the fence by expanding what PCASDR normally identifies as a "DE" or Driver's Education event.

In talking with some of the elder statesmen in the club, it was apparent that the only DE events normally run within SDR were run on the expansive asphalt parking lot of what is affectionately known as "The West Lot" at Qualcomm Stadium. "The West Lot" has served, for many years, not only PCASDR, but as an autocross venue for other clubs as well. That said, there were certain shortcomings that the DE Team identified when considering the continuation of DEs at Qualcomm.

The first was that it is not a true racing venue. With the higher speeds customarily achieved in a DE, the course design was usually simple and not as challenging as one would like when designing an educational event. The other was that the surface is deteriorating at an alarming rate. This past year, PCA, BMW, SCCA and SDKA all held a "patching day" to fill in some of those potholes that often require us to shift the track to avoid these hazards. The condition of the surface also precluded those with more track experience from joining us at Qualcomm.

Martin and I also wanted to see more attendees at the Time Trial events. Due to the state of the economy, those numbers had dropped from 2008 to 2009. With a more diverse DE program in place, perhaps we could transition more autocrossers to the Time Trial events if they were encouraged with a DE at a real track versus the comfortable confines of Qualcomm Stadium.

Our first goal was to identify a nice safe track that would not be too intimidating to those who had not had a DE on a real track. We targeted the infield at Cal Speedway and Streets of Willow immediately. I had run on the infield at Cal Speedway the past couple of years when some of the BMWCCA instructors rented it out for an instructor only "Fun Day" and found it to be a fun little track with some nice twisty sections on the back side where you normally don't run when using the full roval. Streets is also a good venue as it has turns of varying speeds, elevation changes and is not too intimidating to newbies.

Based on the dates of availability we chose Cal Speed-

way in Fontana. The DE Team also identified the close proximity of Fontana to be a big factor in trying to fill that event.

## DE at Qualcomm Stadium

The first DE of the year was held at Qualcomm Stadium, as had been the norm for several years. Because the City of San Diego has raised the price on the rent for the West Lot by 33%, we had to increase the fee for attendance. In addition, we felt that lunch would be a nice touch so that participants didn't have to buy from a "roach coach" or leave the event to find lunch elsewhere.

Everything was in place, until... the corner workers didn't show up. What a nightmare!! We had to hold the event; afterall, there were scores of drivers just waiting to go, the rent on the lot was paid, lunch was ordered and on its way. Before we let the crowd know what was going on, I scanned the audience to see who I could find to fill in as a flagman (or woman). Perhaps there was someone who wasn't driving, or an instructor who wasn't going to drive? It had to be someone who would know the meaning of the flags and when to throw one.

I soon picked my daughter, Isabella, who has raced karts for 7 years, Mona, and a few others who knew what they were doing or could be instructed within a matter of minutes. We had a sidebar discussion on what was going on, what was to happen and how we would do it. I elected to forgo my own driving to be the starter and grid boss to make sure everything went as smoothly as possible considering the circumstances. The fact that other drivers pitched in and took up a corner working position when they were not driving was a big help. Mike Brown and Kim Crosser were two of the people who helped out on a corner. That was very reassuring. When they were not driving, Martin and Carl handled everything away from the starting grid and found time to relieve me for a while when I needed a break.

With the exception of the regular corner workers and a few other minor glitches, everything went relatively well for our first time out and we managed to make the Club money on the event.

## DE at Fontana

The DE Team then moved into uncharted territory with an "Away" DE at a real track. How would PCASDR travel? We didn't know as it hadn't been done for a DE. The Time Trial series encompasses Zone 8, but could we attract enough interest within SDR to travel... on a week-day ... to Fontana ..... in the middle of June??



As is typical of SDR, we tend to sign up for events at the last minute. I don't know why because Motorsports Reg allows you to cancel without charge to your credit card if you can't attend. Regardless, the low number of registered attendees was a cause for concern. Martin, Carl and I actually had a meeting about what numbers we had to reach to make this event a reality. I even contacted the track to see what the consequences of canceling the event would have on our contractual obligations.

Chuck Sharp and some of the board members reassured us that we would have enough registrants and you know what? They were right. With about a week to go, we were sold out and had a waiting list!

On the day of the event, our biggest concern was "IF" the corner workers would show up. Carl took the lead and hired a different group of corner workers for this event and they showed up and turned out to be one of the most professional crews I've ever worked with. We're confident we'll use them again in the future!

The day at Fontana started off a little different than what is typical for this part of the inland empire in the middle of June. For starters, it was overcast and cool. So cool in fact that several members were seen wearing jackets as late as 10:00 a.m.



A member from Rancho Cucamonga was nice enough to bring down a PA system so that Carl could give his driver's meeting talk with everyone. The fact that the PA system could be hooked up to an iPod for music between meetings was a nice touch. I tell you, a PA system makes a world of difference at a track environment (hint to the Board).

We did lose a participant when his 914 did not pass tech. I'm not sure where the member lives, but I would hate to have come all the way up to Fontana and not have my car pass tech.

Track sessions were well organized and everyone did a fine job in keeping it under control. Martin organized 12 individuals who signed up and paid for the "Taste of the Track" event and promptly got in trouble by track Fire and Rescue Marshals for having lunchtime track tours. He swears he kept it less than 65 MPH, but his memory is fuzzy when asked how fast he went in the turns.

My wife and Isabella had come up to Fontana the day before for her kart race with Los Angeles Kart Club and along with her kart came a gas grill, boxes of beef patties, buns, drinks and snacks. She cooked, cleaned and took lunch orders to help fund her karting.



Funny story. As we were shopping for the provisions to sell at lunch that weekend, Isabella became concerned about the amount of money we were spending and the question of "What if we don't sell this?" I told her that I was the bank (B of D is a term several of us have become accustomed to hearing isn't it?) and that she needed to pay back the bank for the food and drinks to be sold before she would turn a profit. Anything left over after paying expenses would go toward her karting. "But dad, what if I don't sell enough to pay you back? Well, Isabella, I'll have to foreclose on your inventory and take it back and you'll have to find a way to pay me back some other way." With no TARP bail out money in sight, I think a life lesson was learned quite early by young Isabella.

After all was said and done, Isabella sold enough to pay back the B of D and make enough profit to pay for a set of go kart tires and part of her next race entry fee. Thanks to all the members who were so nice and generous with her. She thoroughly enjoyed the experience!

The day at Fontana ended well with no problems with the much talked about track entrance location and everyone seemed to have a great time and wanted to do it again next year. To top it off, the DE made the club a significant amount of money on this one day driving event.

## Coronado DE

Riding on the high of nearly a perfect day at Fontana, the DE Team had a meeting the very night of the Fontana DE to talk about the day, what went right, what went wrong and where we go from here. We were in agreement that we would contact Cal Speedway again for a date in 2010. Our goal was to now get ready for the final DE of the year on the West Lot on August 8th.

Funny thing happened as we moved into the end of June. A project that Martin, Jim Binford and Don Auten had been working on all year was starting to pay dividends. As the imminent demise of Qualcomm is but a few years away, these guys had been courting base commanders and the 2nd in command at the Imperial Beach Navy base. According to Martin, the helicopter pads at IB make the West Lot look like your driveway.

Martin personally invited the 2nd in command for the Imperial Beach base to one of our early 2009 autocrosses and gave him the VIP treatment with rides and walks throughout the paddock to show him our operation. The VIP stated he was very impressed and follow up presentations were made by Don and Jim to show the Navy our plans and intentions.

One of the things that held up any further progress was that the base commander was moving on and a new base commander was set to take his place on July 2nd. Getting the new base commander to sign off on something that had never been done before on their military base and so early in his tenure was next to impossible. The other problem was that neither our club nor any other car club in San Diego, had a history with the military or contract to rent or lease space for this kind of activity.

That's where Coronado came into the picture. Although San Diego car clubs did not have a history with the military, the Coronado Speed Festival had been running at North Island for 5 years with the Vintage Racers. I had recently seen a piece on the SPEED channel with their base commander and how he used to race karts and was active in the vintage races himself at the base.

Through the offices of Fleet Week, Martin, Jim and Don set out to court them to see if there was a way we could participate in Speedfest. When they accepted, Martin nearly fell off his chair -- he never thought it would be

possible. Conversely, when Martin told me what price they wanted for the day, I nearly fell off my chair! The B of D credit card wasn't going to be able to cover this one. But, the PCASDR board would have to sign off on it and be informed of all the parameters of the agreement with the military.

What had we gotten into? Life could have been really easy with 2 DE events at Qualcomm this year. But no, we had to go further, ask for more money than had ever been asked for by a DE Team for Fontana and now we



Peter chasing Martin Lipp

had gone and asked the board to give us nearly 3 times that amount!

After Martin gave me some smelling salts, we got to work on figuring out we could make this happen and not lose money. We crunched the numbers, researched length of the track, number of maximum participants and came up with a formula that we thought would work.

Next, we had to float the Clintonesque trial balloons to see what the rank and file members would be willing to pay, and if an event on Coronado on a Thursday would even be desirable. Well the desire part of the equation was not a problem. The Coronado Speedfest has built up such a reputation that there were only a couple of people who didn't want to hold a DE there. The only real question was how many and how long would each run session be. The other question to be answered was "Will the Board approve something like this that is so far out of the norm in terms of scope and price?"

Well we're happy to report the Board has approved this event and is fully behind the decision. This could be a once in a lifetime event to drive on a track that has, at least so far, only been driven on by rare vintage cars. Perhaps more importantly, this event will establish PCASDR as the first club ever in San Diego to have a relationship with the military in terms of driving events. That could lead to a long term deal to hold autocrosses, DEs and possibly time trials on local military bases. The success of this event will be directly related to how we perform as



organizers and drivers on the date of the event.

Although PCA is the point of contact and organizer of this event, we were specifically asked by Fleet Week to invite other clubs that have car corrals at the Coronado Speedfest. To that end, we have set aside 50 of the possible 150 available spots available for other car clubs. Because of our desire to have a day without on-track incidents, we're inviting select members of those clubs. As CDI for the San Diego Chapter of BMWCCA, I've put out an invitation to BMW club racers and instructors. Invites were also extended to the vintage racers themselves and POC. As of this writing, there are 86 PCA members signed up and 14 non members. By the time you read this, I have absolutely no doubt, we will have sold out with both members and non members and will have a waiting list established for both.

Finally, I hope to report on the positive outcome of this event in the October or November *Windblown Witness*. If this event goes well, we envision a repeat of the 2009 schedule. I have been in close contact with the Time Trial Team in order to properly coordinate dates of our respective events and not step all over each other. Although not finalized, we can see having a Qualcomm DE in the Spring, a DE at Fontana in early June and if invited again, a DE at Coronado in the Fall of 2010!



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# Coronado Speed Festival

BY KAID MAROUF

The Coronado Vintage Races are coming to San Diego again. Since San Diego does not have a dedicated race track, the Coronado Speed Festival is a wonderful opportunity for all of us car enthusiasts to enjoy some car racing right in our own back yard.

If you haven't been to the event previously, you'll need to make an effort to go this year, because this is one of the premier vintage race events in the country! This will be the twelfth annual event. Many of the cars also race at the Monterey Historics, but because this event is in conjunction with Fleet Week, it is a much more family oriented race. Coronado is close enough that you could go on Saturday for two hours and come back on Sunday for 2 more hours. But trust me, there is so much to do besides watching the car races that spending a full day or two is easily done.

Of course the racing is very exciting to see, especially as you watch the beautifully prepared race cars sliding through the 1st turn onto the straight away at 50+ miles an hour and coming within inches of the walls and each other.

This year PCASDR will also be running a DE event on Thursday before the main event. If you'd like to participate, check out the Region website for more information — [WWW.PCASDR.ORG](http://WWW.PCASDR.ORG).

New this year is a Porsche "Track Tour" Saturday at lunch time. You can drive your Porsche where it was meant to be... on the track! The lunch time Track Tour will be \$25 for 2 to 3 parade laps on the track and will be available only to Corral Pass holders. Check the Announcement Forum for details and a link to [motorsportreg.com](http://motorsportreg.com) to register. It won't be as fast as the racers, but it will be as much fun. Bring the kids.

Remember, you must sign up for this on the Region Website "Forum" and it is limited to Porsche Car Corral participants. Space is limited for this tour so do it fast.

The cars and the racing are just one of the many attractions this event offers. On the quieter side there is an official car show featuring a variety of vintage cars, any of which would look great in all of our garages. To further please the eye, there are the car clubs displays of cars, which include Ferrari, British, Hot Rods, Cobra, Mopar, Mustang, Alfa Romeo, and just about anything you can think of including our very own Porsche Club. This means you can park your beloved Porsche in the club corral, along with other shiny Porsches and enjoy the club's hospitality tent throughout the day.

The San Diego Region hospitality tent is staffed with

wonderful volunteers, and provides you and your kids a shady area to sit down and enjoy a complimentary breakfast, and for a minimal charge, a catered track side buffet lunch during the only quiet time of the day. Of course refreshments are free and served throughout the day. Fill out the registration form on the Speed Festival advertisement page in this issue of the Witness for lunch tickets and track side corral parking pass. You'll also be able to witness Region members, Gerry Layer, Kaid Marouf, Don Anderson and Jon Wactor terrorize Alfa's, Ginetta's, Lotus, and other Porsches. The afternoon features eight races of different classes. All 225 cars accepted to race at the event are chosen to compete on the basis of their historical significance, and certified authenticity.

Mark the date in your calendar and bring your family and friends out to enjoy the many vendors, military planes, tanks, and Humvees that will be on display at the Naval Air Station, North Island, in Coronado on September 26 & 27. For general admission tickets to the event, and more info, go to [WWW.FLEETWEEKSANDIEGO.ORG/EVENTS.HTML](http://WWW.FLEETWEEKSANDIEGO.ORG/EVENTS.HTML).



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# Cleaning Your Engine

BY BEV GOULD

**C**leaning the engine at first looks like a daunting task, but if you take your time and have patience the benefits will last for years. Keeping an engine clean does more than just enhance its appearance. A clean engine makes it easier to spot oil and fluid leaks, will run cooler and is easier to repair/maintain. Although this article is geared toward the 911's - the principles apply to most vehicles. This is the first in a four part series.

Let's assume you have a vehicle whose engine has never been touched beyond changing the oil and minor maintenance. It only takes a couple years for "stuff" to build up on an engine, so this washing routine would also be good for your other automobiles as well.

You look at all the grease and gunk and want to say "Forget it!" My Porsche 911E was like that, the car had been raced, rallied and toured to the point where I had over 300,000 miles on it. The engine was well maintained and clean by those standards. But not where I thought a person could put their hands in there without coming out with a grease trophy.

So where do you start? Start with a good engine wash. Take a can of engine cleaner (WD-40, GUNK, Citrus Degreaser or some other comparable product) and go down to the local "Do It Yourself" (DIY) car wash. Check the signs at the DIY - some don't allow engine washing. Why the DIY? Because;

- The DIY tanks are set up for yucky engine junk and chemicals.
- Most of us do not have a high-pressure hose at home and you'll need it.
- The area around your car will be a mess afterwards.

In many cities, like in California, you could be cited for washing hazardous materials down the storm drain. For example, the storm drains in our area flow out to the ocean.

Here are the following things you will need to take with you on your journey to the local DIY car wash.

Tape, Baggies, toothbrush, plastic wrap, rags, plastic trash bags, small towels, large towels, note pad, rubber bands, post it notes, gloves and lots of change.

The first thing to do is protect your electrical components. Take a Baggie and put it over the distributor. Next, use the rubber band or tape to secure the Baggie in place. Each model is unique as to where the electrical components are located; my 911E has electronics on the left side of the engine. I use the plastic wrap to protect this area and tape to secure it. I also use plastic wrap on some of the electrical harnesses and the coil. Look anywhere else the water may cause you car-starting problems. If you have exposed carburetors, use the plastic wrap or Baggies to protect them.

The next thing I do is disconnect the coil wire That way I

won't pull a no-brainer of starting the car with plastic inside the engine. You can guess why I started doing this... Pay close attention to where the decals are, you want to protect these as well. Write your-

self a note to reconnect the coil wire and put it on the steering wheel. On the note pad, write down the places you put the plastic and tape/rubber bands, it may seem redundant but better safe than sorry. Now take the large towels and



Pull the coil wire off and wrap coil and wire in plastic. Don't forget the distributor down there

place them over your fenders and the deck lid. This will protect your paint from any debris and chemicals that may over spray. I suggest you wear old clothes while cleaning your engine and use gloves to protect your hands from

the chemicals (latex is best). Washing the car afterwards is a good idea; I usually take my car wash (I use Einszett Perl shampoo) with me so I can make sure no chemicals from washing the engine are on the paint. Now you are ready to attack the built up yucky gunk. Take your engine cleaner and apply it liberally in the areas of the engine that have the most built up grease on them. Let the engine cleaner soak for a few minutes. It will start eating away at the grease and dirt. Depending on how bad the buildup is, this can take anywhere from a few minutes to 20 minutes. You probably will not get it all this first go around, so keep that in mind. While the engine cleaner is soaking, take the toothbrush and gently work the engine cleaner into the worst spots. If you have a severe buildup, you may have to do this with a larger (not stiffer) brush. Once you have determined the engine cleaner has stopped working, you are ready to steam clean.

Set the DIY's wand setting to engine or steam clean (it may be slightly different depending on where you live). Take



This is the electrical area I protect with plastic bags and wrap



Sheet metal below the valve covers usually need more than one soaking. Don't spray into the spark plug holes, use a toothbrush or QTip instead, with WD-40

care not to use the wand on the exterior paint of your car. The heat and pressure from the wand was not meant for your paint. Now use the wand inside the engine compartment to steam away the engine cleaner and grease. Be patient and get

the wand onto the nooks and crannies. Do not forget to get the sides of the engine compartments as well - dirt gets kicked up into the engine from the fan and always seems to find its way onto the shelves of the engine.

While you are steaming the inside of the engine, make sure you do not get water inside your plastic covers. Remember shooting the water onto a surface will cause the water to go upwards, so be aware of your plastic and don't get water up there. Also, if the inside of your engine compartment is painted, do not put the wand too close to the paint, it could strip it off. Once you are satisfied you have taken out as much dirt as possible (this go around), set the wand to rinse.

The rinse water usually has a softening agent and will rinse the chemicals out of the engine.

A word of warning, GUNK works great but smells horrible. If you use GUNK, do not do this on the same day you are going to

use the car for a date or tour. It takes a couple days for the smell to go away. There are other engine cleaners out there (see list above), I have tried the Citrus ones (they smell better), WD-40, and GUNK. For the nasty jobs I use the GUNK, for the easier ones (like the newer car) I use the Citrus engine cleaners.

When you are finished rinsing the engine out, shut off the wand. Now take the rags you brought with you and wipe down the engine. Make sure you use some pressure on the rags while wiping it down. The grease has softened because of the heat of the water and will come off easily in your rag. When you are finished with one rag (because it is too dirty or wet) put it in one of the plastic trash bags. Keep wiping down until the engine is rather dry or you run out of rags. Next take the towels off the deck lid and fenders. Wipe



Be careful of painted surfaces. Clean under oil filter/filler

down the paint with the part of the towels that did not get wet or exposed to the chemicals. When done with the towels, put these in the other trash sack.

Now you are ready to get the engine ready for starting. First take ALL the plastic, plastic wrap, tape and rubber bands out of the engine. Next, reconnect the coil wire and make sure there are not any other foreign objects in the engine, like towels, toothbrushes or gloves. Check your notepad to make sure you got all your protective wrapping out.

You may want to put a few more quarters in the machine and rinse down the area you have been working. Chances are some of your greasy gunk might be on your shoes or get on someone else's, so be considerate.

Sometimes our newly cleaned cars do not want to start right away after an engine washing. Make sure you give it plenty of time to start and take care not to flood the engine. If you protected your electrical components from water, your car should not have any problems starting up.

If you should have a problem, push the car into the sunshine and open the deck lid. Within a few minutes the components should dry out and you'll be on your way. Let the car warm up before driving in traffic, and then drive it several miles to let it dry completely.

If your engine was really bad, you may have to do the engine wash a couple times to get the worst junk out. Bear in mind, the grease and gunk took years to get there and it will not give up its home easily.



All put back together and ready to go - not too shabby, huh? In Part 2 we will dig deeper into the engine to get those detail areas.

I have been showing my 1970 911E Targa for many years and the car has won at many Concours event. The car now has about 440,000 miles on it and keeping the engine clean is pretty easy. Just an hour of touch up and it is Concours ready. It is the maintenance that is the key and really worth it when people go ooohhhh when you show them the engine.

Bev Gould has been involved with PCA since 1978 participating rallies, racing, concours, and much more. She owns TCSGarage.com together with her husband Tom. For more tips and tricks, visit their website at [WWW.TCSGARAGE.COM](http://WWW.TCSGARAGE.COM).



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# Volunteer Committee Descriptions

**ARCHIVIST** – Responsible for maintaining club records and an inventory of such. Also is our Agent for the Service of Process.

**AUTOCROSS** – Responsible for planning and running competitive & non-competitive entry to medium level driving speed events, including track design, setup, cleanup, and trophies.

**AUTO MUSEUM** – Club liaison to the San Diego Auto Museum, reports to the Board on issues and events, attends Auto Museum meetings.

**CAR SHOW AMBASSADOR** – Club liaison with organizations conducting car shows. Notify members the opportunity to attend car events that may or may not include Porsches.

**CHARITY** – Makes suggestions for charities worthy of our support to the Board. Responsible for managing charity events, collection of funds, and coordinating with sponsors/ donors.

**CHIEF DRIVING INSTRUCTORS** – Responsible for instructor training and certification and student driver training. Designs and manages the Performance Driving School. Manages the instructor volunteers.

**CLUB RACING** – Responsible for planning and managing the Region's club race events (wheel to wheel racing).

**CONCOURS** – Responsible for planning and managing the Region's concours events (a contest based on vehicle cleanliness and originality).

**CORNER WORKING** – Responsible for managing track corner workers at speed driving events when necessary.

**DRIVERS EDUCATION EVENTS** – Responsible for planning and managing Driver Education events.

**DRIVING EVENT LOGISTICS** – Responsible for insuring adequate beverages, ice, lunch, and porta-potties at driving events.

**DRIVING EVENT REGISTRATION** – Responsible for registration at speed driving events, including collection of funds, assignment of run groups, and assisting in assigning student-instructor pairings.

**DRIVING EVENT PRE-REGISTRATION** – Responsible for registration at speed driving events, including collection of funds.

**EMASTER** – Responsible for alerting the membership via e-mail of upcoming events and information that may be of interest.

**EQUIPMENT** – Responsible for maintaining the club trailer and all equipment stored within. Responsible for ensuring that it is delivered and retrieved from club events that require it or the equipment it contains.

**EVENT INSURANCE** – Responsible for communicating with

PCA National to obtain event insurance for all events that require it. This position is also our Stadium liaison, responsible for event date coordination with the Stadium.

**GOODIE STORE** – Stocks and sells club and Porsche paraphernalia to the membership. Maintains inventory of goods, including financial records and purchases of replacement inventory. Attends major club events to offer goods for sale.

**LEGAL AFFAIRS** – Provides informal and unofficial counsel to the Board of Directors on legal matters.

**MEDIA RELATIONS** – Coordinates public visibility of the Club's activities through the media. Responsibilities also include coordination with newspapers, radio and TV regarding their coverage of Club events.

**MEMBERSHIP** – Maintains membership records and provides monthly reports of such to the Board. Mails out welcome packets and renewal packets to the membership as needed. Maintains mailing list for our newsletter.

**NEW MEMBER LIAISON** – Contacts new members to welcome them to the club. Explains club events and answers questions.

**PORSCHE HISTORIAN** – Researches & writes articles pertaining to various phases/events/autos relating to Porsche.

**RALLY** – Responsible for the design and management of our rally events (a competitive timed touring event on public roads).

**RULES** – Interface with membership & rules committees for current competition rules and evaluating new rules proposals. Maintains Region website rules page. Technical expertise required.

**SAFETY** – Responsible for checking track design at parking lot events for safety issues. Makes recommendations, when necessary, to improve driver training, performance, and safety."

**SOCIAL** – Responsible for planning and managing our social events.

**SPONSOR LIAISON** – Acts as liaison between the club and sponsors, finds new sponsors.

**TECH ADVISOR** – Fields members' technical questions and answers or directs to appropriate resource.

**TECH INSPECTION** – Responsible for the mechanical inspection of cars for safety issues at club driving events that require it.

**TECH SESSIONS** – Responsible for planning & managing Region tech sessions, typically held at local car related businesses for the purpose of sharing technical information.

**TIME TRIAL** – Responsible for planning and running competitive and non-competitive medium to advanced level driving speed events, including track design (or scheduling at race tracks), setup, cleanup, and trophies.

**TIMING** – Responsible for setup and tear down of timing equipment, and operation of the timing process at driving events that require it.

**TIMING (TIME TRIALS)** – Responsible for setup and tear down of timing equipment, and operation of the timing process at driving events that require it.

**TOURS** – Responsible for the design and management of our touring events (often works with the social committee).

**VINTAGE RACING LIAISON** – Responsible for keeping the membership informed regarding vintage racing activities.

**WEB TEAM** – Responsible for the design and maintenance of our web site; including look and feel and the periodic updating of content to keep it fresh and interesting.

**WITNESS BUSINESS MANAGER** – Responsible for maintaining accounting records of advertising in the newsletter, including billing and collections.

**WITNESS EDITOR** – Responsible for the look and feel of the newsletter. Determines appropriate content for publication. Performs layout and other production tasks. Delivers to the printers and manages the production process through to mail out.

**YEARBOOK** – Works closely with the President to design and construct the Region yearbook to be submitted to PCA national for the Region of the Year contest.

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## Board of Directors Election

Once again our annual election is upon us. The PCA-SDR Nominating Committee was comprised of Jackie Corwin, Jim Duncan and Curt Yaws. The Committee is pleased to present a slate of six well-qualified candidates for the three open Board positions. You'll find their biographies on the following pages. The postcard size ballot has been inserted in this issue of the Witness and is self-addressed for easy mailing. There is a phone number printed on this ballot if you choose to submit it by fax. Either way it is important that you include the name and/or membership number of the primary member (and associate if applicable) on the ballot.

Your Committee submits that each of the candidates running for the 2010 Board has the ability to be a valuable and contributing Board Member. Each candidate has a proven track record of accomplishment with the Club and a strong desire to continue the excellent events that our Region's members have enjoyed over the last year (with gratitude to all our current chairs!). Our thanks go out to all those who have volunteered to run. Whether elected, or not, your efforts are greatly appreciated!

Members will be voting to select three new Board Members in this election (for a two-year term). Once the results are in, the three new board members will join Neil Heimborge, Rikki Schroeder, Chuck Sharp and Curt Yaws to select the Club officers for 2010 (President, Vice President, Secretary and Treasurer). Eligibility to vote does require current membership status (with a 30 day grace period for those in a "renewal" status) and is open to all Primary and Associate members.

Please take a few minutes and fill out the enclosed ballot. Ballots must be received by Sunday, September 20 for your vote to be counted. Election results will be announced on the Forum at PCASDR.ORG by September 30, 2009.

You will also find information about joining in on the fun of helping run our various events for next year. The new board will begin planning for next year very quickly, and they will need your help. This is your opportunity to see how much enjoyment there is in being involved. Volunteering is fun, exciting and you will make many rewarding friendships. Please take a few minutes to review the "Volunteer Committee Descriptions" to see what areas of the club might interest you. Don't be afraid of not having any experience. We try to staff each position with several members, with at least one experienced person who will mentor the new volunteers. You will find the post card size volunteer selection form with your ballot. Simply circle those positions on the bottom of the card, include your name, email and phone number and mail it in. You may also fax it to the number printed on the front. A member of the 2010 Board will contact you to discuss your potential involvement. Your help is needed and appreciated!

Thanks to Jim Duncan for writing this article, thanks to these nominees for their willingness to help, thanks to all the volunteers and participants, and thanks to you for voting.

Curt Yaws

PCASDR Vice President





**BILL BEHUN**

I joined the club in 2002, tried an autocross and have been hooked ever since.

At the autocrosses I saw there were many volunteers that devoted their time to make the events so successful and if I was to continue it was only right I should volunteer too.

I served as the Driving Events Logistics Chair for 5 years and for the past 1-1/2 years I've served as an Autocross Co-Chair. Along the way I've become a driving instructor for our Autocross and Driving Education events. I also instigated and then coordinated with the other local car clubs for the stadium west lot asphalt repair we did last fall. I'll be coordinating this repair event again this fall.

I think our club runs well, again, thanks to the volunteers we have and the work of past volunteers. If elected I'd like to see completed the various committee task descriptions we've started as this makes the volunteers job easier to learn. I've seen a few people shy away from volunteering due to the unknown and these descriptions could help alleviate that. I'd also like to see if we can have friends/family ride as passengers in our December 'other car' autocrosses - perhaps as a charity event too. Finally, I'd like to see the Veterans ride-along tour continue and the upcoming driving event at the Coronado NAS be successful and continue.

I am honored to be nominated and I look forward to possibly serving the club as a Board Member.



**LEIGH RAYNER**

I really appreciate this Club and I am vain and naïve enough to be flattered when asked to run. So why vote for me? Perhaps revenge: I have been co-corner working and equipment chair in years past.

Here is some background information that arguably has little or nothing to do with being on the Board. I used to make a living as a trial attorney. Before that I was a painting contractor and now I manage some apartments. So I am handy. I can tell you how to stop your toilet from running on. But only if you vote for me. My lovely wife Debbie has put up with me for 26 years and our kids, Grant and Kelsee, are now both in college.

While I have never been on the Board before, I assure you I am a fast learner. For example, when I turned 16 I got a job parking cars at my dad's work, and, all on my own, I had mostly figured out how to drive a stick shift within days.

You really can't go wrong with whoever you choose to be on the Board. I know the other candidates and they are all fine people. However, I did mention something to my wife about an obscure Club bylaw that requires new Directors to obtain another Porsche, so I would appreciate your vote.



**MARK RONDEAU**

Initially I joined PCA in Riverside, but it wasn't until I joined PCASDR in 2006 that I became active in the club. It started with a couple of tours. Then I came down to the Q to watch a few Autocrosses. I decided that if I was going to Autocross, I would like to know what I am doing. I signed up for the spring 2007 Performance Driving School. I was hooked on Saturday morning and spent all day Sunday with a smile on my face.

Currently, I am one of the Chief Driving Instructors. Previously, I served as Co-Corner Working Chair and have been on the Vintage Race Committee. I enjoy instructing students and in competing at most Autocrosses, DEs and Time Trials. It was wonderful participating in several of the social activities of our club. At the many Board Meetings I attended during the last couple of years, I gained a fundamental understanding of the functions and fiduciary responsibilities of the Board.

To pay for my driving habits, I am currently a commercial flooring salesman and Project Manager for Howard's Rug Company in San Diego. I believe that the skills I use to handle accounts, manage projects and deal with the numerous issues that arise in a construction related field will give me a balanced and solution oriented perspective as a Board Member.

If elected, I would focus on growing our membership and involving more of our current members in activities. I will bring to the Board a willingness to investigate new ideas, determine if current practices can be improved, and envision the best way to move forward. If the SDR status as one of the best regions in PCA is to survive, then we are going to need to come together as a group and pursue the best solutions for these difficult times. I know that with all of the talented people and resources in this club, we can do it!



**CARL SCRAGG**

Back in the 90's, not owning a Porsche, I was participating in autocross and time-trial events hosted by some other car clubs (they do exist you know). I was invited to participate in a PCA AX that was open to other marques. That event was an eye-opener – it was well organized, I got lots of runs on a well-designed track, the drivers were open and friendly, and the spirit of volunteerism was contagious. I went shopping for my first P-Car just so that I could join this exciting club.

I never looked back – I've been a member of PCA-SDR for 11 years now. I've been participating and instructing in autocross and time-trials and I continue to be excited by the quality of events this club hosts. And that spirit of volunteerism really is contagious – over the years I've held the following positions:

Beer Meister – 2 years (sorry Mr. Duckman)

Autocross Chair – 2 years

Board Member – 2 years

PCA-SDR Treasurer – 1 year

Treasurer for the Festival of Speed (Zone 8 Event) – 1 year

Chief Driving Instructor – 2 years

DE Chair – 1 year

I was flattered and honored when the nominating committee asked me to consider serving on the Board again. There is an excellent group of newer members who have jumped in and are leading the club in exciting new directions. This new blood bodes well for the future of the club and I'm honored to be on the same ballot with them. It was suggested that as a "senior" member, my sense of club history might complement the enthusiasm and ingenuity of the young'uns. I'm hoping that I still have some good new ideas and I'm sure that I have plenty of enthusiasm left.



**MONIQUE STRAUB**

Hi, I'm Monique Straub. I have been asked to run for the board and would like to share with you a little of my PCA background. My Porsche life actually began over twenty eight years ago. I bought my first Porsche in 1981 at the age of 24. A gleaming red 1975 914. A quick check for \$5K and it was mine! I didn't test drive it and I couldn't even drive a stick...silly girl.

I joined PCA twenty-one years ago when John and I were married. Immediately immersed in all things Porsche, I was a regular participant in concours and driving events, and fondly remember dueling back and forth with Susan Dente for Ladies TTOD. (I would be driving now if John would get my 67' 911 running!) My first region job was the Windblown Witness editor from 1989 to 1991. In 1991 I was honored with the Paul R. Heinmiller Award for Best PCA Newsletter.

Locally, I have been elected to the SDR Board of Directors twice, in 1990 and 2001. Over the years I have served as Autocross Timing Chairman, Social Chairman, and Yearbook Chairman. I co-chaired Social Events for the 1992 San Diego Parade, and was the Trophy Chairman for the 2007 San Diego Parade.

Nationally, I have attended 17 Porsche Parades, and earned awards in autocross, tech quiz, concours, and art show. I also love to entertain, and if you've attended many board meetings, you've probably been to my home. Most recently I have participated in Driving Event Registration, and I am currently serving my third year on the Coronado Speed Fest committee.

PCA is one of my favorite hobbies! Thank you for considering me.



**CATHY YOUNG**

I am honored the Nominating Committee has selected me as a Board Candidate. I have loved cars my whole life. As a young girl I had pictures of cars on my walls and preferred cars to playing with dolls. I started competitive driving with SCCA-Florida in the 1980's. I then switched to racing sailboats. Upon moving to San Diego in 2004, the ocean was colder and the "need for speed" lured me back to car racing. Fortunately, a co-worker introduced me to AX with PCAS-DR. Within two months I had bought my '87 911 and immediately attended Performance Driving School.

I volunteered to help setup and rope AX tracks. The Club Members were so helpful and encouraging and made me feel included from the start. After two wonderful years of AX, I took the plunge into Time Trials.

Last fall Janet Yaws was seeking help with AX registration. I jumped at this chance to get more involved. In addition to driving events, I also enjoy club social and touring events.

My professional experience includes being the President and Treasurer of the Solana Beach Foundation for Learning and President of the Leukemia and Lymphoma Society of South Florida. I am a CPA and worked for Price Waterhouse. Most recently, I was the head of Internal Audit for Cricket Communications.

As a Board member I will guide the Club through the current difficult financial times while encouraging our members to volunteer and actively participate in the various activities the Club offers.

I would be honored to serve on the Board and to actively lead the club's continued growth and prosperity.



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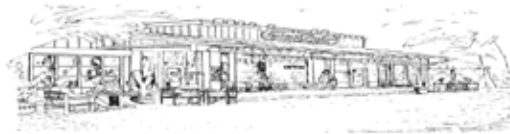
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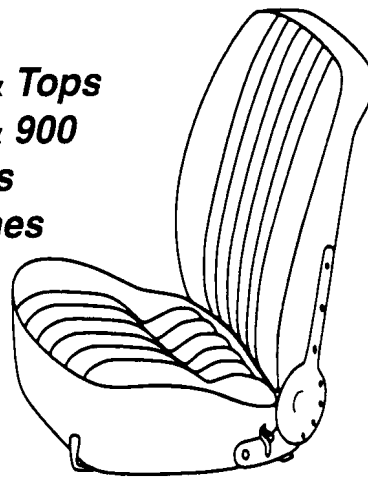
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# Rocky Mountain Porsche High

TEXT AND PHOTOS BY GREG PHILLIPS



This summer was the sixth Porsche Parade in Colorado, and none have been in Denver. They have all been in the Rocky Mountains. And once we arrived at the 2009 site of Keystone, it is easy to see why. The mountains make for a great summer venue. Although better known as a winter ski resort, Keystone in the summer was beautiful with comfortable weather.

But first we had to get to Colorado. Since we were going to drive, first we had to pick a car. Pat had just finished the Performance Driving School in the 968 and decided that it was her Porsche now. And since she would be helping with the driving and was planning on doing the autocross, the 968 was the choice. We gave ourselves plenty of time to drive out, so we could do some sight-seeing.

We left Friday morning and headed north on the I-15. Traffic was not too bad, but we did hit some slowness in Riverside and then again in Las Vegas from an accident. There was not much to see in the desert, but as we left Nevada (and Arizona) and climbed into Utah, the scenery started to improve as the red rocks started. We stopped in St. George for the first night. Although it had been in the 100's in Vegas, it was only in the 80's in Utah, although there had been some thundershowers before we arrived.

When we had been looking at the weather forecast for

Keystone, Pat had been concerned as there was a 50-60% chance of thundershowers each day during Parade, and she doesn't like the thunder. Lightning is OK, as long as there is no thunder.

We left St. George early Saturday morning and journeyed north on the I-15 and continued to climb. Soon we were at the start of the I-70 and turned east towards Colorado. Although the I-15 past Vegas was not crowded, the I-70 was an exercise in solitude. The scenery was beautiful with the mesas and red rocks, but there is not much else out there, as evidenced by the sign "Next services 110 miles" before Green River, and a later stretch of 65 miles without services before we finally got to the Colorado border.

We had already been over a couple of high passes and were at about a mile high as we arrive in Grand Junction.

We had planned on spending the night there and we arrived early enough to check out the wineries of Colorado. Pat had seen an article on the Colorado wine trails in a recent Sunset magazine so we stopped in Paradise and started our wine tasting. It was a similar yet different experience from California wine tasting. Not as much variety and more sweet wines, but the biggest difference was that the tastings were free. We ended up stopping at 2 wineries as well as a meadery, where they produced





Lovely Utah

mead wine from the local honey. We ended up with several bottles of wine to drink back home (and at Keystone).

Sunday we took a leisurely drive on the I-70 into Keystone. Much of the drive followed the Colorado River, and it was especially scenic as we went into the Glenwood Canyon as it narrowed and we started seeing rafts and kayaks on the rapids and whitewater. We continued to climb as we went through Vail Pass and then we were in Summit County and finally started seeing other Porsches. We drove past the Copper Mountain ski resort and were soon turning off the I-70 at Lake Dillon and climbing even higher to the 9200 feet of Keystone Resort where we would be spending the next week at Parade.

After checking into our efficiency condo, we headed over to the Keystone Conference Center where registration would be, but not today. After checking out the new Porsches on display we headed down to the market in Dillon to buy some beer and other provisions for the week along with Paul and Ruth Young and several other Parade attendees (judging from the Porsche and parade shirts they were wearing). Sunday night was spent trying to acclimate to the altitude. But even though we had been at 3000 feet at St. George and 5000 feet at Grand Junction, it was still a shock to our bodies. We were easily fatigued just climbing the stairs and had headaches the first couple of nights, even with minimal alcohol intake.

Monday morning was the official start of Parade and time for check-in. Pat was working as a volunteer and I was assigned to go through the check-in process. First find out your car number and get in line to get your packet and then start making the rounds. Checked in for volunteer assignments and got our shirts, signed up for the rally and got our start times. Checked in for autocross where we needed to change our classification to the 968 rather than the 928 and then off to get our banquet tick-



Mad rush at Check in opening

ets and a table assignment for the Concours and Victory banquets. All the while kibitzing with the other registrants and meeting the other San Diego attendees.

After registration I went over to the Concours prep area, in the underground parking lot of the condominiums. The good news was that it was out of the elements and comfortably cool. The bad news was that it was dark as a dungeon in there. They had electricity and refreshments, but not much light. Some had gone to town and bought halogen work lights to light it up and others were using headlamps to try and see how clean their cars were.



That evening was the welcome banquet which was held outdoors by the lake at the Keystone Lodge. We started with a German buffet and then finished with the dessert table and chocolate fountain. The weather was comfortable and continued to be dry through the evening.

We finished up and were off to bed early as the next morning was an early start for me at the Concours. I made the 7:45 shuttle bus and we were soon heading to the Keystone Golf Course. Only the Concours and paddock



An exceptional white car



cars were allowed to drive and everyone else was shuttled in. This made for some interesting drives as many of the Concours cars are usually trailered in and not used to driving 3.7 miles up the mountain roads, although some were able to make the drive with their tire covers on.

As we got off the bus and started walking out we were impressed by the breathtaking beauty of the blue skies, snow-capped mountains in the background and the cleanest Porsches in Colorado. From the Historic display to the judged Concours and then the other cars in the paddock, plus the Porsche tractors on display. I kept very busy with my camera as I made my through all of the displays and cars. The weather was perfect with lots of sun and comfortable temperatures throughout the day.

Pat had slept in and caught a later shuttle and after lunch we toured the field and looked at some more of

the beautiful cars. Highlights included a Carrera GT, GT1, 904, 550 Spyder, 959's, 908, RSR Carreras, IROC Carrera, 968 Club Sport, GT3 RSR, 906, RS Americas, Speedsters, along with the rows and rows of 911s, Boxsters and Caymans. Pat doesn't like white cars, but she was willing to make an exception for the white GT1.

After the Concours we caught the shuttle back to the Conference Center and the Hospitality area. We had considered going to the Rally School by Tom Gould, but by the time we had decided it was already packed. We decided to ditch class and get some rest as we continued to acclimate to the altitude and sleep better. We did find that using the humidifier in the room at night was also helpful in the 5% humidity of the Rockies.

The next morning was another early start for the Rally. Our start time was not too early at 9:10, but we had to drive west to Vail for the start. It was another beautiful postcard day and we were treated to a drive through the village of Vail before stopping to get our rally instructions. We perused our instructions and then headed off at 9:10 for the odometer check and then out to the first stage. It was difficult driving the prescribed speeds on the nice mountain roads but the scenery helped us to slow down. The first checkpoint was at a park, and the second was at a golf course - the highest golf course in North America at 9680 feet.

The third leg started out well, but half-way through we missed an instruction. As we drove further and further looking for the next instruction, we had that sinking feeling of being lost. After we went past a school we decided to back-track and try to get back on course. We went back past the school and saw the sheriff's car still sitting there; we assumed he was enforcing the slow school speed limit. We later found out that was not the case.

We did get back on the rally route, but with the back roads and traffic it was difficult to try and make up much time. As we followed our instructions we found ourselves back at the school again, with the sheriff's car, and just past the sheriff was the turn to our next checkpoint hiding just over a hill. Yes, we were late to the third checkpoint.

After a short break we continued on through the rest of the rally without any further misadventures and finished our drive back at the Keystone resort. After the last checkpoint we went to the Keystone Lodge to turn in our time slips and check our scores. Once we sat down and started looking, we found out we did very well. Except for the 3rd leg which cost us the maximum 500 points, for our other 4 legs we only had 100 points total. We did not feel too badly until we spoke with Tom Gould, who informed us that there was a new policy for this rally that allowed for no fault time delays. On any leg and for any reason, you could submit a time delay to cover bad traf-



fic, or getting lost. Designed as a safety feature to prevent having to try and speed to make up for lost time, it would have been perfect, if only we had gone to the rally school!

Instead we had to drown our sorrows at the ice cream social. Ice cream and chocolate with whipped cream covers up a lot of mistakes. Also being staged with the social was the RC car autocross with Vince Knauf in charge.



Paul Young didn't have any sorrows to drown - he just likes ice cream

Later that afternoon the track walk for the Thursday autocross was held. One problem with mountain venues is the lack of large open areas to stage a large track and they have traditionally been smaller courses. This one was set up on three attached parking lots next to the conference center. Although it was an interesting track, it was tight and looked like it would be relatively slow. Since there are no practice laps at Parades, just the 3 timed laps, the track walk and map are important to learn the track before you start driving it. On my second walking lap I also filmed it using the video mode of the camera so Pat could use it for later review. Jim Binford was also out checking the line for his RS America.

After the track walk it was time to get ready for the Concours banquet. Although we did not compete in the Concours, there were several San Diego members who had, including Skip and Leslie Shirley and their new 356. As we finished the social hour and the doors opened up we were greeted by the first surprise. A new red 2010 GT3 was on display, and across the podium was a classic yellow ducktail Carrera. Later in the evening came the



Skip and Leslie Shirley with their trophy

next surprise as it was announced that regrettably there were no members of the Porsche family present at Parade. This is the first time in my 10 year history that happened, and I am not sure when the last Parade did not have a Porsche family member. I am not sure if this was related to the ongoing financial issues between Porsche and Volkswagen, but this did seem to be a likely cause.

But the last surprise was the biggest. After announcing that the Pebble Beach Concours in Monterey would be the North America debut of the Panamera, they also mentioned that there would be a special preview for PCA members and then the side doors opened up and a new Panamera was driven into the banquet room with PCA president Kurt Gibson and his wife in the back seat. It made for quite an entrance.

After a presentation about the new Panamera, and promises that the car would be available after the banquet as long as necessary for people to look at and sit in, the rest of the awards continued. Although the Shirleys were disappointed to lose by 0.3 points (296.6 to 296.9), they still scored high enough to win one of the five Zuffenhausen (Silver) medals presented. Also a winner from San Diego was James Peasley with a 1974 914.

At the finish of the banquet, the guests descended on the Panamera, with the GT3 catching a wave of overflow. Both were impressive machines, although for different purposes. The seats in the Panamera were very comfortable, and there was plenty of room in both the front and rear seats. As we were leaving, there was still a large crowd surrounding both cars.

Thursday was for autocross. Our group was scheduled for driver's meeting at around noon so we were able to sleep in. I did get up and watch some of the earlier run groups. Not only to take some pictures but also to take another look at the track and see how the cars were driv-



ing the course. It looked like most of the later cars were running it in 1st gear only!

Next we met at the Montezuma parking lot for our driver's meeting. As we arrived we got in line with the other 968's. We were running in class P5, the production class for 968. Similar to our Stock classes, the Production class allowed minor modifications, and unfortunately R rated tires were allowed. Although my 968 is essentially stock (MO30), with only after-market wheels and cat-back exhaust and Falken Azenis tires, the Street Stock classes do not allow any performance modifications, so I am running in P5. Although the Azenis tires are a good street tire, they were also 3 years old. They were certainly not like the Hoosiers mounted on two of the other 968s in my class.

After the meeting there was a short wait and then we were caravanned over to the grid for our timed runs. Since we were sharing a car, Pat and I were in the "shared" lane. I was going to drive first so it was soon time to put on helmets and get ready.

I was flagged off and headed onto the course. It started with a short slalom section and then a circular left turn that brought us around and then back across where we entered the track. After a short acceleration it was hard braking and then a left and right turn before taking us into another long slalom section. At the end of the slalom



Hard right, hard left...



Pat Corona enjoying a variety of beers!

was a tight 180 degree right and then accelerating back out before turning hard left and another 180 into the next lot. After a short acceleration there was another 180 right and then a left over the crown of the connecting road and then into the last parking lot. This was similar to the previous section, but had an even more acute left turn before straightening out and accelerating into another sweeping right turn and then a final short straight before the finish line. They then handed me a timing slip of 67.3 and I drove back to the grid and Pat got in for her timed runs. This led to the disappointment for our Parade weekend.

As Pat was getting ready to pull up for her timed runs, the grid marshal said that she was not registered for the autocross and they would not allow her to do her timed runs. They pulled her off the grid and told me to get in the single car lane and get ready for my next timed run. Unfortunately it all happened too fast to get a clear explanation.

I went back in the car and did my second run. The tires were now warmer and had better grip and I was better able to anticipate the course and felt good when I saw my timing slip that read 64.44, but then noticed it also said DQ. I did not remember any problems or missed gates, but apparently a corner worker had. I was a little nervous for my last run as I did not want another DQ, but the last run did go well and clean and I had my best time at 63.71.

Next we were directed to the impound area where we



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would wait until the rest of our class was done and the final results were posted. This took a little longer than usual since one of the 968's was being driven by 3 drivers. Tom and Sandy Provasi had not brought their 914-6 out and were sharing Ken Provasi's 968. Since the rules state that there needs to be at least 5 minutes between runs in the same car, there was some extra waiting for their car to finish its timed runs.

I took advantage of the break to try and find out what happened to Pat's registration. It took a while but we finally found that when I had changed my class, they had not noted another driver and had not checked her in nor changed her class. Unfortunately since they had not allowed her to run, there was nothing that could be done at that time. It was a learning experience for future Parades.

	Prod 05 Mens - Total Entries: 6 Trophies: 3	Car Color	Time
1T P05M	9A Christopher J. Lennon Alpine Mountain	1992 968 / Black	63.520
2T P05M	119A Dennis Coplen Pacific Northwest	1993 968 / Midnight Blue Met	63.892
3T P05M	417A Gregory Phillips San Diego	1992 968 / Black	67.317
4 P05M	37A Kenneth D. Provasi Rocky Mountain	1992 968 / Guards Red	67.90
5 P05M	251A Thomas J. Provasi Loma Prieta	1992 968 / Guards Red	66.05

After the final scores were posted, my time was good enough for 3rd place behind the Hoosier 968s which ran 62.15 and 63.28. And I can also claim to have beaten Tom Provasi, who ended up at 64.55!

After the autocross it was beer time. First there was the Beerfest at Hospitality with Colorado microbrews, and then the Zone 8 party at the Wolf Rock Brewery in Keystone. Both of the beers were good and the food and hospitality at the Zone 8 party made for an enjoyable evening.

The end of the evening was a dessert banquet and presentation of the Rally awards. The overall winners were again the Toney's from Sacramento with a score of 16, followed by Tom and Lisa Gould at 17 and then Paul and Paul Young, Jr. at 20. Mark Shevitz also informed us why the sheriff was parked next to the school. Apparently, earlier in the day a certain Young Cayenne mistook a bike lane for a road and turned down the lane, to be followed by some other rally cars. It was not until they saw the bike lane signs that they stopped and turned back to find the correct road to the checkpoint. Paul Jr. said he was only following directions. He will need to continue working on those good explanations. Another surprise at Pa-

rade was that Paul Jr. had recently married his girlfriend Kelsey, who was attending her first parade.

Friday was a relatively light day to start the 4th of July weekend, but it started early with the tech quiz. I was taking the 928 quiz, and Pat was sleeping in. After the quiz



Lisa and Tom Gould accepting their Rally award



Paul Young, Senior and Junior, with their trophy

and breakfast we decided to take another mountain tour. We started out driving up to Loveland Pass past Arapahoe Basin ski resort and then connected up with the I-70 heading towards Denver. We decided to continue east to see Denver. Unfortunately, as we got closer to Denver, we remembered that it was the start of the long weekend and much of Denver was now heading for the mountains and the traffic westbound was heavy. We decided to swing through Golden and stopped for lunch. We also checked the map to try and avoid traffic on the I-70. We ended up following Clear Creek Canyon so we could see more scenery and also avoid most of the traffic before we ended back up at Keystone for the Fiesta banquet



and the autocross awards. Top time of day was a 914-6 driven by Leeds Gulick at 53.86 with the Ladies trophy going to Wendy Shoffitt in a 1978 911 SC at 59.49. San Diego trophies went to Cayenne drivers Cecelia Knauf and Patrick Norris, winning their respective classes, and Paul Young, Jr. coming in 3rd place. Valerie Hunt also won her class with a Cayman S. Jim Binford's track walk must have helped as he was the winner of the M05 class in his RSA.


Saturday was the last day of Parade and our earliest start. We were volunteering to help set up the course for the 5K run/walk and met the organizers at 6:30a.m. by the lake. We put out the cones and directional signs and got the water stations ready before the runners started arriving at 7:30. I took some pictures and helped as a course guide. The runners went by quickly and then the walkers came by. After the walkers were done we headed back to the finish line for the celebrations. Anyone out exercising at 9200 feet deserves a lot of credit.

After the run/walk it was time for the Volunteer brunch. The food was good, but our table had no luck with door prizes. Not everyone had our luck as Kelsey Young won a set of tires. The rest of the afternoon we spent getting packed up for leaving on Sunday.

But first we had the Victory Banquet and tech quiz awards. I ended up in 2nd place for the 928 with a 57. Other trophy winners included Paul Young, Patrick Norris and Bev Gould. The top scores were from the 356 class



for men with William Block having a 70 and Joseph Schneider at 68 and for the Ladies it was Debbie Cooper at 61 in the Mid-911 (78-89) class. Too soon the banquet and 2009 Parade was over.

Sunday brought an early start as we needed to be back in San Diego on Monday. The first day we made good time with no traffic and made it to Mesquite, Nevada where we spent the night. Thanks to the gamblers we were able to enjoy the inexpensive rooms and prime rib. Monday also went smoothly as we only had a short bit of traffic in Las Vegas and were back home by 2 p.m. to get ready for work the next day. Next year's Parade will be at Pheasant Run Resort in St. Charles, Illinois, near Chicago and will be again over the 4th of July. Start planning now. 



# Thursday Sept. 24

## Race... uh D.E.

# at Coronado



\$195 Early-Bird Price  
 \$225 Sept. 1 thru Sept. 11  
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 \*If there is space available  
 Instructors available  
 Check Forum for pre-reg info

**FULL CONCOURS DIVISION**

- C-1 All Closed 356
- C-2 All Open 356
- C-3 911-912 (1965-1973)
- C-4 911-911 Turbo, 930, 912E (1974-1983)
- C-5 911-Carrera & Turbo (1984-1989)
- C-6 911-Carrera & Turbo (964, 993)
- C-7 911-Carrera & Turbo, GT2, GT3 (996, 997)
- C-8 Boxster, Cayman
- C-9 914-4, 914-6
- C-10 All 924, 928, 944, 968
- C-11 Cayenne, Panamera

**STREET DIVISION**

- S-1 All Closed 356
- S-2 All Open 356
- S-3 911-912 (1965-1973)
- S-4 911-911 Turbo, 930, 912E (1974-1983)
- S-5 911-Carrera & Turbo (1984-1989)
- S-6 911-Carrera & Turbo (964, 993)
- S-7 911-Carrera & Turbo, GT2, GT3 (996, 997)
- S-8 Boxster, Cayman
- S-9 914-4, 914-6
- S-10 All 924, 928, 944, 968
- S-11 Cayenne, Panamera

**UNRESTORED STOCK DIVISION**

- UR-1 All 356
- UR-2 Future use
- UR-3 911-912 (1965-1973)
- UR-4 911-911 Turbo, 930, 912E (1974-1983)
- UR-5 911-Carrera & Turbo (1984-1989)
- UR-6 911-Carrera & Turbo (964, 993)
- UR-7 911-Carrera & Turbo (996, 1999 - Y-10)
- UR-8 Boxster (1997-Y-10)
- UR-9 914/914-6
- UR-10 All 924, 928, 944, 968
- UR-11 Future use

**WASH & SHINE DIVISION**

- W&S-1 All 356
- W&S-2 911-912 (1965-1973) 911-911 Turbo, 930, 912E (1974-1983) 914-4, 914-6
- W&S-3 911-Carrera & Turbo (1984-1989) 911-Carrera & Turbo, (1989-1998: 964, 993)
- W&S-4 All 924, 928, 944, 968
- W&S-5 All Boxster, Cayman, 996, 997, GT2, GT3, Cayenne, Panamera

**SPECIAL CATEGORIES DIVISION**

- SC-1 Special Interest
- SC-2 Current Competition
- SC-3 Limited Production

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](mailto: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](http://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: \_\_\_\_\_



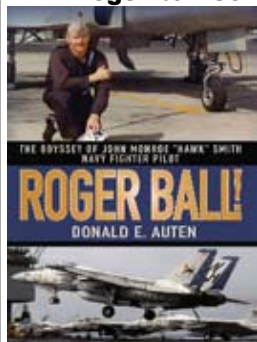
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# May Performance Driving School

Our students at the May Performance Driving School were asked to submit their thoughts on the school. If you haven't been through this incredible experience before, read these and then contact one of the Chief Driving Instructors to find out how you can have more fun than you thought legally possible. You can contact the CDI's at [CDI@PCASDR.ORG](mailto:CDI@PCASDR.ORG). Check out the ad for our next school on page 4.

*Thanks again for all the hard work you and the team put in. The weekend was a great success and I know everyone I talked with thoroughly enjoyed themselves. As Lana and I reflected on the weekend we had so many good memories and we thought it would be fun to create a poem to not only remember the weekend but also as a thank you to all those involved. Lana deserves all the credit, I was just there as technical advisor. Please feel free to share it with the other volunteers.*

Best,  
Adam and Lana Gill

*Just as I was nervous for my first two autocrosses, I was a little apprehensive Saturday morning. I kept thinking "how am I going to drive a car if I'm not holding the wheel (throttle steer exercise)? Am I going to crash into the flag guy during the accident avoidance exercise if I can't see him?" ALL of my fears slowly slipped away as we went from exercise to exercise. Each and every one of my instructors were very knowledgeable, motivational, supportive and best of all they made the weekend FUN! Having autocrossed in the past helped me understand "chalk talk" better on Friday night, and most definitely through the weekend tying everything together, teaching me many more things that I was able to apply.*

*During the accident avoidance exercise, my instructor and I couldn't figure out why I couldn't see the "flag guy", worrying that my peripheral vision was impaired. NOPE, just remove those thick sided, cute fashion sun glasses and all will be good! Glad I only wasted 5 or 6 runs before we figured it out. I recommend the Performance Driving School to anyone and everyone! Thanks to all who made this weekend a blast, and the food was also very yummy and appreciated. Practice, practice practice! Fun, fun, fun!*

Warmly,  
Lori Chesley

## "PDS is the Best!"

Within the walls of Black Forest, the party began...  
With students, instructors, and Late Apex Dan.

The students were eager, some not sure of their fate...  
But all were ready to learn, when to brake early or late.

After the grub, and the CDI intros,  
The class settled in, and learned theory from pros.

Throttle steer, skid pads, and slalom delight,  
BE SMOOTH was the number one lesson that night.

The evening concluded, and hearts were a stir,  
To start early morn' sessions, and get the Porsches to purr.

Saturday morning... the day had arrived  
For students to finally sit down and drive.

Tech inspections complete, and all waivers signed,  
Instructors took turns to help the students to shine.

Spinning & sliding & drifting & braking...  
The Porsches were definitely moving & shaking.

The cabs, coupes, & targas were pushed to the limit...  
It was a fabulous day—all had to admit it.

Next came Autocross Sunday—the most exciting affair.  
And lo & behold- a lot more instructors were there!

An early course walk, taught the students the line,  
While teachers moved Port-a-potties under the Budweiser sign.

Over breakfast and coffee, some stories were shared,  
And quickly thereafter, students and teachers were paired.

The extra instructors, that taught not one man,  
Helped when they could, and they worked on their tan.

The first group of cars put their keys in ignition,  
And waited for corner workers to take their position.

The green flag waved "go" & the madness ensued,  
The "red mist" took over among the newly taught brood.

A wide sweeping turn, long straight, and chicanes...  
Were coupled with slalom and turns so insane.

Morning and afternoon hour long sessions,  
Gave plenty of time, to apply all their lessons.

The students had learned, the teachers had taught,  
And now it was time, to drive what the Big Boys had brought.

Fully prepped race cars and drivers galore,  
No one could ask for simply anything more.

The devilish grins overtook teachers' faces,  
As they stepped on the gas, like they do in real races.

The students hopped into the passenger seats,  
They got ride after ride with the driving elite.

The weekend was perfect, we're sure all would attest...  
We gained new skills and new friends--- PDS is the best!!!

By Lana & Adam Gill

*First of all, I would be hard pressed to find anyone not liking the course and thoroughly enjoying themselves. Next I have to applaud the team for such a professionally run program.*

*I felt I had the perfect amount of time to put to practice the tasks at hand, over steering, pitch and catch, accident "guessing" avoidance, etc... I especially appreciated all the runs we all had on the autocross on Sunday.*

*Most of all I have to say thank you for partnering me with my instructor for the day, Keith Verlaque. You matched me with someone who likes to talk more than me and that's not easy. He is enthusiastic, positive, motivating, and a dam good instructor. He made it exceptionally fun for me.*

*As you should pride yourself on your sound teaching techniques, reading, verbal instruction and repetition, I think that modeling is the only thing missing in your program. By that I mean I would have loved the opportunity to ride with the instructors midday. This would have changed my driving significantly. I would have used more of the lane when cornering in the first three turns and would have really applied my brakes more firmly and later after the straightaway.*

*Since I was the second in my group of 6 to lose a tire, maybe I'd recommend having a spare for these events!*

*Thanks again for a job well done,*

*Michele Hill*

*Thank you all for the outstanding performance driving education. I came home Sunday night over amped like a kid who just spent the weekend at Disneyland.*

*The instruction was clear and concise. Saturday's exercises were simple in concept yet effective in demonstrating different car handling techniques. Sunday's autocross challenged us to draw our new found skills into one smooth movement.*

*The instructors were obviously well trained. From Friday night's chalk talk through Sunday's autocross, the coaching was relaxed and consistent to a person. I especially appreciated the instructors initiating discussions during the exercises. Overwhelming moments can leave a student momentarily speechless. It was pure gravy to ride in so many fast, well driven instructor cars Sunday afternoon.*

*Two full days with car friends is always a hoot but after thirty-four years of membership in this region, I am still struck by the generosity and camaraderie among members. Our Region really is the best.*

*Doug Clarke*

*I just got my certificate in the mail! Thanks so much for sending it.*

*You were right about the PDS. It was a total blast. I had*

*the best time - I don't remember when I had so much fun. I've been thinking about it, replaying it in my mind ever since. I had heard the terms oversteer and understeer since I was a kid, but never really felt them myself until the driving school.*

*The instructors were great too. I started on the skid pad. I must say it's pretty suspenseful to watch as the first car went round, faster and faster wondering what was going to happen next. When it was my turn, I was with Debbie and she was so calm and gave me clear feedback the whole time so I felt that the car and I were in really good hands.*

*My car understeers a lot, and so I was having trouble inducing a spin. But Jim Duncan said "I'll have you spin three times in succession, and I'll even tell you right now it's going to be there, there and there (pointing to places on the skid pad)". And he did!*

*My favorite thing on the first day was throttle steering. When Dan Chambers said at the chalk talk that we were going to do throttle steering, I was pretty surprised. I thought it was a subtle thing that would take years to figure out. In fact I was wondering how we were going to learn so many new things in one day. But sure enough, we did it all, and I really was throttle steering. I wish I could just throttle steer all day. Of all the exercises it gave me the clearest sense of how the car works.*

*I also had a great instructor the second day - Sean Molloy. The first time he took the car around the Autocross was an eye opener. Particularly at that first double apex when he got the car to do all the work. And he got extra grip from the throttle, but then after a dab of the brakes, the car rotated without much steering wheel input, It was so fast and so effortless. And at first right hand turn after the slalom he found extra grip by giving it gas just when instinct would have had me on the brakes. I was trying to assimilate what he was doing but it was happening so fast. The first time through driving myself, when the car finished the last turn my brain was still back at the slalom.*

*But he explained exactly what he was doing, using physics to describe what was going on with the car, and by drawing analogies with the previous day (this is the skid pad, track out here, drop throttle oversteer... etc) it made the learning process go much faster. And the lessons on the first day gave me the vocabulary to understand exactly what he was saying on the second day. At the end of the day I was driving the course far better. I learned more about my car in two days than I had learned in the previous two years.*

*The whole thing was such a blast. Thank you so much!*

*Best regards,*

*Andrew Saphire*



## Students



## Instructors





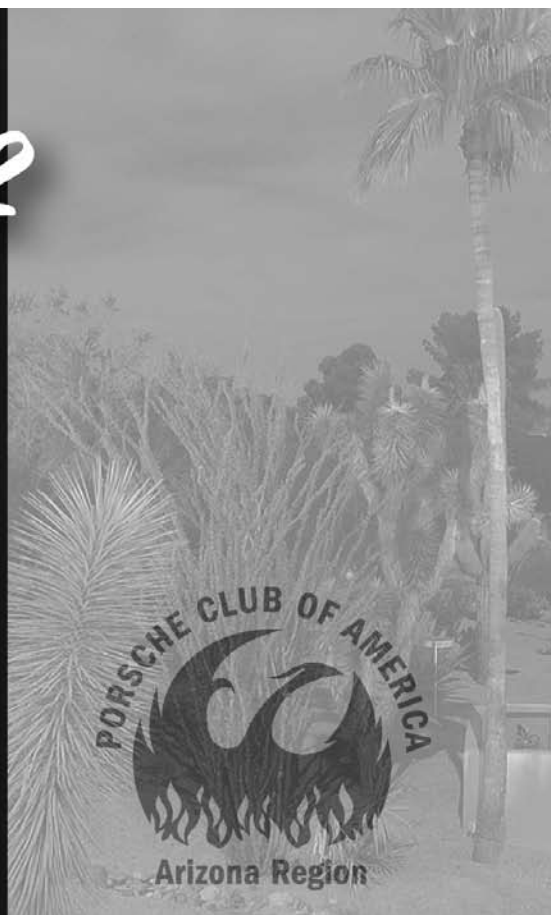
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# HELLO

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# DE on the Big Track

By DONALD AUTEN

Monday, June 15<sup>th</sup> was a gun-metal overcast morning, and it was forecast to stay that way through the day. A great day for a driving event. My destination lay at the end of a straight run up I-15. One-hundred and twenty-seven miles according to Map Quest with an estimated time enroute of two-hours and seven-minutes. I was headed for what would be my second Driver's Education (DE) event, but it would be my first time on a big track. And what a track - the infield track of the Auto Club Speedway at Fontana.

Tech inspection would start at 6:30 a.m. and I didn't want to be late. I rolled out of the rack at 3 a.m. Heck, I wasn't doing anything anyway. I had awakened from a fitful sleep hours before - anxious, excited, and looking forward to my first event on something other than a parking lot.

A quick pass through the rain-locker provided the final wake-up. I poured a hot cup of coffee into a drip-proof mug (which always does), built one of my famous egg and cheese sandwiches, grabbed my helmet bag, and headed for the garage.

Shimmering beneath the garage light sat my freshly polished, black 1990 C2 with most of its war paint applied. I'd packed and prepped the car the night before. All that was necessary was the addition of the race numbers. I actually considered doing this before I left but thought twice about drawing undue attention. The primary muffler as well as the catalytic converter was no longer part of the system and the thunder emitted by my little 3.6 liter, while satisfying to me, often provoked a certain strain on the non-car aficionados sharing the road. Further, I was sure the combination of the roar and the race numbers would result in an unwanted pull-over from California's finest.



At 3:45 a.m., I mounted-up, cranked-up, and headed north. Two hours and some change later I pulled through the main entrance to Fontana Raceway. I'd had made the previous two Porsche Club races at Fontana as a spectator. Those events, as thrilling as they were, could, in no way, compete with the expectation of driving my own car on this track—the big track.

I came into the parking area expecting to see a line up of Porsches assembling but discovered I was the first to arrive. No wonder; it was still a few minutes shy of 6:00 a.m.

I didn't have to wait long until I saw other Porsches winding down the road, some towed, some under their own power. Even this spectacle was exciting.



I watched in rapt satisfaction as more cars pulled up - 911s, 914s, Boxsters, 944s, Caymans, a throaty 928, a couple of fast looking BMWs, Martin Lipp's "ticket-me-please" Canary yellow Vett, Jacki Corwin's blood red 1987 944 Spec car, a Ferrari 430 in (of course) Ferrari Red, Peter Busalacchi's rocket sled disguised as a Grey GT3, Bill Behun's 1980 baby-poop brown 911 SC, a gorgeous burgundy 964 with a tail which could double as scaffolding, Jerry Bumpus's 1986 black 944, Mark Henninger's Smurf Blue dragon-slayer driven by both Mark and his son, Eric. And there were many others, all beautiful in their own right.

These cars were configured across the performance spectrum: highly modified, street stock, full-blown race, Spec cars, and many like mine, project cars in the midst of a long track build-up plan.

To the unwashed non-believers, this congregation probably looked like a gaggle of small foreign, non-green,

smog producers, but to me, it was the equivalent of the Westminster Kennel Club Dog Show. I reveled in the midst of the machinery.

I spent a few moments taping my headlights and installing my race numbers. I finished just as they made the announcement for the drivers meeting. PCA staff and drivers gathered in front of one of the garages for the driver's safety brief.

I'd sat through several driver's briefs at other events and it occurred to me that although there was no revelation which might illicit a personal epiphany, the message today was straight forward. We were about to begin a DE event, NOT A RACE. There would be no trophies, no shots at the Guinness Book, and, except for those who took deep satisfaction in learning something about performance driving and returning home with their pride-and-joy in much the same condition in which it arrived, there would be no winners.

The brief only hardened my strategy. I would drive my C2, gradually increasing speed until I hit that balance point between my best performance and my comfort zone. Other cars on the track were something to avoid, not compete with.

The drivers were attentive, thoughtful, and in high spirits. The message was received and understood!

Next, student drivers were paired with instructors. In that this was my second DE, I still needed an instructor and had asked for Jim Binford. In the early stages of my Autocross training I had had several instructors - all extraordinarily gifted and credible. I had asked for Jim this time because he had both of these traits but he had another teaching skill, an instructional approach to which I had become responsive in another era of my life.

Shortly after the safety brief, the announcer called the White Run Group to pre-grid. This was one of the primary groups for the instructors and the one Jim was assigned to. I grabbed my helmet and joined Jim. On the way to his car he went over his plan and added a few cautionary pointers. "This is not a race," he began. "There are no times recorded in this event. This is only practice to get you used to having other cars around as you run the course. The lessons you learn here will apply to the next event level, Time Trials. The main take-away is to avoid the other cars, pass ONLY in the designated passing areas, and then ONLY when waved by. I can't over stress the importance of not taking unnecessary risks. THIS IS NOT A COMPETITIVE EVENT!"

We arrived at Jim's car. It was very easy on the eyes—a gorgeous, ruby-red 1990 BMW M3 with a few track fixtures to leave the wanna-be's in the dust. It had race tires, some suspension work, a performance chip, and an exhaust mod which bumped the horses up to 215 at the wheels. This was a sterling example of what an older

generation car could be with some careful attention to the performance aspects. Jim had recently re-engined his RSAmerica and would not be able to drive it until it completed the break-in period. He seemed happy as a clam in his M3. And who wouldn't?

I jumped in, buckled up, pulled my helmet on, slid the intercom set inside my helmet, and got a quick comm check. We were good to go.

When Jim turned the key, the little M3 didn't just start, it roared to life as if awakening from a deep slumber. And the sound ... music to my ears!

I confess, I've known for sometime that I'm drawn to loud noises like a pig to mud. Jet engines, gunfire, fireworks, thunder, and the exciting roar of high-performance cars - pure Zen!

Jim monitored the gauges and let the engine warm up. Then, slowly, we began our roll to pre-grid. During the trip, Jim covered some of the fine points of mastering the art of DEs and some specifics about this track. I was a sponge. "We'll have a yellow flag for the first lap. We'll go relatively slowly, let the tires warm up, and study the track. Try to learn everything you can about the track. There are only two passing areas. Remember, these are the only two locations where you or other drivers can pass. I say this again because you or somebody else is going to screw it up."

"Remember," Jim continued, "the track is dirty right now. You won't be able to get good traction until the dust and dirt gets blown off the course. And if you see a car go off the track and come back on, watch out for the dirt he drags on. It'll be a slippery spot until it gets blown off."

"The corner workers are good but they aren't everywhere and they don't see everything. Keep your eyes moving and look well down the track for developing problems, and when you do see something developing, don't wait until the last minute to take evasive action. You'll be sharing the track with a lot of other drivers, some with a lot of experience but many, like yourself, just starting out. Don't trust them. Expect them to do stupid things and give them plenty of room."

Jim, kept a running dialogue of things to watch for, track layout, driving techniques, car control subtleties, and stuff it would take me months to discover on my own. He was a walking text book of performance driving rules and nuances. I wish I'd brought a tape recorder.

We took our place at pre-grid. The starter waved us through after a careful look down the track. The ride had begun and my pulse rate doubled. What a glorious day to be an American!

The M3 thundered as Jim accelerated down the front straight. We made the first trip around the track at a moderate speed, all the while Jim identified the hazards and points of interest including the turn in spots for the



apexes. I took everything in.

We got a checkered flag as we passed the starter the second time. On this lap, Jim throttled up a bit. You could feel the racing tires dig-in and hear the M3's engine roar defiantly. More noise ... sweet!

By the third lap, the tires seemed to be properly warmed-up and obviously Jim had settled in to his rhythm.

Now you can read all the books, articles, guides, and instruction manuals you want on performance driving, but it takes track time, actual hands-on-the-steering

lousness of establishing the perfect line around the track and precisely hitting the points each time. The instructors I'd driven with, Bill Behun, Debby Sharp, Jackie Corwin, Mark Kinninger, Don Middleton, Dan Chambers, all seemed to be able to run cookie cutter laps—same line, same shift, break, and acceleration points ... the same everything. At least in DE, the only variable and the only reason to deviate from that perfect line and rhythm were the other cars sharing the track.

I'm sure to the track veteran; I must have appeared to have the consistency of a male dog on a street full of



wheel experience before it all comes together. There is an intermediate step which tremendously enriches the track time lessons however - the act of being along side an expert and watching him at work. This helps materialize the great "could be" in performance driving. This was exactly what I needed to help put all the puzzle pieces together.

By the fourth lap Jim was all business. I studied everything: his shifting, break and acceleration points, the line, his footwork, his scan inside and outside the car, the way he grasped the steering wheel ... everything.

I noticed similarities in the driving styles of other instructors I'd been lucky enough to have ridden with and it finally occurred to me that the common denominator was consistency. Certainly, rhythm plays a key part in performance driving but what the PCA instructors had (and what I was clearly missing) was the mechanical meticu-

fire-hydrants.

The acceleration of Jim's M3 out of the turns was simply phenomenal, and the speed it could carry into the turns watered my eyes. My C2 probably had as much power as the M3 but I couldn't get to it as quickly and I sure as heck couldn't come on with power as early as Jim could. I had tried early applications of power before. Maybe it was too much or too early or a combination of the two, but too often I had the unnerving experience of getting a 360 degree panoramic view of the course. That was okay and expected in Autocross, but I promised myself I'd avoid any off-course adventures on this track—there were too many hard things here.

I was in the green group. We had about twenty-minutes following Jim's practice session to discuss some of the finer points in performance driving.

When the Green group was called to pre-grid, Jim and

I climbed in and fired-up. As we rolled towards pre-grid, I reviewed my four primary objectives: learn my line, keep my B-B counter on a swivel, obey the rules, and don't leave paint anywhere. Everything after that was gravy.

Jim instructed me for the first three of four scheduled practice sessions. I explored a few uncharted excursions from my normal performance which seemed to be nothing new to Jim. He was experienced as both a certified Porsche Club Racer and a long-time PCA instructor and had seen every stupid mistake under the sun - several times. Jim wasn't a bit shy of drawing my attention to the things I needed to focus on, and this was the reason I'd asked for him. He had that "other" instructional quality.

Jim and I had both gone through Naval Aviation Training. The flight instructors used the tried and true carrot-and-stick approach to teaching. I think we can both attest to the fact that there wasn't much of a carrot on the end of the stick. The flight instructors didn't spend much time puffing up the young fledgling's egos. They did, however, spend considerable effort in explaining tactics, techniques, and procedures the student needed to master in order to survive. And this approach worked for me. I was more concerned with honing my skills than building self esteem. That would eventually follow. I needed to know, in no uncertain terms, what I was deficient in. In this type of teaching approach, Jim was without peer.

As I drove the course, Jim calmly gave me pointers. He never raised his voice but gave me a running dialogue of what to watch for, how to input controls, pick my line and keep my noggin on a swivel. As the number of laps increased, the more comfortable I became and the more comfortable I became, the smoother I drove. This transition must have had some impact on Jim for I began to notice there was gradually less dialogue and I was pretty sure I hadn't scared Jim speechless.

Toward the end of my third session with Jim, there were few words passed and that fact alone signaled some degree of accomplishment. I knew I wasn't ready for American LeMans quite yet, but it felt good to know I was making headway.

At the end of my third session under instruction, Jim declared that I was "safe for solo" and coming from Jim that amounted to a major victory.

I had several minutes before my last driving event and I used that time to study my driver's notes. I had sixteen learning points in my notes. Not a one of them were complementary: firm grip on the 3 - 9 o'clock positions of the steering wheel; unwind - don't let the wheel slip through your grip coming out of a turn; use the entire road when able; drive my own line; maintain situation awareness but don't focus on the cars behind; be smooth, let the car settle and don't overdrive; break into the turn, when the geometry is set for the apex, begin judicious application

of throttle; feel the car. There were many more.

My notes looked more like Cliff Notes for Vic Elford's Porsche Performance Driving book than driving lessons from a single day at the track.

The fourth and last run was twenty minutes of pure exhilaration. It passed way too quickly. I practiced everything I was taught. Since there was no one in the car to say otherwise, I can attest that I did fine.

I left the track a bit before 5:00 p.m., exhausted and with a curiously mixed-bag of emotions. I was very excited over making my debut on the big track, satisfied with my progress, but a bit saddened by the fact that the ride was over ... at least for now.



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**Bob & Linda Holzinger**



**Mike & Julie Wilson**

**J**uly's Last Tuesday Social was held in beautiful downtown La Jolla at Roppongi's Restaurant and Sushi Bar. There were a number of Tapas selections from Hawaiian Style Pork Spring Rolls to Mongolian Shredded Duck Quesadilla, Sushi Rolls, and yum... onion rings. SDR took over much of the patio area, and the evening was so warm we didn't need to fire ring at all. A great place to enjoy food and friends.



**David Grant**



**Bob & Jan Bennett**



**Tina Frank & Julie Heimburge**



**Maxine Allen & Pat Locantore**

## **July Last Tuesday Social**



U/R-1	All 356's
U/R-3	911/912 (1965-73)
U/R-4	911, 911 Turbo, 930, 912E, (74-83)
U/R-5	911, 911 Turbo (air cooled) (84-Y10)
U/R-8	914, 914-6
U/R-9	All 924, 928, 944, 968
U/R-10	Special Interest, Competition, Limited Production

**araceli427@gmail.com**



September 2009



Mark Tyler  
President

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SANTEE**

**(619) 448.6216**

## New Members

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

### Cameron Brooks

San Diego, CA  
2007 Boxster S

### Nathalie Callahan & Todd Egan

Vista, CA  
2004 Cayenne

### Terry Cooper

Escondido, CA  
2007 Cayman Coupe

### Joy Holliday & Brian Holliday

Temecula, CA  
1986 944 Coupe

### Al Izadi

San Diego, CA  
2006 Carrera Coupe

### Fred Larson

La Jolla, CA

### David Lee

San Diego, CA  
1999 Boxster Roadster

### Craig Levier & Adrian Comstock

Escondido, CA  
1960 356 Coupe

### Steve Murray & Brian Murray

San Diego, CA  
1983 911 SC Targa

### Phil Thearle

Santee, CA  
2007 Carrera 4S Coupe

### Sylvie Togno & Clark Hutton

Chula Vista, CA  
2000 Boxster Cabriolet

### Rick Von Gottberg & Ryan Von Gottberg

El Cajon, CA  
1998 Carrera Coupe

### Martin Wai

Carlsbad, CA  
2005 997 Coupe

### Craig Wright

La Jolla, CA  
2003 Boxster Cabriolet

## Anniversaries

### Five Years...

Storm Anderson  
Evan Beal  
John Buchanan  
Christopher Forrester  
Arturo Gonzalez-Montes  
Randall Hanson  
Alfred Mckelvey  
Michael Partain  
Charles Pedersen  
Charles Redick  
Joseph Romero  
Marc Sexton  
Sean Steele

### Ten Years...

Sean Cunneen  
Jack McNary  
Jack Miller

### Twenty Years...

Bill Dawson

### Twenty Five Years...

R Braden  
James Kreifeldt

### Thirty Five Years...

Joseph Weber

## 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](http://www.pca.org).

For questions about your membership status or delivery of your Windblown Witness, send e-mail to [MEMBERSHIP@PCASDR.ORG](mailto:MEMBERSHIP@PCASDR.ORG).





# August 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 August Board of Directors meeting was held at the Crosser 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 7:12. Minutes from the July meeting were approved unanimously.

## President's Report

David Gardner noted that the Sock and Underwear Drive to benefit Monarch School was scheduled for September. He asked Martha McGowan to post a notice on the Forum asking all who attend events in September to please bring new socks and underwear. He also announced that the Club had already reached the break-even point for the September DE event with 131 people signing up for the event in the first 10 days of open registration. Finally, David Gardner noted that his recent article about a forthcoming trip up the California coast resulted in many suggestions one of which will become a *Witness* Article.

Witness articles are urgently needed and can cover any number of Porsche related stories and adventures.

## Number of members

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

## Treasurer's Report

Accounts are reconciled as of July 31st. July expenses exceeded income. Major income sources in July included the 7/18 Autocross, residual payments from the 6/15 DE, and Windblown Witness advertising. Additional autocross revenue will be received from Motorsport.reg, but this has not yet posted.

Major expenses in July included volunteer gifts, Board meeting expenses, semi-annual trailer insurance, the July AX, timing equipment fixes, a deposit for the volunteer's party, a deposit for two Time Trial dates in 2010 at Spring Mountain, and Witness expenses for the July issue, including the July and August covers.

Deposits have also been made for several future events, including Buttonwillow and Spring Mountain time trials, Halloween Concours, 2010 Installation and Drivers Dinners, and the Volunteers' party. This month, we added deposits for two TT dates at Spring Mountain in 2010, and for catering for the Volunteers' party.

Kim Crosser reported that the Club had received a be-

quest from the estate of Pat Scanlan. Long-time members remember Pat fondly and with respect.

## Chair Reports

**Autocross.** (AX, pre-reg, reg, CW, equip, logistics, safety, tech inspect, tech adv, timing): Bill Behun presented the reconciliation from the last AX. He suggested that the December "Other Car" AX include a ride along program, where family and friends could ride along or drive the track. This could result in new members and build interest in driving events. The AX chairs will take Board comments under advisement and decide what type of event will be run.

**Auto Museum.** Michael Harris reported that the Porsche Exhibit at the Auto Museum will run from October 6 through January 2010. The Museum is looking for historically significant cars to include. The first two months will show touring cars. The last two months will feature racing Porsches.

**Charity.** The September sock and underwear drive was again noted. Martha McGowan asked for volunteers to serve at the October 2 Dinner that the Club will hold for Monarch School.

**Concours.** Steve and Araceli Lopez reported through Curt Yaws that they have arranged a caterer for the lunch and are working on the awards.

**DE.** (DE, pre-reg, reg, CW, equip, logistics, safety, tech inspect, tech adv). Martin Lipp reported that the Club has 131 registrants for the September DE to be held at Coronado. The event is expected to be a sell-out.

Martin Lipp also suggested that we invite 10-12 senior personnel from the Coronado base so they can see how a safe, fun event can be held.

Finally, Martin Lipp suggested that a donation be made to a Navy program that promotes good will among servicemen, with the Club identified. A motion was made and approved unanimously that such a donation be made with a price not to exceed \$2,000.

Chuck Sharp reported that he is looking for an operating agreement that he can use for the September DE. He will contact Vu at National.

**Insurance.** Tom Golich had already noted that he was working on getting the insurance certificate for the Coronado DE. There was discussion about purchasing insurance to cover the cost of the event should it be cancelled for rain. This will be discussed at the September Board Meeting.

**Social.** Katie Kinninger noted that the invitations for the

Volunteer Party were sent out on E-vite. Katina Gonzalez was thanked for her help in getting the vintage logo done and in ordering the volunteer gifts. Neil Heimburge noted the Last Tuesday Social at Rappongi went well. The August event will be held at Paradise Point. Event locations have now been identified through March 2010. A new person is being sought to take over the Last Tuesday Social for the coming year.

**Tech Sessions.** These have been scheduled for the rest of the year.

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

**Tours.** Martin Lipp asked the Board to approve moving the October 18 Tour to October 3. He was responding to an invitation from the El Cajon Oktoberfest organizers. They will reserve tables and parking spaces for the Club. The Tour will end at the Oktoberfest. This request was approved unanimously.

Vince Knauf has suggested a Cayenne Tour that also involves sports cars. The event would involve an overnight stay in Borrego. The suggested date was November 14-15. The event was unanimously approved.

**Web Team.** Tom Brown has modified the procedure for updating the Calendar. It is now much easier.

**Witness Team.** Articles are needed! Tom Brown noted

that they got the score sheets back from National. Newsletter articles constitute a major portion of the scoring.

## Unfinished Business

None

## New Business

Tom Brown presented a budget request for the New Member Dinner. The event will be advertised and target new members. It will be held on October 17. The motion to approve the event and the budget request was unanimous.

## Old Business

None

## Announcements

The Porsche Parts Swap Meet will be held on August 29 at John Chamber's shop in Oceanside.

It was also announced that Mark Rondeau, Bill Behun, Leigh Rayner, Monique Straub, Carl Scragg and Cathy Young are candidates for the 2010 Board of Directors.

## Adjournment

The meeting was adjourned at 8.57.

## Next Meeting

September 2nd at Tom and Susan Brown's house.



# The Goodie Store is now *on line*

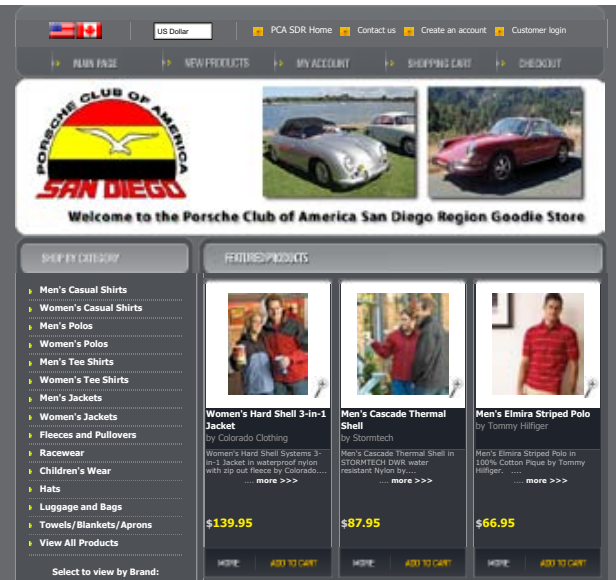
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## Rentals

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

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## 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 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. Tip-tronic, 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. current reg. See= 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 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 coco-mats. 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

**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

**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 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

**'02 996 Twin Turbo** 30,200 mi. PolarSilver Metallic/Grey. 6speed manual, Carbon. Garaged, not tracked, modified or molested. Non-smoker. 30K service. \$49,500 PVD855@yahoo.com Pam (or Mike) (480) 275-4696

## 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...needs to get out there. 619-952-3663. \$33,000.

**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, Camberplates, 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 Eibach springs, TRG Upper Camber Plates, F and R Upper Shock Monoballs, TRG Adjustable Front and Rear Sway Bars, Evo Uprights with ERP Bump Steer Kit, Bray Krause Strut Brace, Engine & Driveline, TRG Solid Engine Mounts, TRG Solid Transmission Mounts, Custom Gears (stock 1, 2; short ratios 3-6), Lightweight RS Flywheel Kit with Centerforce Clutch, Enlarged Throttle Body, Supercup Exhaust, Unichip with 270hp at rear wheels; 310 at motor, ; trailer included (760) 223-6678: Steve,

**Spec 944 w/ Two Axle Trailer** Lots of spares - 2 1/2 sets of wheels and tires. \$12,000 OBO Ask for Mike (619) 596 9246

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**Boxster OEM Suspension 97-00** incl. 4x OEM Shocks with 15k miles and 4x ROW EURO M030 Springs (not US M030). Free to PCA members. (619) 252-8649

**86 944** Parting out No engine or trans. JERRY (760) 402-7760

**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

**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

**964 Primary Muffler** in excellent condition fits 911 Model 964 C2, C4, RS America 90-94. \$50.00 OBO (619) 252-8649

**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

**944 Turbo Performance Parts** test pipe (holow 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, this is cheap, help a member out. \$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

**964 stock seats in black** Need 2 seats for 964 in black in any condition. Please email: endoguess@mac.com. (858) 456-2480

**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

**Boxster car bra \$75** and VW Beetle car cover \$75 obo. 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

## 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).

## 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.

# 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](http://WWW.PCASDR.ORG), and the Zone 8 web site, [ZONE8.PCA.ORG](http://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 .....	38
All German Auto.....	19
Autos International.....	31
Black Forest Porsche/BMW Service .....	10
BumperDoc .....	38
The Dent Dude .....	31
Dieter's Porsche & BMW Service .....	21
European Motor Sports.....	53
Euro-Trim Upholstery .....	31
Executive Detail.....	30
La Jolla Audio .....	21
Mexi-Cocina Restaurant & Tequileria.....	30
Mirage International.....	30
Modern Image .....	24
Motor Works, Inc.....	53
Ocean Beach Upholstery .....	19
Pelican Parts .....	42
Personalized Autohaus.....	30
Pioneer Centres Porsche.....	BC
QualTech.....	53
RMS Transport.....	31
Roger Ball .....	42
Roger Roberts, Realtor.....	42
SpeedZone Paint & Bodyworks .....	53
Symbolic Motor Car Company .....	IBC
TCsGarage.....	50
TAG Motorsports .....	10
Trovena .....	39
Velvet Touch Wheel Services.....	12
Volker's German.....	53
West Coast Specialties .....	12
Wheel Enhancement .....	31
Works Vintage Supply.....	20

## Special Event Fliers

Coronado Speed Fest.....	IFC
Performance Driving School.....	4
Monarch School Drive.....	6
September LTS.....	25
SDR/Zone 8 TT .....	32
Coronado DE .....	40
Santa Barbara Region Concours.....	41
AZ Region Phoenix Flight Events.....	46
New Member Social.....	46
PCASDR Concours .....	52
Goodie Store Online .....	56
Performance Driving Events .....	59

# 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](http://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](http://WWW.PCA.ORG).

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