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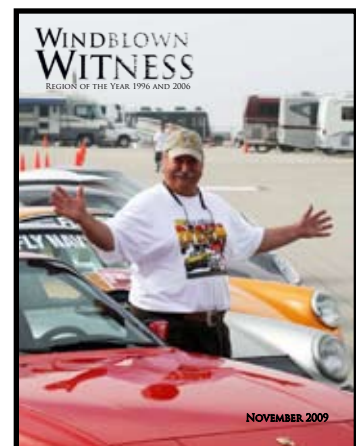
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COVER PHOTO

John Straub at the
Coronado Speed
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Photo by Greg
Phillips



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Classified Ads CLASSIFIEDS@PCASDR.ORG
AD2AD WWW.AD2AD.COM

Printing
GSG Print Group . 888-255-4846

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

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

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

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The Panamera is Coming!

BY DAVE GARDNER, PRESIDENT

There is a tech session at Hoehn Porsche on Saturday Nov 7th to unveil the Porsche Panamera. I have not seen the Panamera but those who were at Parade in Colorado raved about the look and detail of the automobile. I hope you can take the time to join your Porsche Club members and catch the Panamera this month. I'll be there.

2010 Board

The elections were a success and we have our new board members. Bill Behun, Carl Scragg and Monique Straub were elected to the 2010 board. They will be joining returning members Curt Yaws, Chuck Sharp, Rikki Schroeder and Neil Heimburge. I would like to congratulate the 3 newest members of the board and wish the entire board my best for the upcoming year. I feel we have very competent members on the board to lead the club through 2010.

I'd like to thank Jennifer Reinhardt and Kim Crosser for all of their work on the 2008 and 2009 boards. They will be given a well deserved rest from their official duties. I know that both of them will continue in a volunteer capacity for the club. I will remain as the advisor to the board.

Miscellaneous Ramblings

I don't know how many of you follow the racing series here in the US where private teams campaign Porsches for championships. There are two that I follow. The first is the GrandAm Rolex series where Porsche GT3s compete in the GT category as well as some of the Daytona Prototype cars that run Porsche engines. These 2 classes (GT and DP) compete in several races starting with the 24 hours of Daytona in January. I've been fortunate enough to see 5 of the 24 hr races at Day-

tona. I've also seen the cars race at Fontana and Miller Motorsports Park. Both of these classes provide very close racing and usually come down to the last race of the season before an overall winner for the year is crowned. The other racing series is ALMS. Once again there are multiple classes running together in endurance races. Their season starts each year in February at Sebring. The race is only 12 hrs long but is as hard on the cars and drivers as a 24 hour race. Sebring is an old air strip that is very rough and unforgiving. The racing in ALMS is very close and has many international drivers in the prototype cars as well as the GT cars. Penske ran the Porsche RS Spyders for 2 years in ALMS but had to withdraw this year due to lack of funding and support from the factory. If you haven't seen any of these races (usually broadcast on Speed TV) you should check them out. Porsche usually does a very good showing in these events.

There are several racing series in Europe where Porsche teams compete on a regular basis. There are the endurance races and Porsche Cup series all of which provide very competitive racing. I have been fortunate to attend the 2004 24 hrs of LeMans. It is hard to describe the event, there is nothing like it here in the US. The 24 hrs of Daytona pales in comparison to the 24 hrs of LeMans.

My other favorite form of racing is F1. I wish Porsche had a presence in F1 but it's been almost 50 years since Porsche had an entry in F1. The series has its politics and drama (that's why it's referred to as the F1 circus) but the racing is excellent. The technology of the cars and the driver talent is unmatched in any form of racing. 2010 will have three

(maybe four) new teams. This should add more to the series and provide more growth for the sport over the next few years.

If you enjoy any of these racing series, or not, let me know your opinion. If you have other racing series you enjoy let me know about those as well.

Enjoy your Porsche and be safe in all you do. Remember, you are the best representative the San Diego Region Porsche Club has. Do us proud.

Dave



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Party Anxiety

BY SUSAN BROWN, EDITOR

As editor of the *Witness*, I get to have the last word before I send the magazine on to the printers. In this month's case, that means I can report about the New Member Dinner held in our home last night. In typical PCASDR fashion, a month ago I had an anxious moment (or two) thinking about what would happen if 100+ people signed up. Where would we put everyone? Two weeks before the event we wondered if anyone was going to come! The party had been advertised for two months in the *Witness*, the spam-master had sent out emails to everyone in the Club, and Tom and I had mailed out invitations to all members who had joined in the past year. But very few people had responded. A week before the event however, responses started to roll in, and we told the caterer to prepare food for 60. But... people kept calling after the deadline, asking to be included. How can you tell a new member that he or she can't come? So we didn't, and hoped that some people who had said they would come, wouldn't, and that there would be enough food and seats for everyone who did show up.

Party day was beautiful, reminding us why we live in San Diego. The rental equipment was dropped off early in the day, and the caterers showed up mid afternoon. The party was set to kick off at 4 p.m. so we could make the most of daylight as the party was being held in our back yard. Ruth Young brought the center pieces—past Parade trophies the Youngs had earned over the years. They proved to be a great way to start a conversation about Parade activities.

I'll try to stop there, so I don't spoil the article about the party in

next month's edition. Bottom line? We had 65 people over for dinner, and yes, everyone had a chair and enough to eat. We even have some leftovers in the fridge.

This Month

Rich Fatuzzo has found his inner author and written an article in this month's edition about the Porsche Aircraft Experience held at Palomar airport in September. I have to admit that I had never heard about these traveling shows, but it sounds like a great event. It's an invitation only show, but you can sign up for their mailing list at WWW.AIRCRAFTEXPERIENCE.COM. Fred Danise has contributed another article telling us about he and his wife's first Idyllwild experience. And in our newest "regular" column, Tom Tweed shares what is in his garage. He must have a large garage...

The pictures below show just how much fun the October PDS was. That's Gary Burch and Jackie Corwin setting up the mini-autocross track, and Andy Mail instructing Ken Dillingham in his 1978 911SC.

Upcoming Issues

Jennifer Reinhardt is still compiling pictures of our members with their

pets and cars for a photo spread in next month's magazine. If you want to be included, get your pictures to REINHARDT504@GMAIL.COM by November 6th.

At the October board meeting, someone suggested a new *Witness* feature: Club members' favorite recipes. Tom kicks that effort off this month with a Swedish meatball recipe he found in a 1981 *Witness*.

Next month's edition will have a couple of articles and lots of pictures of last month's Coronado Speed Festival. John Straub, host of the hospitality tent the Club had at the event stars on this month's cover.

It's hard to believe that I almost have a full year of being the sole editor of the *Witness* under my belt. For the most part it's been a lot of fun — who needs free weekends anyway? It keeps me in touch with all the events and the people in the Club. You're a great bunch! Keeping writing those articles—your fellow club members really do want to hear about what's in your garage, your road trips, favorite recipes, pets and more.



November 2009

Monday, November 2 2009

Windblown Witness submission deadline for December issue

Wednesday, November 4, 2009

Monthly Members and Board Meeting

Time: 6:00 p.m. Social hour and food
7:00 p.m. Meeting
Place: Keith and Martha
2270 Nielsen Street
El Cajon, CA 92020
619-938-2697

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, November 7, 2009

SDR Tech Session-Panamera

Time: 10:00 a.m. - 12 noon
Place: Hoehn Porsche
6800 Avenida Encinas
Carlsbad, CA 92011

Details: Hoehn Porsche Dealership (Service Manager Matt O'Berry) will introduce the new exciting PANAMERA sedan model line to include a car on a lift to observe the undercarriage. Food and drinks to be provided.

Sunday, November 8, 2009

SDR Autocross - West Lot

Details: See page 47
Contact: AX@PCASDR.ORG, Online Reg: HTTP://PCASDR.MOTORSPORTREG.COM

Saturday - Sunday, November 14-15, 2009

SDR Tour - Cayennes and Sports Cars

Contact: VVVINCE@AOL.COM

Saturday - Sunday, November 21-22, 2009

Z8 SDR Time Trial - Buttonwillow

Contact: TT@PCASDR.ORG, Online Reg: HTTP://PCASDR.MOTORSPORTREG.COM

Tuesday, November 24, 2009

SDR Last Tuesday Social

Time: 6:00 p.m.
Place: Mexi-Cocina Restaurant & Tequileria
12213 Poway Road
Poway, CA 92064

Saturday, November 28, 2009

SDR West lot concrete repair

Time: 8:00 a.m.
(Check WWW.PCASDR.ORG for time confirmation)
Details: Bring a shovel and the kids and join other local car club members for an hour of pothole filling.

Monday, November 30, 2009

SDR Motorhead Monday

Time: 6:00 p.m.
Place: Oggi's Pizza
9828 Mission Gorge Rd Suite A
Santee, CA 92071
619-449-6441
Details: Join your racing buddies to watch in-car videos and do some trash talkin' about the last two Time Trials of 2009. Bring your very best excuses. All members are welcome to attend.



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

December 2009

Wednesday, December 2, 2009

Monthly Members and Board Meeting

Time: 6:00 p.m. Social hour and food
7:00 p.m. Meeting
Place: Straub's Home
9215 Brier Road
La Mesa, CA
619-667-3826

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, December 12, 2009

SDR "Other Car" Autocross - West Lot

Details: Non competitive event. Invite your friends and family - everyone will be able to drive behind a pace car in a lunch time track tour. We'll also have a "Taste of the Track" where drivers 18 and older can ride along with an instructor. For details, see the event information at WWW.PCASDR.ORG.

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

Saturday, December 19, 2009

SDR Instructor Day, DE or DE School

Contact: DE@PCASDR.ORG

Tuesday, December 30, 2009

SDR Last Tuesday Social

Time: 6:00 p.m.
Place: Filippi's Pizza Grotto
9969 Mira Mesa Blvd.
Mira Mesa, CA
858-586-0888

Details: WWW.REALCHEESEPIZZA.COM/WEB/LOCATIONS/MM.HTML

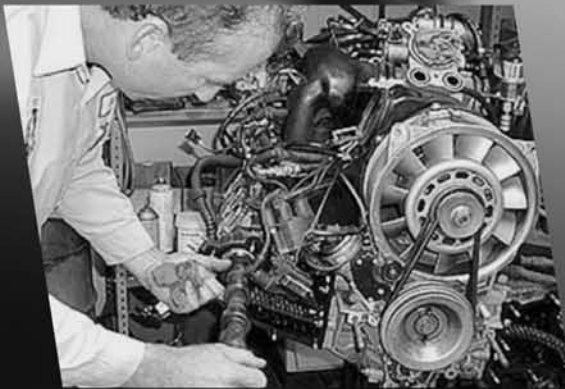


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BY TOM BROWN

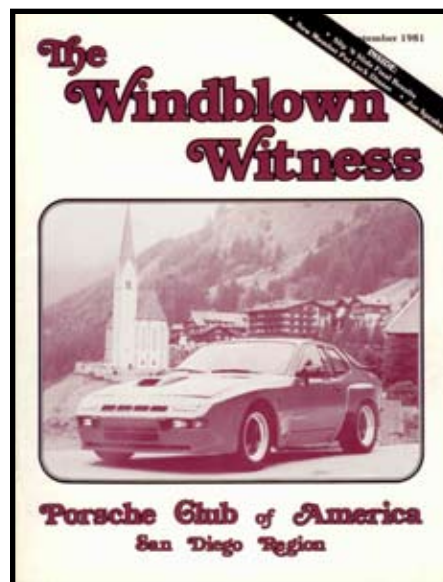
September 1981. Cover photo by Ben Blake, of his 924 Carrera GTS at the base of the Grossglockner Pass in Austria. Only 50 of these cars were built, however, many of the innovations would find a home in the 924's successor, the 944.

Upcoming in the year was the region's annual New Member Social. Alongside that ad, Joe Weber wrote a guest editorial asking all "old timers" in the club to extend a warm welcome and helping hand to the new members. He states that often new members must feel isolated and unwanted because no one seems to care. What could be worse than joining a social club and experiencing rejection or apathy? Remember, the club depends on new blood. New members become new participants which become new volunteers. We can't survive without them.

Swap Meet Advice

Bill Haggery chimed in with advice for Swap Meet customers. To avoid inadvertently buying stolen parts, he suggests: 1) Watch out for prices that are way below market value. If in doubt, ask where they came from, how long the seller has had them, etc. Listen to their answers for anything that sounds suspicious. 2) Examine serial numbers on large items, which can be altered or forged. Make sure they look original and are within the correct ranges for the vehicles they belong to. 3) Examine part numbers too. If you are offered a turbo part at the price of a regular part, find out why. 4) Be wary of new parts coming through unofficial channels. Finally, don't fall victim to the "it is not available anymore, even dealers can't get it" line. Ask around, there are plenty of experts in the club. Don't rush into any purchase if you are not sure of what you are doing.

Big in this issue was the Progressive dinner report. Over 100 people attended the event, which lasted into the wee hours of the morning. There were five stops: Appetizers, Salad, Dinner, Dessert and post-prandial relaxation in the hot tub. Yes, that was a very crowded hot tub and the photos were published to prove it! This event was quite a feat to pull-off, as each host (with an able team of volunteers, I'm sure) cooked their course of the meal themselves; as this was in the days before the club discovered the joys of catered events. All that effort paid off handsomely with a great event and many requests for the recipes used. In response to all that demand, two of those recipes (Swedish Meatballs and Artichoke dip) were printed in the Witness. Here is the one for Swedish Meatballs:



Swedish Meatballs

1 lb lean ground beef
1/2 cup fine bread crumbs
1 egg
2/3 cup milk
1 teaspoon salt
1/8 teaspoon ground pepper
Soy sauce, garlic salt and minced ginger, to taste
Mix together all ingredients, form into meatballs and brown in hot oil

Sauce:

1 cup sugar
1 cup white vinegar
1 cup Marsala wine
4 tablespoons soy sauce
1 large green pepper, cut into strips
1 medium onion, finely diced
Minced ginger, to taste
2 tablespoons cornstarch dissolved into 1/2 cup water

Combine all ingredients except the cornstarch mixture and bring to a boil. Add the cornstarch mixture a little at a time until the sauce reaches the desired thickness. Serve over meatballs.

There was one last item, which I'm mentioning separately, because it seemed weird to me: Pineapple chunks may be added to the sauce if desired. Curiosity got the better of me and a quick perusal of www.cooks.com turned up one recipe that includes grape jelly in the sauce, and a few other strange recipes too! Then I hit upon what must be the answer. Lingonberries! A berry popular in Sweden, and included in a few of the recipes I found. The use of other fruits must have come about because lingonberries are not always readily available here.





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Give me Character!

BY JOHN STRAUB, ARCHIVIST

My column is called "Back in the Day", but this month it's a little different. But first let me answer Tom Brown's question in his column last month addressed to me. He asked about a cover of the Witness in '72. Go back and take a look, the answer is Rug Cunningham's Convertible D, location Holtville Air-strip, and it was one of our Holtville Time Trials.

Now to that something a little different. With the vast majority of our members driving newer cars, here is something for you newer car types to think about.

The 911, it's been humming around for some 40+ odd years. Yep, I know you call it a 997 now...or something like that, so don't bust my chops, it's still a 911. But, have you newer car types ever thought about comparing them, old and new, so to speak? I know, there is no match for a "New" car in any on-paper parameter. Take an early pre-'74 911. It has to gulp air and gas through its carbs before it launches toward the next apex; and although it's way slower and cruder than a new car, and almost comically imprecise, they are great fun and the collectors out there are starting to make a point of that.

Oh, in its day an early stock 911 was brutally fast, and even today a modified one like Eric Kinninger's is hard to beat even by a new GT2. But, let's get back to a stock car for comparison. Less grip, way more roll, a little imprecision in shifts, a lot more work required by the driver, more understeer, much more oversteer in fast corners, more quirkiness, more challenge, less speed, more fun! That's what sports cars were designed to be—above all, to be entertaining to drive! The figures on paper don't re-

ally matter...in fact, the pursuit of perfection in handling and performance can actually get in the way.

So here we are, if you think about it...cars have nothing to prove with that designed-in perfection, just drivers. I guess if you're someone who takes pleasure from doing something which is difficult well, learning how to turn a weakness into a strength and really bonding with a car, then you may need to take a step back in time. Remember your first car...remember the fun you had with it...it probably wasn't perfect...but you bonded.

I hope Porsche realizes that all we need as drivers is pleasure from driving and not ultimate efficiency, impressive paper data or political correctness for the masses. I'm more and more convinced that there is something to be found only in cars from the past. Just check out all the 944 "Spec" cars at an autocross and see the smiles. Or if you went to the Coronado Vintage Races and walked through the Paddock, did you see the smiles on the faces of those drivers of early sports cars--cars with many, many flaws, but they are memorable and fun to drive.

As for early 911s, all were great in their day. All are great now, but ponder carefully the most important thing a 911 needs to give to you personally when you take it for a drive—is it only to get from point "A" to point "B", or is there more?

Based on driving, I'd have to say the collectors I mentioned earlier have got this one figured out correctly. The imperfections that prompted factory engineer types to replace the old cars make the early 911 one of the most mystical vintage Porsches around.



Finally, The Porsche Display!

By MICHAEL HARRIS

Where can you find a 1955 pre-A Carrera Speedster, a 550 Spyder, '58 Speedster, '64 904GTS, '67 911S and 912, a 1970 911E, and a number of other rare and wonderful Porsches on display? The San Diego Auto Museum, of course. The Museum's Porsche display is now open with fifteen stunning cars on display. The show is divided into two displays, the first featuring Sports and Touring Porsches which will run until December 7th. The second phase will feature racing Porsches and will run from December 7th until January 29, 2010. Docents will ensure that only visitors' eyes touch the cars, and a modern security and alarm system will provide additional security for all these treasures. The cars are displayed with general technical information about the car such as year, model number, weight, engine size, etc. Owners were also asked to answer some specific questions about the cars, such as "what interests you about Porsche," "reason for the purchase of this car," and "reason behind the purchase of this car?" Some of this information will be shared with the viewers.

The Museum Staff requested "World Class" vehicles and they are not disappointed. All the cars are owned by PCASDR members except for the Museum's 550 Spyder and Cavallo Motor Sports' 917-30. (The latter car was previously owned by Vasek Polak). The exhibit displays outstanding examples of Porsche cars from the early 1950s to the present in a progression that is fairly representa-



Skip Shirley's award-winning 1958 356 Speedster. The car was the brain child of U.S. Porsche importer Max Hoffman, who wanted to be able to advertise a new Porsche for under \$3,000. The advertised price was \$2,995 without a tachometer. In fact, all cars were built and shipped with tachs, so you really could not buy a new Porsche under \$3,000. But the ad stood.

tive of six decades of development. Skip Shirley brought two early 356 models. The first is a 1955 pre-A Carrera Speedster in Signal red and tan, with the proper 4-cam motor. Skip did the restoration and the car is better than new. He also brought his 1958 Speedster in silver. This is a car that he and his wife Shirley drive on Tours around the country and abroad. Anyone who lusts after a 356 always finds this car the most alluring. The Museum owns and displays their own 550 Spyder, presented in silver and red. Beautiful. Next is a 1964 904 GTS with wood rimmed wheel and corduroy upholstery over the racing buckets, in German racing white. This is my personal favorite. The car is currently a track car, but Denis Jenkinson, Sterling



Rich Caccese's '94 968 Cab in Amazon Green represents the final evolution of Porsche's initial entry into front-engined/water-cooled sports cars. Its progenitor, the 924, had lots of deficiencies, but Porsche eliminated them with the 968. It is a superb touring car.



The 904 GTS



Bev Giffin's '70 911E in Tangerine; Gerry Sturm's special order '67 911S; and Michael Harris's '73 914/4 2 litre Targa

Moss's rally navigator, used to describe the 904 as the last Porsche racing car that could actually be driven on the street. The last, and said by many to be the best of the 356 line, is a 1965 'C' coupe in Champagne yellow and black. The replacement for the 356 was the 912, represented by Gary Peterson's Tangerine 1967, just returned from the restoration shop. Gerry Sturm's all original, paint to match 911 'S' is the car I would most like to drive home in. Despite the short wheel base (Porsche addressed the oversteer issue in 1969 by extending the wheel base on 911 and 912 models) this was the first year for the 'S' model which was a factory hot rod. Still very light and without the weight-adding features of the 70s models, the 911S could, and still does, really fly. Gerry has always been one of the smoothest and fastest autocrossers in this car, yet it still looks factory fresh.

Into the 1970s, we have Bev Giffin's 1970 911 'E' Targa, in Tangerine and black. This early injected car was a European delivery 911 with many 'S' options. Bev is the third owner, drives the car in many Club events, yet shows the car in local, regional, and national events and has won many awards. The car looks new, yet has over 400,000 miles. Another survivor is a 1973 914/4 2.0 5-speed in near original condition. The car is Signal Orange and black, and except for the repaint in the original color years ago, looks like a showroom car. It was sold on November 11, 1973 for \$5,591 through Lavia Porsche-Audi in Santa Barbara. The 914 represented an exciting marriage between Porsche and Volkswagen whereby Volkswagen could offer a sports car to replace their Karmann Ghia and Porsche had an entry level sports car to replace the discontinued 912. Porsche also received a true Porsche GT with the 914/6. The marriage quickly went sour as early 4-cylinder models had the notoriously bad tail shifter linkage and an underpowered 1.8 motor. This package was not up to Porsche's usual high standards. The 914/6 was a wonderful car, with good power and terrific handling, but it suffered from the stigma of looking just like the



Cavallo Motor Sports of Carlsbad's yellow ex Vasek Polak 917/30 Can Am car. Mark Donahue drove a similar car for Penske Racing in 1973 winning the Can Am series with an impressive 8 wins in 8 starts.

much less expensive VW 914 yet was very close in price to the entry level 911T. The 1973 cars fixed the shifting issue and the 2.0 motor with Porsche-reworked VW heads transformed the car. Still, with the strong German Mark increasing the cost of the car in dollars, and VW's loss of interest in the model after corporate leadership changes, the car's days were numbered. Club member Jim Peasley has built the ultimate 914/6 by taking Bonnie Rickard's 914 and adding steel flares, a la 914/6 GT, a late model 911 motor and 911 suspension components, fuel cell, roll cage, custom dash and instruments with leather buckets and 5-point harness with flawless black paint. The result is a Concours winner at the 2009 Colorado Parade.

The next group is the Modern Era. Starting with Steve Lopez and his 1984 911 Turbo in Guards Red, the late model Carreras are the most popular of the 911 cars. They sold more than any previous model, offered modern amenities (even the a/c provided cold air) and better handling and power than the earlier cars. Steve's car has been shown in local and regional events and has always been a show winner. Rich Caccese's 1994 968 cab is another of the very rare and beautiful cars on display. The 968 was the final evolution of Porsche's first water-cooled front-engine designs, commencing with the 924 in 1976-7. The 924 was Porsche's entry level sports car built to replace the 914 when manufacturing ended in 1976. The 924 was a nice looking small sports car, but the inline Audi 4-cylinder engine left much to be desired. Porsche eliminated this problem by introducing the 944 model. The 944 had a Porsche motor, flared fenders similar to the 924 Turbo, and the result was a handsome, fast, and fun driving car incorporating all the attributes of a Porsche. The 968 was the most refined and powerful of this line of cars. Rich's car is presented in the very rare color of Amazon Green, which can look blue or black, depending on the lighting. The last of the 90's cars is Tom

Brown's 993 Twin Turbo in Arena Red, a deep Burgundy wine color. The 993 was the last of the air-cooled 911s, and is considered by many Porsche enthusiasts as being the "best of the breed." The 21st Century is represented by a 2008 Cayman coupe in Macadamia and tan leather. Porsche has always had unusual names for its colors, but Macadamia is something between a root beer color and dark brown metallic. The description does not do the color justice, as it really is striking. The coupe's shape reminds one of the 356 coupes. Caymans are similar to the Boxster except the body is much stiffer, with resulting world-class handling. The cars are really fun to drive, very responsive, and lighter than a 911 with nearly as much power.

Please come out and see this terrific collection. You will not be disappointed. And tell them you are from the Porsche Club.



Last of the 356 series - a 1965 "C" coupe in Champagne Yellow in front of Jim Peasley's Parade-winning modified 1974 914 with 911 running gear in Black



Skip Shirley's perfectly restored 1955 Speedster Carrera 4-cam in red and tan. The third such car built.



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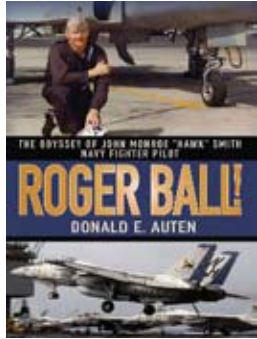
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Concours

November 14th from 8:00 a.m. to 3:00 p.m. at the Carefree Town Center

Charity Auction and Awards Banquet

November 14th from 5:30 p.m. to 9:00 p.m. at the Carefree Resort and Villas

Auto Cross

November 15th registration at 7:00 a.m. at the Phoenix Municipal Stadium (includes breakfast)

MOTORHEAD MONDAY



Come to Oggi's Pizza on November 30 at 6pm and celebrate the seasons victories and create excuses for the defeats.

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The Panamera

New “PDK” Equipped Porsches and Posh Jets

BY RICH FATUZZO

PHOTOS BY STEVE SNEDEKER

On Thursday, September 24, 2009, while most of the “hard core” Autocross SDR members of the Porsche Club were enjoying a day of racing at the Coronado Speed Festival track, a few of us “weekend warrior Porschephiles” were enjoying our day at the “Porsche Aircraft Experience” at the Palomar Airport in Carlsbad. This event was from 10:00 a.m. to 4:00 p.m., hosted by JetSource and presented by Hoehn Porsche of Carlsbad. I was lucky enough to receive my invitation (VIP-no less!) via e-mail and then again in person at Hoehn.

By now, some of you are asking what is this “Porsche Aircraft Experience”. Well, here goes! It is a tremendous opportunity for Porschephiles to see and then drive new Porsche vehicles. In this case, see the new 2010 Panamera, up close and personal (a Panamera 4S model), drive new 2010 “PDK” equipped Porsches (2 Carrera S, a Boxster S and a Cayman S on a closed runway course at the Palomar Airport with professional Porsche instruc-

Manager at Hoehn Porsche in Carlsbad, and several of his staff.

The 2009 “Porsche Aircraft Experience” show is taking place in about 10 cities, nationwide. Carlsbad was the eighth stop on the tour. Other tour event cities include Glendale, Arizona, Las Vegas, Nevada, Van Nuys, California, Worcester, Massachusetts, Seattle, Washington, Centennial, Colorado, Chicago, Illinois and others.

There were 1,300 attendees and approximately 350 Porsche enthusiasts taking advantage of the actual test drive portion of the day. My own experience started early. It pays to be first in line, since it afforded me the opportunity of not only being able to drive one “PDK”



2010 red Carrera S ready to roll out onto the course

tors alongside, and see the latest in corporate jet aircraft manufactured by companies such as Piaggio, Embraer, Cirrus, Gulfstream, Diamond, Eclipse, Cessna and others. Vendor representatives were there from each company to answer all your questions and the event was catered.

Most of the personnel representing the driving aspect of this “Porsche Aircraft Experience” were from the Atlanta Region, but there were local representatives there from Southern California along with Sean Conner, Sales



Rich Fatuzzo in the red Carrera S pretending to “tear up” the course until the instructor showed him how it is done...

equipped Porsche, but all four. The experience is, simply put, “amazing”. I was having the greatest time driving these vehicles on this course, but then got the opportunity to see what these vehicles can really do when one of the Porsche Experience, Atlanta area instructors took over driving a red “Carrera S” - the smell of rubber soon filled the air. How exhilarating! I highly recommend that every SDR member drive the new “PDK” equipped Porsches, as soon as possible, at your local dealer. You definitely will appreciate the driving experience, no matter what you currently own, drive or race.

Later, I had the opportunity to see and sit in the new



Attractive backside of Panamera 4S with dual-twin exhaust system



4.8L V8 direct fuel injection Panamera 4S engine



Luxurious interior of Panamera 4S



Rich with Andrea, an important member of the Porsche Aircraft Experience team

2010 Panamera 4S on display, inside the JetSource hangar. This four-door vehicle has, in the Panamera S base model, approximately the same engine configuration, as the Cayenne S (4.8L) with direct fuel injection, and slightly more horsepower (400 horsepower, 0-60 mph: 5.2 seconds and top test track speed of 175 mph). The Panamera 4S and Panamera Turbo are also all-wheel drive, like the Cayenne, but the Panamera S is only rear-wheel drive. The turbo stats are even more impressive with 500 hp, 0-60mph in 4.0 seconds and a top speed of 188 mph. The Panamera is a beautifully designed vehicle for four, but honestly my mind was still focused on the test track vehicles I had just driven. All in all, everyone who attended this event had a great day. I hope to see some more SDR members at the next "Porsche Aircraft Experience" held in San Diego County.



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San Diego Porsche Club members didn't let a few raindrops stop them from having a great time at Buster's Beach House Restaurant in National City. Everyone enjoyed the fabulous Happy Hour specials and menu items. For those of you who couldn't attend, this is a spot you might want to try on your own in the future. We were happy to have four new members grace our presence - Don and Donna Costello and Peter and Kathy Dorey. Dean Spooner was celebrating his birthday; the cake was a nice addition to the festivities. We'll be heading out North County way to the Mexi-Cocina Restaurant and Tequileria in Poway for November. Don't let another Last Tuesday Social event pass you by - we'd love to see all of you!



September Last T



Clockwise from top left:
 David Grant and Greg Phillips
 Dean and Jan Spooner
 Donna and Don Costello, Julie Heimburge
 Esta and Andrew Hearsum
 John and Monique Straub
 Kathy and Peter Dorey
 Kaaren Page and Julie Heimburge
 Leslie and Skip Shirley
 Pat Locantore and Maxine Allen
 Katie, Mark and Ryan Kinninger

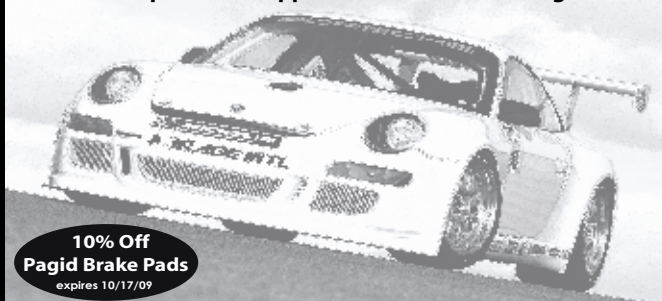


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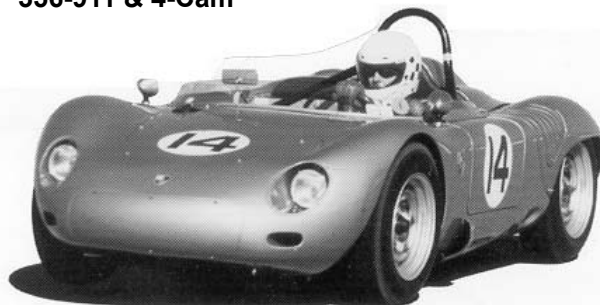
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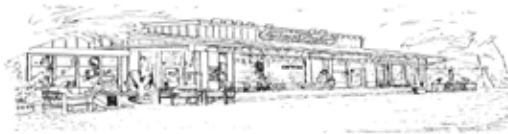
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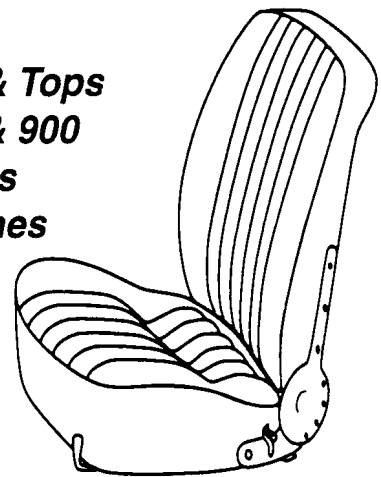
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Stiff Inside Door Handle Repair

'74- '85 911s

By STEVE GROSEKEMPER

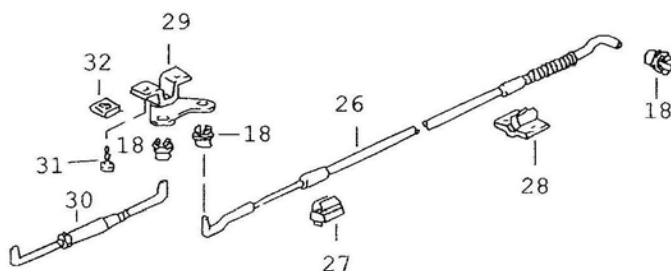
In 1974 Porsche updated the interior door treatment on 911s. Along with the new door pocket storage arrangement came new inside door handle linkage. This system seemed to work very well for years of trouble-free service. However, in some cars this linkage can become very stiff, making it almost impossible to open the door.

The problem with this original system is mainly in the pull cable. It is a solid pull wire housed in a flexible steel sheath. As time and nature take their toll, this cable becomes rusty. It binds in its housing causing operation to become quite difficult; sometimes stiff enough to break the plastic door handle, or even worse, someone's finely manicured fingernails. (This disaster should be avoided at all cost, trust me on this one!)

Starting with 911 Carreras produced after March of 1985, Porsche upgraded this linkage all the way from the handle to the latch. Unfortunately, I don't own a Carrera—I own a 911SC. Fortunately, Porsche outlines this upgrade in technical bulletin group 5, #8605. The difference in handle effort is truly astounding, due in part to the new ratio of the upgraded reversing bracket and smoothness of the new bowden cable (remember the old one was a stiff, solid, pull wire).

The parts, prices, and quantities needed to update both doors are as follows: (Prices are approximate)

2-911.531.509.01 cable #26	\$52.28
2- 993.531.091.01 pull rod #30	\$45.02
4-999.507.009.02 snap nut 3.5mm #32	\$1.52
4-N 014 0869 screw (3.5x16mm) #31	.80
8-993.531.563.00 clip #18	3.28
1-993.531.083.00 bracket left #29	\$26.67
1-993.531.084.01 bracket right #29	\$26.67
Total parts cost	\$156.24



This update is fairly simple after removing the door panel and associated hardware. Just take your bag of parts and install them where their matching counterparts were previously located.

The reversing brackets will need their mounting holes re-drilled in the door skin. All of the new parts look the same, only their geometry has changed.

This job will take an experienced technician about 3 hours to complete both doors. There is, however, an abbreviated update that works very well, and gives you about 80% of the benefit of the complete job.

The Abbreviated Update

This abbreviated version takes about half the time and requires only one part per door. This decreases the parts cost to about a third and the total labor costs by about a half. For all of you thrifty "do it yourselves", the parts price alone goes from about \$150.00 to \$55.00.

With door panels removed, take the new bowden cable part #911.531.509.01 and remove the spring from the end. Crimp the remaining spring retainer to the cable end. (This eliminates an annoying rattle). Install the new cable (spring retainer to the front of the car) and adjust out any free play. Replacement of cable end retainers is suggested (2-993.531.563.00 - \$.41 each). Re-install the door panel, and you are all set, manicure intact.

Good Luck!



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Another Interesting Porsche Luncheon Drive

BY FRED DANISE

The somewhat oppressive heat was gone and the nightly weather report promised a picture-perfect day coming. We knowingly smiled at each other and Maggie said, "A Porsche day for sure. A nice top down drive and lunch somewhere special would be fun. Where can we go?"

We wanted someplace with an art gallery or two and perhaps an antique shop to browse. With an interesting eatery. Sounded worth trying for and we rattled off several places that readily came to mind.

Still too early for what we do so often in the fall and winter months—drive out past Palomar Mountain and Lake Henshaw before the two hands on the steering wheel great elevation drop begins. Heading rapidly down the winding, twisting, Montezuma Valley road into Borrego Springs and beyond. Two or three times a month that became a ritual not only for the exhilarating drive but we know a great lunch awaits us. Having lunch at the French Corner and visiting with Yves and Elyan is always a treat we look forward to with anticipation. Escargot with crusty French bread and a crisp white wine makes me salivate while waiting for them to reopen for the year. Lunch is always interesting and an enjoyable lingering affair there just as it is in France.

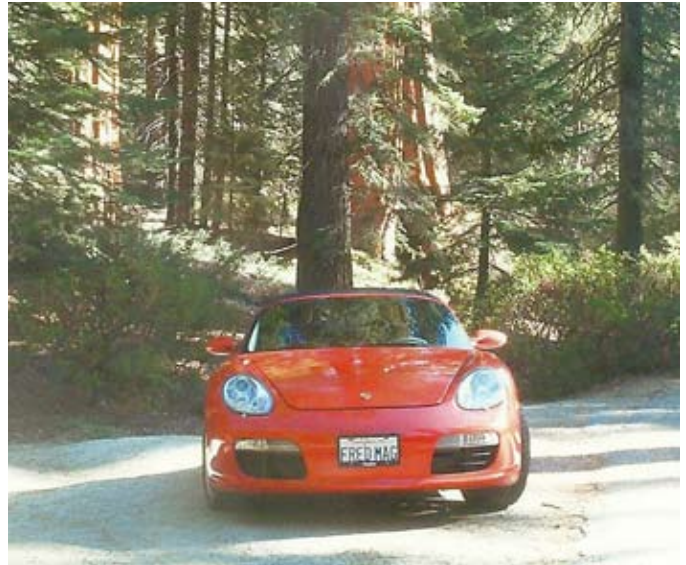
Downtown San Diego?

We ruled out Little Italy down in San Diego as we often go there without ever hitting a freeway on the way down. On India St. we replenish our larder with authentic Italian goodies often enough. That part of the world will never get old for us just as Arthur Ave in the Bronx never has. We leave our Oceanside abode and drive along the ocean front in Carlsbad and beyond forever admiring the ever present surfers, bike riders and runners that are always in abundance. We continue along the ocean roads in La Jolla, Mission and Ocean Beach before reaching downtown San Diego. It seems we always find something new along the way to gain our interest enough to make a stop.

Big Bear Lake was too far for just a day trip and the nasty 15 freeway turns me off. We got out a map and laid it on the table. Idyllwild sounded like someplace I had recently read about. We're not native to this area and many places are yet to be explored by us. The map told us Idyllwild was at 5300 feet elevation and in the San Jacinto Mountain Range.

Idyllwild it is

The internet fed us marvelous information on Idyllwild and made it sound like we had made a profound discov-



ery. As it turned out it became a perfect trip that was rewarding in many ways indeed. The internet told of great stands of pines, oaks and incense cedars. It had miles of trails, a historic museum, a nature center and a listing of art galleries and antique shops that pleased us no end. Eateries in abundance and many sounded worth a look-see. Seems we found our destination and looked forward to the next day.

Certainly thousands have found Idyllwild before us but it was to be a new adventure for us to explore the village and the surrounding mountain roads. As we passed through the desert the Gypsy Kings broke the quietness of the vast emptiness around us. We may have awoken the "town" of Anza. When we got into the mountains and valleys, a young and vibrant Pavarotti sang "O sole mio" and "Lucia di Lammermoor" which enhanced the magical moments of fantastic views that no camera could ever do justice to. I'll forever be charmed with what California has to offer to those that seek.

We had traveled this same road (the unique Pines to Palms highway) on many occasions on the way to Palm Springs for the ever-exciting auto auctions and a multitude of other events. But this was the first time we ever took a left turn onto Route 74 north and I can only think that it was a stroke of luck that Idyllwild popped out of the map to us the previous evening.

After seeing Lake Hemet one can only hope for an overly abundant snow fall and rains this coming winter. The waterlines along the shores no longer have meaning as the water level is so very low. It is certainly an ideal place to bring out the picnic basket or to spend the day

should the water levels ever return to normal or close to it.

We slowed down with heavy heart and genuine sadness to view a vast Ronald McDonald camp for handicapped children that was completely void of any humans whatsoever as the swine flu scare has deprived those worthy kids of camp this year. Dozens of empty structures and countless lonely picnic tables testified to just how tragic it must feel for the kids who had looked forward to their own adventure.

We wandered up several roads that headed off skyward in spite of their signs which said "no outlet". Apple Creek Road held the promise of an orchard but alas there was none. However the views from the road's end were magnificent and well worth the minor effort. No dwellings and not another auto had come into sight. A lone female deer had leaped across the road and a very healthy coyote was drinking from a cow's trough oblivious

to our passing slowly. At the summit I turned the ignition off to savor the quietness of the mountain ranges we overlooked with silent admiration. Hawks glided effortlessly in huge sweeping circles on the up-drafts of the serene mountains. That ten minutes was priceless.

A little way south from the Route 243 turnoff heading up to Idyllwild we found the Schiffman and Anson Sculpture and Art Gallery. We were not to be disappointed. Bill Anson's large and impressive garden sculptures in copper-covered cedar, marble and contemporary metals were plentiful and awesome to walk amongst. Inside were the colorful abstract paintings by Jessica Schiffman, as well as fun ceramics. We found something to add to our ever expanding eclectic collection.

When you find yourself in that neck of the woods stop by for a pleasant visit with Bill (who studied with the Bauhaus movement) under the almost extinct black walnut tree.

We're Here!

Pleasantly surprised would be mild for my thoughts when entering Idyllwild proper. Surrounded by the mountains and majestic trees, now and again we could glimpse Lily Rock and Suicide Rock which I came to learn were rock climber's delights. I've never been on a ladder so rock climbing is unfathomable to me. We drove the Boxster up and down the roads of the village admiring the rustic houses and cabins that add to the charm of this area.

A gleaming orange older 911 sitting in a driveway

next to a high-wheeled Jeep drew my attention. Obviously it was somebody's joy. We also saw an unusual to me mustard-colored Porsche Targa zip by. It looked rare and pristine all in one flashing glance. Surprisingly, he flashed his lights to me which I've found most Porsche drivers don't do to Boxsters. Our own red Boxster S drew a fair share of admiring smiles and thumbs up many



times as we drove about getting the lay of the land.

Downtown was a treat. To be just two hours from San Diego or LA and even less from the Palm Springs' charms yet seemingly in a mountain outpost was hard to fathom. We once had a business in the Adirondacks with its mountains and vast pines that held its own beauty but this was so unlike that area. The mountains here are more majestic. The Ponderosas more regal.

We soon ascertained that we didn't have time for all the galleries and antique shops we found but rest assured we will visit each and every one before the woods begin their winter sleep.

Maybe we will get lucky someday and get snowed in. That has happened to us on several occasions in our travels, and is something we have enjoyed.

An antique dealer at the Fern Valley Emporium told Maggie that while he was growing up, he lived under the famous Third Ave El in the Bronx and she answered "So

did!!“ They talked about people asking how they endured the noise. They both claimed after awhile to never have heard the trains that rumbled by day and night. In five decades I’ve never known Maggie to fib but I now have my suspicions. Proving just how small the world can be at times, Maggie and the man’s wife both went to the very same NYC school at the very same time. The lady wasn’t there but arrangements for the future will perhaps bring names back to life for them both.

We did make two purchases there as well. One is a superb pen and ink drawing that begs for further research. We have found treasures during our years of being antique dealers in some stranger places. Why stop now!

Where should we eat, I asked? His quick reply was Café Aroma. “Since you’re obviously of Italian decent have the spaghetti and meatballs.” He sensed my skepticism and with a broad smile said “Try it. You’ll like it.” Just as was heard so often in NYC. He claimed it to be his second home. Seems they have music every night as well

Lunch at Café Aroma

Now we have eaten pasta often enough at several relatives’ homes in Naples, Italy and Arthur Ave. in the Bronx, as well as Mulberry Street in the good ol’ days before bus loads of daily tourists invaded. I’ve prepared a ton or two over the decades as well but I tried the suggestion at Café Aroma and was pleasantly pleased. It truly was superb. I certainly will try for the double on the next trip there. Maggie’s outstanding garlic bisque soup was equal to old town in Nice, France. Rich and fragrant, as it should be. Scampi, crisp bread and outstanding double espressos on the old wooden porch made for a very delightful *al fresco* lunch.

I gathered soon enough that Café Aroma is a social club, bistro, art gallery, jazz venue and destination for a great many locals. I’m absolutely delighted that the antique dealer led us in the right direction. I’m sure there are other worthy eateries in Idyllwild but it will be a while before we try them. I want to eat that pasta again.

Maggie, on occasion, says I talk too much. But the conversations on that day were rewarding. I am also a very good listener. All one can say is that the people kept coming in and many knew each other and were greeted by the fine waitress as old friends. A newly arrived lady sat next to me and saw the now nearly empty pasta plate and said “Isn’t that just the best?” I smiled and nodded an affirmative. It was obvious that the people care for their village.

In spite of the awesome surrounding mountains, the lack of gentle hills or proper slopes to ski on has kept the village in its serene state. Rock climbers are ever present and a series of photos at Café Aroma highlight their daring peak to peak tight rope walks. Gives me get the chills even now as I write.

The Historical Center and the Nature Center are well worth the visit we were told and they are on our future agenda. I was promised another secret place on my next visit to the Fern Valley Antique Emporium as well. How could I let that tantalizing tidbit pass by after the Café Aroma suggestion being right on.


On one of our future trips to Idyllwild we will continue the drive north on Route 243. I’m sure it will prove interesting as the map certainly portrays it as a Porsche kind of road. It terminates at Banning but a quick turnaround will get us back to the mountains of Idyllwild after our explorations.

Maggie and I have had the great fortune to have owned many outstanding ragtops over the decades but the Boxster S is the best of them all rolled into one. Who knew or could dream that a car could someday be made to handle so superbly and bring such a rewarding driving pleasure. It is perfect for driving to lunch somewhere near or far.

I readily know the red Boxster S will be my last car but then I’ve always considered myself a lucky, lucky man. I’m profoundly certain of that luck because my plate reads FRED MAG.

The journey from my 1938 MGTA to the Boxster S has been quite a ride.





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Confessions of a Car-aholic

(or How All These Things Got into My Garage)

BY TOM TWEED

Passion is a curious human phenomenon. It arises in our brains somehow, in ways we don't fully understand and can't adequately explain or anticipate. These impulses drive us to do all sorts of things, some of which are related to basic survival needs. Others we pursue only because we perceive that they will add to the excitement and variety of our lives. A passion for high-performance cars is a fairly modern development, and is certainly in the latter group, since there is no doubt that we could all survive just fine driving clunky, utilitarian automobiles.

Passion can lead to obsession, which can drive us to do crazy things. They don't call us "car nuts" for nothing! The cars in my garage at the moment (and the others that have passed through it in the last decade) are certainly indicative of that. The modern development of the internet has added to the frenzy, allowing us to go crazy on a much larger geographical scale. We can easily communicate with like-minded enthusiasts all over the world, convincing ourselves of the "normalness" of our shared disease through the simple evidence of commonality, of the widespread existence of car nuts everywhere. This is an illusion. We are all sick, little, post-industrial-age puppies, and we don't want to admit it.

In the ever-present spirit of denial and rationalization, let me try to explain how I came down with my particular strain. I think part of it was genetic—I inherited it from my father. He was fascinated by machines of all types, and definitely nurtured me in that direction from an early age. This probably came from a long family history of vehicle disease. My great-great-grandfather ran the stage coach line between Julian, Ramona, and San Diego back in the gold rush days, hauling the mail, freight, and passengers with horse-drawn wagons. A great-uncle of mine opened one of the first garages servicing the new horseless carriages in San Diego in the early 1900s. My father put himself through college by running a gas station on University Avenue, supplemented by G.I. Bill benefits after WWII. As a teenager, he started building dirt-track cars out of the junkyard, back in the "flat-head" era, racing them on local circle tracks and out on the El Mirage dry lake bed. He bought his first Porsche, a used 356, when I was about eight years old, because he admired its engineering.

Despite a brief flirtation with a '57 MGA and various motorcycles in my teen years, I managed to avoid overt

symptoms of the "need-for-speed" type of car disease until I was almost 50 years old, through the mixed-blessing of poverty. Before then, there was little extra money left over, after providing for the basic needs of food and shelter, to indulge such a passion. Besides, I was under the influence of a lifelong obsession with surfing then, as well as a major infatuation with building and sailing a wooden cruising sailboat during the late '70s, early '80s, which drained any extra resources. The economic bubble of the '90s induced me to think that I could finally afford a Porsche, though, and my slide down the slippery slope of performance driving began.

I found my first 911 the old-fashioned way—in the Union-Tribune classifieds (print edition). Try doing that these days! It was a 1966 model that had been upgraded to 1967 911S specs. I went through the PCA-SDR Performance Driving School with it in 1997, and began driving it in autocrosses. Time trials quickly followed, and I was fully hooked. After attending the VARA racing school at Buttonwillow in February of 1999, though, I had a brief bout with reality, and realized that there were limits to my resources that would prohibit indulging in a full club racing program. This epiphany made me decide to concentrate on enjoying the less expensive venues of autocross, DE and time trial events. Of course, by then I figured I needed a faster car than the little 2-liter, so I bought a '73 911E with a 3.0 in it and started developing it into a 911RS clone, an endeavor that continued for the next six or seven years. My passion allowed me to effortlessly overlook the fact that even this limited scope of participation was proving to be quite expensive, according to the ancient koan: "What part of this racing thing did you think would be cheap and easy?"

In late 1999, I unexpectedly acquired the light ivory 1967 911S that had been the first new car my father had ever bought. There was no way I could justify having three Porsches to my wife (who does not suffer from speed-disease), so the 1966 911 was sold and shipped to an enthusiast in Australia, by virtue of the expanding scope of the internet, where it continued its evolution into a vintage race car. Around the same time, I started exploring opportunities to get more autocross seat time locally with the SCCA and BMWCCA racing programs. I scored my first TTOD with the BMW club, running the '73 in Exhibition class, but when I ran it in the ASP class with SCCA, I discovered I was bringing a knife to a gunfight.



Tom in his Ultima GTR next to the Porsche RS Spyder in the paddock at Willow Springs. Photo © Randy Wells, with permission of Penske Racing.

The C-Modified class looked like fun, with more equally matched cars, so in 2001, I bought an old Zink 10C Formula Ford from a guy in Topeka, Kansas, for a really cheap price (ain't this internet-thingie great!?!?) Of course, it was not street-legal, and hadn't been run in awhile, so I had to add a trailer to my entourage to pick it up and haul it around.

The FF was fun, and given some repair and development work (for a good laugh, ask Steve Grosekemper sometime about the rear wheel that ended up bouncing across Friars Road when he was co-driving), it was fairly competitive. After blowing two out of three runs by missing gates on the first day of the SCCA Solo II National Tour event at Qualcomm in 2002, I was actually fastest in C-Mod on the second day, and earned a trophy for second place overall. If Steve had been co-driving again, and stayed error-free in his usual "little-bit-faster-than-me" style (he weighs less, right?), it probably would have won. I met another Zink driver from Arizona that weekend, and in 2003, he gave my name to a FF club racer who had destroyed his Zink in an SCCA race at Firebird. This fellow needed a replacement car quickly that was compatible with the parts he still had left, and made me an offer I couldn't refuse. I replaced the FF immediately with a WCM Ultralite that was available on Ebay—a Lotus Seven clone with a Honda S2000 engine. It was heavier (about 1,350 lbs.) and didn't handle quite as well, but it had twice the power of the FF and was actually street-legal (without the racing slicks necessary to run it in the

D-Mod class).

Car disease combined with the reach of the internet can be a terrible thing. Hanging out in a D-Sports Racing forum, I found out about a vintage LeGrand Mk.18 sports-racer for sale on the east coast. While obsolete for club racing, due to the modern development of the potent Stohr DSR package, these older cars still make excellent candidates for the B-Modified class in SCCA Solo racing. It had an interesting history and the owner was pretty desperate to sell it, so I had to help him out, no? In December of 2004, this little Kawasaki-green car arrived at my house, forcing the sale of the WCM Ultralite to a fellow in San Jose, as my long-suffering wife had imposed a five-vehicle-at-a-time limit on my addiction by this point (a rule that had been passed down from her mother, who had applied it many years prior to her similarly-afflicted husband).

This LeGrand was a ton of fairly cheap fun, and is still in my garage, so I guess this is where my story turns from a historical review to current events. It was converted to a center-seat configuration by Hank Thorpe in the early '90s, and weighs about 880 lbs. wet, with a mid-mounted, 1,000cc Kawasaki ZX-10 motorcycle engine and sequential transmission, using a chain drive. With a stock motor, it makes about 120 HP, giving it a HP/weight ratio of about 7.3, making it comparable to the modern 911 Turbo—by that metric, anyway. Its light weight, low center of gravity, reduced aero drag, and 8" and 10" wheels allow it to corner, brake, and change direction better than



a big, heavy coupe. For comparison purposes, the DSR track record at Willow Springs is a high 1:19, set back in 1996 by a “little old grandmother” from Northern California named Nancy James. A modern DSR has even more potential. Those familiar with the Thunderhill race track will be impressed by the SCCA track record of 1:38.16 set there in May of this year by a Stohr DSR. It takes a very mean Porsche to run a 1:50 at that track.

I ran the little green car in local SCCA practice events, and even brought it out to a couple of PCA-SDR autocrosses and a DE. To be strictly legal for the B-Mod class, it needs to have its wheelbase lengthened by two inches to meet the minimum 80” requirement in the Solo II rules. That project is on my long-range docket at the moment, along with swapping the ZX-10 engine for the more powerful 1,300cc Suzuki Hayabusa motor (unless I recover from this illness in the meantime).

I had some good success with the '73 911RS clone in the GP, FI, and AM class over a five-year period, running it in the Time Trial and Autocross series as I improved it, but rule changes rendered it obsolete in 2004, so I started running the '67 911S in GS/S class instead. The '67S did very well for a couple of years, winning regional and Zone 8 autocross championships during 2004-05, until the rules were changed again, raising it up to the H class. It was around then that I retired from my job, and my “fun budget” was heavily impacted, causing me to reduce



my participation in “away” events to save money. By late 2005, the worldwide economic bubble, combined with peaking collector interest in the early-series 911 models, resulted in such inflated values for the long-hood 911 cars that I decided to sell both the '67 and the '73 to get something different. I think this might be similar to an addict getting acclimated to their drugs and needing higher doses, or a new combination. As the motorsports sage Peter Egan said: “Racing makes heroin addiction seem like a vague wish for something salty.” At any rate, the '67S went to Holland and the '73RS-look went to Sweden within 6 months of each other. Easy, worldwide communications from my computer made these deals possible, and the exchange rate for the Euro against the U.S. dollar at the time made for happy people on both ends.

It was during this period that I acquired the other Porsche that is still in my quiver. I bought a '68 911 “project” car from a fellow in La Mesa at the end of 2005. It had been built as a sleeper “hotrod” 911 back in the '90s by Dave Bouzaglou at TRE Motorsports in West Hollywood, but had been “rode hard and put away wet” since then. It had a good core, though, and over the last four



years I have renewed it into sort of a 911T/R “tribute” car to run in the FP class. It made its debut runs at the last few autocross events, so some of you will recognize it as the slate-grey, narrow-fendered, skinny-tired, short-wheelbase 911 with rally lights mounted on the hood and horn grilles—number 908.

Last but not least, toward the end of September in 2007, I was cruising the DSR forum on the web, when I happened to see an ad posted by one of the members for an Ultima GTR. This is an English-built, mid-engine, tube-chassis, fiberglass-bodied, two-seat sports coupe designed by Lee Noble, and offered only as a “kit car” in the USA, due to DOT regulations. I saw one in the flesh for the first time in 2002, when I was picking up some Fuchs wheels for my '73 at a shop in Morgan Hill. It was still under construction, tucked in the corner of the shop, looking low, wide and serious, kind of like an old Can-Am car, with a Porsche twin-turbo flat six lurking in the middle of it. That memory was indelibly burned into my brain. The one for sale was on Mare Island in San Fran-

cisco, put together by a fellow I had come to know on the forum as "Diasio Bill," since he had also owned and raced a modified Diasio D962 DSR, as well as a Honda S2000. His GTR had the more usual Corvette V-8 powerplant, with an inverted Porsche G50 transaxle, was a beautiful, well-developed track machine, and street-legal to boot. It had the less extravagant 350 cubic-inch small-block motor, rather than the big 427ci unit in the new Z06, making about 400 HP instead of 505, but with only 2,350 lbs. to haul around, that still gave it a HP/weight ratio of about 5.9, putting it on a level with the newest 911 GT2.

I kept telling myself over and over that I didn't need that kind of car. As the asking price fell week after week, dropping by \$20K over about two months, I had to at least email him and find out a little more about it. Bad move. By the middle of December, I had blown all the proceeds from selling my other 911s to buy the Ultima, loading it in my trailer and bringing it home in a marathon, 23-hour roundtrip to the Bay area. It first touched the ground in San Diego at Qualcomm stadium, unloading it the morning of the PCA-SDR "other car" autocross in 2007. Since then, the world economy has collapsed, my retirement fund has gone down the drain, and I've actually gone back to work, but I still have something that is as close as I'll ever get to a supercar in my garage. What was it that Frank Lloyd Wright said? Something like, "I sometimes do without the necessities of life in order to have the luxuries."

Ain't that just like a junkie? Where's the 12-step program for us car nuts?



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Mike Bishop

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2009 911 S Coupe

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Pauma Valley, CA
2003 Boxster S Cabriolet

Steve Broerman

San Diego, CA
1987 944 Coupe

Justin Burlingame & Jannies Burlingame

Carlsbad, CA
2001 911 Turbo Coupe

Matthew Callahan & Andrea Callahan

San Diego, CA
1974 911 Coupe

John Childe

El Cajon, CA
1999 Porsche Coupe

Choongyeob Choi & Kyeongae Son

San Diego, CA
2006 Cayman S Coupe

Dana Denson & Blaine Stauffer

San Diego, CA
1999 996 Coupe

Peter Dorey & Kathryn Dorey

Vista, CA
1995 911 Coupe

Pat Fitzgerald

Poway, CA
1995 911 Cabriolet

Mike Girard & Anna Kvasnicka

La Jolla, CA
2003 Boxter S Cabriolet

Tony Grillo

San Diego, CA
2001 996 T Coupe

Ryan Haagensen & Debbie Haagensen

Fallbrook, CA
1988 928S4 Coupe

Eric Hanauer & Karen Straus

San Diego, CA
2006 Boxster Roadster

Rodrigo Hank

Coronado, CA
2009 Carrera S Coupe

Ed Heagen

San Clemente, CA
2002 Targa Coupe

Frank Jodzio

San Diego, CA
2004 Turbo Cabr Cabriolet

Joe Knittle & Michael Knittle

San Diego, CA
1973 911T Coupe

Richard Lakier

Poway, CA
2009 Boxster Roadster

Carlos Laney & Monica Laney

Oceanside, CA
1999 996 Cabriolet

Jan Mellinger

Bonita, CA
1970 911 Coupe

Fausto Meza

Vista, CA
1983 911 Cabriolet

Andrew Michajlenko & Kelly Michajlenko

San Diego, CA
2000 Boxster Roadster

Robert Monroy & Karla Monroy

San Diego, CA
1980 911 Coupe

Isreal Ruiz

El Cajon, CA
1999 Boxster Rdstr

Niraj Shekhar & Dan Shekhar

San Diego, CA
2008 Cayman Coupe

Anniversaries

Five Years...

Robert Derosé
Roy Hosaka
Cory Muscat
Ed Muscat

Ten Years...

Paul Barnes
George Braithwaite
Mazen Chmaytelli
Gary Dee
Richard Gilbert
Deborah Greenberg
Steve Iverson
Rosalie Kostanzer
Eric Pilmore
Siegfried Szielenski
George Taylor
Neal Wright

Fifteen Years...

Jon Poon

Twenty Years...

Donald Newton

Thirty Years...

David Louzek

Join, Renew, Update

Membership in San Diego Region is handled by PCA's national office. To join, renew, or change your membership information, visit www.pca.org.

For questions about your membership status or delivery of your Windblown Witness, send e-mail to MEMBERSHIP@PCASDR.ORG.

October Meeting

T

minutes prepared by Secretary Rikki Schroeder. Members who wish a copy of the full minutes should send e-mail to SECRETARY@PCASDR.ORG.

The October Board of Directors meeting was held at the Schroeder home. Board members in attendance were Dave Gardner, Neil Heimborge, Curt Yaws, Kim Crosser, Jennifer Reinhardt, Martha McGowan and Rikki Schroeder. Chuck Sharp was absent. The meeting was called to order at 7: 08. Minutes from the September meeting were approved unanimously.

President's Report

David Gardner congratulated the newly elected Board members: Monique Straub, Carl Scragg, and Bill Behun. Officers will be selected by the 2010 Board at a future meeting and announced at the Installation Dinner. Dave Gardner requested a budget for Board gifts and yearbooks. Motion to approve budget for Board gifts and yearbook is made and both approved unanimously.

Curt Yaws noted that Monique Straub had volunteered to coordinate web postings and other similar issues. As a result of a recent e-mail from a member, the Board suggested that she investigate whether the Club should be on Twitter.

Number of members

Primary	Secondary	Total
1,405	1,074	2,479

Treasurer's Report

Accounts are partially reconciled as of September 30th. There is one deposit (9/10 for \$200) for which Kim Crosser had no information. Kim Crosser asked that all who make a deposit to the Club account, or run credit cards with Club machines, please send him the information about the transaction within a few days.

Major income sources in September were the Coronado DE, Goodie Store sales from the Coronado DE, the 8/23 and 9/13 Autocrosses, and Windblown Witness advertising fees.

Major expenses in August included the Coronado DE, the 8/23 and 9/13 Autocrosses (including the Zone 8 fees), the Volunteer Appreciation Party, a deposit for the Borrego Springs Tour, and the Vintage Racing expenses.

Deposits for future events - we have: Button Willow 2009 TT, the Halloween Concours, 2010 Installation and Drivers Dinners, the Spring Mountain October TT, and two TT dates at Spring Mountain in 2010.

Chair Reports

Archivist. No Report.

Autocross. (AX, pre-reg, reg, CW, equip, logistics, safety, tech inspect, tech adv, timing) Bill Behun was ill. He will present reconciliations at next meeting.

Dave Gardner raised the issue of cars exceeding the 93 dB level. Many cars were measured as being over the limit at the last AX. Bill Behun has made a suggestion about how to handle the situation, and most Board members felt that his approach was a good one.

It was agreed that the 93 dB noise limit will be added to the Standing rules. The noise limit must be noted in fliers for Stadium events and on the MotorsportReg registration for Stadium events, so that drivers who arrive will understand that their vehicle must conform to the limits.

Dave Gardner proposed that a new noise meter (calibrated) be purchased with an amount not to exceed \$450 based on a budget request received from Lorri Schuessler, Equipment Chair. The motion is approved unanimously.

Neil Heimborge noted that we might get more attendance if we promoted the fact that our tracks are longer and higher-speed than most other clubs, and that ours offer camber and elevation changes. He will coordinate with Janet Yaws to ensure that this is done.

Auto Museum. Michael Harris has noted the list of cars on display, and that 13 of 15 are from the San Diego Region. Anyone with a race car that they would like to display in the second phase of the Museum's Porsche exhibit is invited to contact Michael Harris.

Tom Brown asked that any who attend the show take pictures and send them to the Witness editor.

CDIs. Preliminary proceeds for the driving school are in and it will be held. Black Forest has been sending out flyers to customers about the driving school and the Concours.

Charity. Martha McGowan reported that the Monarch School dinner was a wonderful event. About 75 people were served. All of the socks and underwear that had been collected were delivered at that time. Mexicocina really supported the event with \$500 in socks and underwear.

Jennifer Reinhardt noted that they will request a \$350 subsidy from National to help support the Charity portion of the Installation Dinner.

Concours. Steve Lopez reported that the necessary permit for the event had been received. Meguiar's has sent

two boxes of “goodie bags” to be handed out to participants. He will meet with the Port District representative for a “walk through” of the site at which time he will try and resolve any remaining issues. He has a quote from a caterer for lunches, and listed other items he will need to purchase related to the event. He will be using some cones and other items that he will get through the Equipment Chair.

Kim Crosser noted that budget requests are needed if any of the amounts are outside of the approved budget. He suggested an overall “not to exceed” amount be approved at this Board meeting as the Concours would be held before the next meeting. A motion was made and unanimously approved.

A full reconciliation of expenses and income will be needed at the November meeting.

John Straub asked for a not to exceed amount for a Pat Scanlon perpetual award. Motion was approved unanimously. John Straub will provide the Board with a recommendation for the award at the next Board meeting.

DE. (DE, pre-reg, reg, CW, equip, logistics, safety, tech inspect, tech adv) Martin Lipp reported that everyone had a great time at the Coronado event. He is working on the reconciliation of expenses and income. Martin Lipp noted that there were many last minute “no-shows” and asked for directions on refunds. It was agreed that the DE Chair can make the decision.

Martin Lipp noted the many things that the event organizers (HSMA) changed at the last minute that made it very difficult to run the event. He recommended that we run next year’s event under very specific circumstances, and with our contract. Finally, he suggested that a letter be written to the base commander noting the Club’s disappointment about these issues. Martin Lipp was asked to draft a letter for consideration.

Martin Lipp was given a round of applause for the incredible job that he did, ensuring that participants had a great time.

Equipment. No report.

Goodie Store. Kim Crosser is working on getting a volunteer to Chair this next year.

Insurance. Tom Golich reported that he is totally caught up on getting certificates for Club events.

Legal Affairs. No Report

Membership. Angela Avitt is taking over this committee.

Rally. No Report.

Region Rules. No Report.

Safety. Neil Heimborge reported that there are new Safety Chairs for big track events.

Social. Tom Brown noted that the New Member dinner

will be held on October 17 at the Brown House. It is \$10 per person. Katie Kinninger has turned in her reconciliation for the Volunteer Dinner. Jennifer Reinhardt requested a not to exceed amount for year-end awards. Neil Heimborge noted that the Last Tuesday Social for September was well attended, including four new members. The next event is at Savannah Grill. The Jan-March events must be scheduled ASA. A volunteer is needed to organize these events.

Sponsor Liason. No report.

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) It was noted that an event is being held in two weeks.

Tours. Vince Knauf reported that some Cayennes have dropped out and he is looking for others. However, the event will be held. Martin Lipp reported that the Octoberfest Tour went well.

Vintage Racing. John Straub noted that he will present the budget reconciliation at the next meeting. The Corral was full and the 917 was well-viewed. John and Monique’s efforts on this event over the years were noted and much appreciated.

Web Team. George Georgalis volunteered to serve on this committee next year.

Witness Team. Curt reported a suggestion was made that the calendar in the Witness be a “tear out” and be done in a calendar format rather than a listing.

Jennifer Reinhardt noted that Porsche, People and Pets photos are needed.

Unfinished Business

None

New Business

The Board held a special meeting on October 1 and selected the nominees for National Family of the Year, Enthusiast of the Year, and Zone 8 Enthusiast. They also selected the San Diego award winners for 2009. All award winners will be announced at the Installation Dinner in January. No other official business was conducted.

Keith and Martha volunteered to host the February Board meeting.

Old Business and Announcements

None

Adjournment

The meeting was adjourned at 9:53. The Schroeder’s were thanked for hosting the meeting.

Next Meeting

November 4th at the Sharp home.



Rentals

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

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

Street Cars

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

1973 Penske 911E Targa This is a once in a lifetime opportunity to own a piece of Porsche history. Featured in the May 2009 issue of Excellence magazine, the Penske Porsche is a 911E Targa upgraded with RS/ RSR components (hill climbing gears, RS fenders, wide Fuchs, etc). One of two built by Porsche for Roger Penske and Mark Donohue as a prototype for their future IROC race car. Donohue describes this car in his book "The Unfair Advantage" as one he was "kind of jealous" over. Only 2,000 miles after full restoration. All numbers match. Sale includes personalized California and Arizona "PENSKE" license plates. Also, Mr. Penske's personal autograph is under the gas lid. rick@clubsportiva.com 408-718-6717

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

1984 944 Non-Turbo Guards Red, many "Aftermarket" extras added, 62,000 original miles, selling as is must see condition, \$10,000, d_salud@hotmail.com, David (619)840-4546 (619) 840-4546

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

1989 carrera targa euro model grand prix white xlt cond 62,000 miles beautiful car \$28,500 2mistermayor@gmail.com or (858) 692-9294

1991 911 Carrera 2 - \$15,995 Price reduced again. Green exterior, leather tan interior. Tiptronic, A/ C, sunroof, power seats. 110,000 miles. mickeywalker701@hotmail.com; (760) 294-6270. See ads and photos on autotrader.com and www.expertautos.com

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

1993 RS America Set up now for T/ T, D/ E, club race. You can bring it back to street. current reg. See= Track / Race car section.

1993 RS America White, 72k; dual purpose competition/ street car; 10k miles on complete engine rebuild, reworked heads w/ titanium springs and retainers, RS cams, RS flywheel and clutch, remapped DME, mass-airflow, B&B headers and exhaust, 993 6-speed, RSR LSD, Bilstein PSS9 coilovers, aligned and balanced to Cup specs, RS swaybar, Big Red brakes, and more. 280+HP at the wheels (330+HP at the crank?), weighs less than 2,700lbs, \$20k+ in upgrades, and \$15k+ complete engine rebuild. \$55,000 Call David (858) 722-4242

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 \$16.5k fun, reliable, great gas mileage, no room for new baby. Inspected and worked on by Certified Porsche Mechanic. 123K miles. (702) 279-1555

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

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

2004 Carrera Coupe Grey/Black, Tiptronic, 33k mi, pwr seats, orig. (80+ year old) owner, never track/AX driven, new tires, 30k mi svc. \$33,000 jtillson@san.rr.com 858-205-5357

2004 TURBO CAB Blk/Blk, Leather, SS Exh., 189XX Miles, Hardtop and Carrier, Service/ Warranty till 60K /2012, \$67,250 (760) 944-9709

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

Mark Donohue Tribute 911 IROC NOW TAKING BIDS. We started with a 1979 911SC (\$11,000.), with steel Turbo flairs (\$3,500.), and a 3.0 liter motor (just rebuilt top end - \$5,500.), and ended with this beautiful tribute car - an homage to Mark Donohue and to the '74 911 RSR/IROC. The car is street legal. Tangerine paint (\$6,500.), gold BBS wheels (\$2,500.), 935 "lollypop" seats (\$11,000.), roll bar (\$1,500.) fiberglass and period correct details (\$8,000.). This car will be available by the end of this month (Sept.). NOW TAKING BIDS, starting at \$29,000. Contact me at: larry@gtmotorsport.net or look me up at the Speed Festival on the 26th or 27th.

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 PVDB55@ yahoo.com Pam (or Mike) (480) 275-4696

Track/Race Cars

-89 944 Turbo Well sorted PCA POC time trial or club racer. Street setup / legal. Too much to list goto www.geocities.com/mats@att.net/main.html \$20k mats@att.net (858) 794-6910

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

1984 Euro 911 Carrera TurnKey race package

Car/ trailer/40Tires New Recaro/ Hans seat, More information at Face Book & MySpace 1stName-Porsche Last Name-Carrera \$37,500 BruceWells (909) 987-0199

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.

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

Trailers

Featherlite Open Trailer 2006 Featherlite 3110 in excellent condition. New Goodyear Marathons this year with small Pit Pal tool box up front. \$ 4,500. (310) 990-9449

Parts

964 RS swaybars. 24/18mm front/rear swaybars for 964 RS. 5/3 hole adjustable. Upgraded poly bushings. \$200. Email kurquhar "at" yahoo.com or call Kris @ (858) 775-8744

1990 C2 Decklid Color black with working spoiler and electronics. Spoiler has crack in the plastic. \$400 OBO Email Doug for pics rhoadesco@gmail.com

944 Wheels/Tires 6 x15 944 late offset phone dials with 196/65/15R street tires with 65% tread life left. \$150.00 or best offer. mrondeau@cox.net (858) 864-3163

911 Rear Tires Remington XT-120ZR4, P225/50ZR16 New, never been mounted. Two for \$60. Rich (619) 795-3349

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

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 gdsmithmd@sbcglobal.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

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

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.

Wanted

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

looking for a 2.4 6 cil 911 targa complete engine email olivasba@hotmail.com

Wanted: Truman Motors, San Diego Motor Imports or other Porsche Dealer License Frames. Porsche books, Posters. Also Minilite 8X15 or 9X15 wheels. (619) 667-4423

Wanted dead or alive 3.2 Carrera coupe. High miles ok. I also buy race cars. Mark Kinninger (619)733-5500 kinninger@cox.net

WTB 16x8 Fuchs Am looking for a pair of reasonable condition 16x8 Fuchs for an 87 911. Black center or polished petals OK. (760) 944-9576

WTB: 03/04 Boxster Conv Top: Looking to buy a complete convertible top from 2003-2004 Boxster, black top preferred. (619) 302-2136

Miscellaneous

old sign 18"x24" outdoor sign with black lettering and border on reflective white ground. \$75.00 Sign reads in three separate lines: (2"h) CARR-CHLOS (2"h) -----> (3"h) CAR PARK (619) 990-6978 Elizabeth

Aerial Photography and Video Low level aerial photography and High Definition video service. Remote Control Helicam allows the capturing of unique aerial photography. (858) 248-2719

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.

Business Directory

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

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

Classified Ad Policies

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

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

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

The classified ads service is managed by the AD2AD Network (WWW.AD2AD.COM).

Performance Driving Events

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

Autocross (AX)

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

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

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

The standard autocross registration fee is \$45 per car if pre-registered (by the Tuesday before the event), or \$60 after that.

Driver Education (DE)

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

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

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

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

Time Trial (TT)

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

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

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

Time trials typically cost \$295, with a \$50 discount for first-time drivers; late registration fees apply.

For complete information on all types of events, including safety requirements, rules, and eligibility, consult the club's web site, WWW.PCASDR.ORG, and the Zone 8 web site, ZONE8.PCA.ORG.

Policies for Stadium Events

- Car must be completely empty, tires changed, and ready to go when you arrive at the Tech Inspection line.
- A \$10 late fee will be assessed if your car is not in tech line by 7:30 a.m.
- You will not be allowed to register if your car is not in the Tech Inspection line by 8:00 a.m.
- All cars must have a car number and class designation on both sides at all practice and timed laps. Shoe polish may not be used for numbers.
- Helmets must meet Snell SA00 or M00 requirements or newer.

Stadium Schedule

6:30–7:30	Tech Inspection
6:45–8:00	Registration
7:25	Track Walk
8:30	Drivers Meeting
9:00	First car out

Contact the Chairs

Autocross	AX@PCASDR.ORG
Driver Ed	DE@PCASDR.ORG
Time Trial	TT@PCASDR.ORG
Performance Driving School	CDI@PCASDR.ORG

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Display Advertising

For display advertising contracts and billing information, please contact:

Richard Park

WITNESSADS@PCASDR.ORG

Rates

All rates are quoted per month with a minimum commitment of three months. Ads may be prepaid or automatically billed to credit cards.

Type	Width x Height	Monthly
Full	7¼ x 9¾"	\$200
Half	7¼ x 4¾"	\$125
Quarter	3½ x 4¾"	\$75
Eighth	3½ x 2¼"	\$50
Key Position		\$325

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

Submissions

We prefer that materials be submitted in .JPG, .TIF, .EPS or .PDF format. Please send files to EDITOR@PCASDR.ORG. We reserve the right to edit or refuse to print any ad.

Deadline for submitting new ads or changing existing ads is the first of the month preceding the issue date. To start, cancel, or inquire about an ad, contact the Windblown Witness editor, Susan Brown at EDITOR@PCASDR.ORG.

NOTE: Information in this section applies to display ads only. For information on classified ads, please see the sidebar within the classified listings.



LP 670-4 SV

Lamborghini San Diego

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To:

Susan Brown, Editor



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