

# WINDBLOWN WITNESS

REGION OF THE YEAR 1998 AND 2006



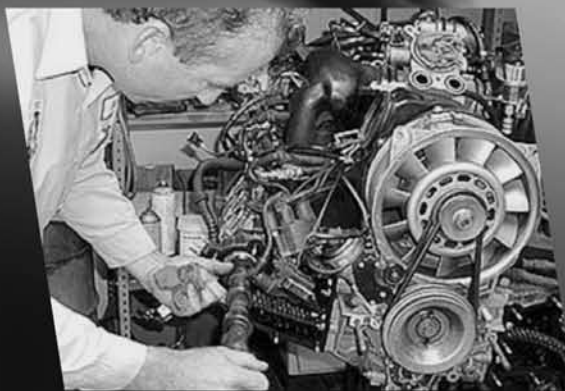
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# WINDBLOWN WITNESS

Volume 50 Number 12

December 2009

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Shawn Lawler driving  
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rally

Photo © 2009  
Jan Wagner-www.  
AutoMatters.net



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# Saying Goodbye to 2009

BY DAVE GARDNER, PRESIDENT

**T**he 2010 board met and elected officers for 2010. Here is your 2010 board:

Curt Yaws	President
Carl Scragg	VP
Bill Behun	Treasurer
Rikki Schroeder	Secretary
Neil Heimburge	Director
Monique Straub	Director
Mark Rondeau	Director

I wish them the best and I know the club is in good hands for 2010. Please join me in congratulating the new board and also supporting them in their efforts leading the club through 2010.

## 2009

It seems like we just started and here we are nearing the end. By the time you read this article, the 2010 Board will be in charge and the 2009 Board will either transition to the 2010 Board in their second year or be turning over the reins and taking a well deserved break. I'd like to thank Kim Crosser and Jennifer Reinhardt for all of their hard work over the last 2 years. It was a pleasure working with you and we'll take some fond memories with us from our experience. I will be around as advisor to the 2010 board. I don't think the 2010 Board will need much advising so I'll just sit there at the meetings and nod my head like one of the dogs in the back window of a car.

## Reflections

I will remember many things about my year as president. I never really felt Presidential, just leading a great group of people on the board. Like I've said many times, I'm just a volunteer; I just get more mail than most volunteers. While I'm on the

subject of volunteers, please help the 2010 Board by stepping up and helping with a chair position. We're a volunteer organization and without you there is no club. To those who volunteered this year I send you my heart felt THANK YOU. I know you're saying "here he goes with the volunteer thing again," but I'm done. Curt will be hounding you from now on.

We had several new events this year and reinstated some we haven't held for way too long. The first part of the year saw a decline in members. The latter part of the year showed many new members who were enthusiastic and eager to get involved with many events in the San Diego Region. Our numbers went back up and we're as strong in members as ever. We survived the economic downturn and held strong financially. All in all it was a good year. Thank you again to the volunteers. Thank you to all who attended even one event this year. Thank you to those who renewed their membership. Thank you all for your support, I appreciate that more than you'll ever know. Last and far from least, thank you Martha McGowan for all you did to make myself and the Board run at our peak. Without you it would have been one extremely difficult journey.

## Miscellaneous Ramblings

I get to ramble one last time. We are heading into the off-season of driving events though here in San Diego the off season is pretty short. When I lived in Central New York the off season was the end of October until April. I like our off season much more. This does give us the time to spend the year end holidays with our family and friends. Family always comes first. Friends come next and



some friends are like family. I enjoy all of the events I attend with the club and what we do. The best part of what we do at our events is doing it with the friends we've made in the club. I have made countless friends in this club. I'd have to say more than half of my friends are from the Porsche club. I guess part of that is because I spend more than half of my time doing things with the club. This is one great group of people and I feel privileged to be a part of this organization.

So on that note, it is time to wish everyone a great holiday and prosperous new year. I wish all of you the best and look forward to next year and hanging with my friends. Please feel free to come and talk F1 or any form of endurance racing with me since those are my favorites. I'm not too old to learn new tricks or start following another form of racing. Please help me expand my racing knowledge and following of great racing competitions.

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.

Once again, thank you all.

Dave





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# Onward to 2010

BY SUSAN BROWN, EDITOR

President Gardner got somewhat sentimental in his column, and I feel the same way. It's good to have another year wrapped up, but this magazine is the gift that keeps on giving, and since I've been asked to do it again next year, there really isn't any down time!

## This Month

The thing about nagging is that it works. I nagged Dave Gardner for weeks before his coastal road trip to ensure we'd get an article about the trip. Being a supreme delegator, he had his beautiful 14 month old DOG write the article. It's clever and entertaining, and Sarah (the dog) thanks Susie Amundson for holding the pencil.

Rich Fatuzzo had so much fun

writing about the Porsche Aircraft Experience that he contributes another article, this time on Hoehn Porsche's Panamera Tech Session. Jennifer Reinhardt and Jackie Corwin put together a great photo montage of our members with their pets and Porsches. What's up with all the animals this issue?

Jim Kollars took the photos below and on the calendar pages at the October Autocross. He's having a great time marrying two hobbies, photography and racing. This issue is just chock full of photos, many thanks to Greg Phillips and Ted Witte, as always. Greg has been incredibly successful at combining both racing Porsches and taking pictures of them, AND writing articles.

This magazine would be pretty thin, and dull too, without our regular columnists, John Straub, Michael Harris and Tom Brown. As Tom heads into serious Parade planning he has threatened to let his column fall by the wayside, so if anyone out there has an idea for a new one, just let me know. Many of you owe me a write-up for our "What's in Your Garage" series, so get on it! Steve Grosekemper has been kept too busy by our readers--fixing their cars--to write a technical article this month, but no fear, he'll be back.

Keep 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.



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

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

**Saturday, December 19, 2009**

## SDR Autocross Instructor Day

**Contact:** CDI@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](http://WWW.REALCHEESEPIZZA.COM/WEB/LOCATIONS/MM.HTML) See page 24.



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# January 2010

**Wednesday, January 6, 2010**

## **Monthly Members and Board Meeting**

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

**Place:** Brown's Home  
2240 Corte Ananas  
Carlsbad, CA  
760-942-2706

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

**Saturday, January 9, 2010**

## **SDR Installation Banquet**

**Time:** 5:45 p.m. Check-in  
6:00 p.m. Cocktails  
7:00 p.m. Dinner and Festivities

**Place:** Birch Aquarium  
La Jolla, CA

**Details:** PCASDR's annual event, this year featuring awards, dinner by the French Gourmet, and live music by the Sole Mar Bossa Trio for your dancing pleasure. \$50/person prior to December 28th, after that, \$60/person. Register and pay on [WWW.PCASDR.MOTORSPORTREG.COM](http://WWW.PCASDR.MOTORSPORTREG.COM)

**Saturday, January 16, 2010**

## **Zone 8 Awards Banquet**

**Time:** 6:00 p.m. Cocktails  
7:00 p.m. Dinner and Awards

**Place:** Marriott Manhattan Beach  
1400 Parkview Avenue  
Manhattan Beach, CA  
1-310-546-7511

**Details:** Zone competition awards, region and enthusiast recognitions, silent auction and entertainment. \$65/person, send check to Suesan Way at 10385 Bonnie Lane, La Mesa, CA 91941, or contact [SUESANWAY@POBOX.COM](mailto:SUESANWAY@POBOX.COM)

**Tuesday, January 26, 2010**

## **SDR Last Tuesday Social**

**Time:** 6:00 p.m.  
**Place:** Bay Park Fish Co.  
Bay Park Fish Co.  
4121 Ashton St.  
San Diego, CA 92111

**Details:** [WWW.BAYPARKFISHCO.COM](http://WWW.BAYPARKFISHCO.COM). See page 24.



# PCA SDR Installation and Charity Banquet



Saturday  
January 9, 2010  
6-10pm

Birch Aquarium  
La Jolla

**Attire is business casual/semi-formal**

5:45pm

Check In

6:00pm

Cocktails & Aquarium Viewing

7:00pm

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**Name of Attendees:**

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**Total Enclosed:** \_\_\_\_\_

# Do you think those tires will still be good when you are done with your restoration?

By TOM BROWN

March 1990 comes with a cover shot of the very first Porsche, the initial 356. This caught my eye because at our recent region Concours (which was quite successful, by the way), we had a replica that I think was modeled after this very car. Inside this issue was a short article describing the vehicle.

The first 356 came to reality on June 8, 1948. While based on VW parts, this was the first vehicle to use the Porsche name. The two-seater achieved Ferry Porsche's goals of modest size, ideal performance to weight ratio, low air resistance, good acceleration, high top speed, optimum cornering and short braking distances. These qualities were superior to anything heavier cars could manage. This car was a true mid-engine, with the modified VW power plant ahead of the rear axle. With a curb weight of only 1289 lbs, it achieved 73 MPH despite only having 35 horsepower!

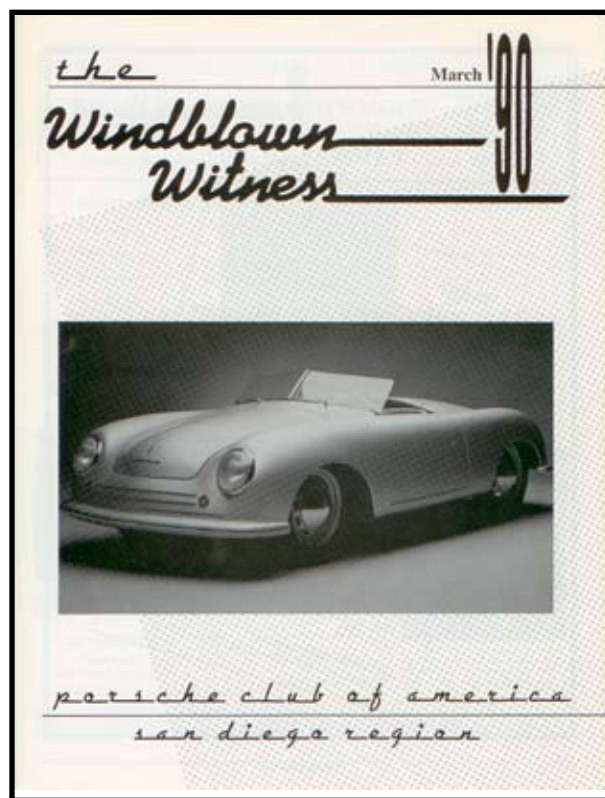
Then editor Monique Straub put out a call for stories about your Porsche projects, you know, those half-built cars that have been languishing in the garage for months. This is good advice even for today. Get back in the garage, get back to work, finish them up, then send in your photos and stories of your trials and tribulations, or at least your successes. Not only are they interesting to read, but you never know how many other people are having the same problems and need to know how you resolved them. Members helping members, that is what this club is all about.

John Straub wrote the month's tech article, all about tire storage. First of all, he writes, don't store them longer than six years, especially if you intend to use them for performance driving at some point. After six years the rubber has deteriorated too much for safe use. Preserving the condition of the rubber is the goal, of course, so you need to avoid anything that will speed the aging process, such as light (sunlight or fluorescent), heat and fumes from chemicals. Therefore tires should first be cleaned and then stored in a dark, cool and dry place. Bagging them can also be helpful. He also suggests wiping them with a product called Smoothy (is this still available 20 years later?) to protect the rubber from cracking. Finally, to prevent the tire's shape from deforming, he cautions against hanging on hooks or stacking loose tires on top of each other. Ideally tires should be stored pressurized on rims so they maintain their shape.

Monique closed out the issue with a sample Tech Quiz,

of the style you might find at Parade. Now that I think about it, "Ten year old tires are still good for racing, true or false?" might be a good question, but the test is limited to Porsche specific trivia and each question must be based on information in an official publication. Here is one of the questions from her sample quiz: Between 1976 and 1988, how many engine displacements were used on production 911s (excluding race cars)? Correct answer: Four.

See you in 2010!







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# The Elusive Drift

BY JOHN STRAUB, ARCHIVIST

Let me set the scene. We're at Skip and Leslie Shirley's house getting ready to play some throw-down poker when long time members Dean and Jan Spooner walk in. Dean gives me a nod and tosses an old magazine in my direction. "Speed Age," the 10th anniversary issue. It's a "One Stop All" mag about all kinds of car racing, Drag Racing, Rat Rods at Bonneville, Sports Car Racing, Midget Racing, USAC, Stock Car Racing, even F1 in Europe. Choices...play poker and get my butt kicked, or read an old car magazine...hmm, I'll take the magazine. So as the poker begins, I peruse page by page, then one article called "The Illusive Drift" by John Bentley hits my radar. The following is John's explanation of drifting a car through a corner.

*"Since drifting is the most misapplied and misunderstood of all racing terms, a word of explanation may prove helpful. The word is often used by drivers to describe a hectic tail skid or a precarious four wheel slide. It is neither. A true four wheel drift is a hair trigger maneuver which only the experienced driver can perform safely,*

*provided always he has enough power.*

*The purpose of the drift is to overcome the added rolling resistance offered by a curve and so restore straight away speed coming out of the curve. Depending on the understeer or oversteer characteristics of the machine, you can induce a four wheel drift or you can let centrifugal force do it for you. In the former case, a stab of the brake and a flick of the steering wheel towards the inside of the bend induces the start of a tail slide, which you immediately correct, keeping a steady throttle foot. Centrifugal force now takes over again and tries to swing the tail outwards, but by constant lightning correction, you anticipate this and keep the nose of the car pointed towards the apex of the curve.*

*In effect then, a drift is a continuous correction of an incipient tail slide that never materializes. The driver establishes by feel an extremely fine balance between the slip angle of the tires and the optimum traction point, using just enough power. There is a constant tendency for the immediate turning center of the car to move ahead of the normal turning center. This stems from centrifugal acceleration trying to pull the machine ever closer to the outside of the bend. If you over correct and it succeeds, you are no longer in a four wheel drift, you are in a spin.*

*Once a drift is established, if the driver uses too much throttle, the front wheels will skid first since the slip angle of the front tires is greater than the rear tires. But this in itself is not dangerous. The immediate result is to increase the radius of the turning circle, and thus reduce the effect of centrifugal force below danger level. That's all there is to it."*

I find this fascinating, the way he writes and the words used about the subject. But what I really find interesting is that this was written in May 1957. Think about it--this was exactly the same point in time that our own San Diego Region was being chartered into PCA National over 50 years ago. Wow, what a mind trip! Keep the old car mags coming my way Dean, thanks.





# The Porsche Display

By MICHAEL HARRIS

The San Diego Auto Museum continues their featured display of fine Porsche automobiles from Porsche number 1 to modern Carreras. The display also features a wonderful film highlighting "50 Years of Porsche." The film starts with the original type 356 roadster hand built in Gmund, Austria to racing victories at Le Mans and other racing venues through 1998. The film was produced by Porsche and displayed at the 50th Anniversary celebration of Porsche at Laguna Seca, Monterey, in August 1998. The film features cameo appearances from many of the factory's contract drivers. Vic Elford, who started with Porsche as a Rally Driver, comments on asking Competition Manager Baron Huschke von Hanstein why the race support van had no spare parts for his rally 911, except for a few extra wheels, spare tires, and a jack. The reply, according to Elford: "My boy, there are no spares. Porsches don't break." The parade of former stars includes George Follmer, one of the most underrated but versatile and successful drivers who could (and did) win in any type Porsche; Denise McCluggage, an accomplished female driver; Hurley Haywood, a multiple winner at Le Mans and driver with the longest association with the factory; Derek Bell, and others. Kenyon Blower of Vide Post had a copy of the film and generously loaned his copy to the Museum. As an aside, SCRAMP, the governing body for events at Laguna Seca/Mazda Raceway has terminated their contract with the founder of the Monterey Historics event, Steve Earle. SCRAMP announced that for financial reasons they were unable to continue the association and have decided to do their own promotion. Earle has allowed SCRAMP to use the name of his event for 2010, but thereafter he will use it himself. Earle has entered into a contract with Infin-



Gary Peterson's 1968 Tangerine 912 and Steve Lopez's 930

eon Raceway in Sonoma for his future events, starting in spring 2010. I fear SCRAMP has made a bad decision but only time will tell.

New to the display is a handmade replica of the original 356 roadster. Just like the original, many of the parts are handmade and unique to this model. The original car was conceived by Ferry Porsche who planned on building a two-seat open sports car based on Volkswagen components. The car had a tubular space frame and aluminum body. The windscreen was split in the middle and frameless. The modified VW engine was placed in the center of the car and behind the driver. It had a banjo steering wheel, two instruments and a clean dashboard. There was a single bench seat. Mark Gomez, a SDR member from North County, has recreated the Type 356. Except for the two bucket seats and 15" wheels rather than 16" wheels, it looks just like the car residing in the Porsche Museum. If you attended the SDR/Zone 8 Concours at Spanish Landing led by Steve Lopez and Araceli Lopez,



Tom Brown's 993 Twin Turbo (TB911) in Arena Red



Jim Peasley's 914 with 911 running gear





Gerry Sturm's Lilo Gold 911S in front of Porsche posters and models

you saw this beautiful and significant automobile. The second new and rare 356 model is a 1962 T-6 356 Notchback in Oslo Blue owned by Kaid Marouf. There were only 699 Notchback coupes built. It was not a commercial success, despite being a very pretty car. New also is Paul Young's full concours 997 Carrera S in paint-to-order orange metallic. Paul tracks the car, rallies with it, and it still is a show car.

## Model Cars

The Porsche Display also includes a model car display that is almost all inclusive, from 356 GT cars to late model Cup cars and other 911 racing derivations. But there is no 959 rally car. You will also note one unusual feature about the cars that always seemed unique to Porsche--car color names that seem disingenuous. Gerry Sturm's '67 911S is a special order color called "Lido Gold." In fact, no "gold" is noted. It is a pretty shade of yellow with a slight green tinge. Rich Caccese's 968 cab is called "Amazon Green" but is a lovely dark blue that looks almost black in faint light. Tom Brown's 993 Twin Turbo (license TB911) is "Arena Red" but it is a beautiful deep wine/maroon color and not red, at least in my view. This is in no way a criticism of any of the cars, simply an observation. Also new this month is a number of PCA brochures provided by Membership Chair Angela Avitt to attract new members.

The second phase of the Museum's Porsche display will feature racing Porsches and will run from December 7th until January 29, 2010. Cars to be displayed include Dave Gardner's track 911 in Martini Racing colors; Mark Kinner's blue heavily modified 911 with flared fenders, whale tail, slicks and a big motor; John Rickard's 944 spec racer in yellow; John Straub's vintage racing '70 914/6 GT; a 928 Club Racer; a '58 Speedster complete with roll bar, and half a dozen more.

Docents will ensure that only visitors' eyes touch the



The new and the old. A Macadamia and tan 2008 987c in front of a 1964 904GTS. Despite the 44 year age difference, both cars are mid-engined, have 4 wheel disc brakes, mount 6 cylinder overhead cam motors (most 904s came with the 4 cylinder/4 cam engine) and use light materials to keep the weight off.

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," "any war stories about racing" and "reason behind the purchase of this car?" Some of this information will be shared with the viewers.

Coming in February, the Museum goes from high performance cars to "Economy of Motion-or, Little Green Cars." An example has been placed right next to Jim Peasley's 914/6 (911 running gear)--a 1910 Baker Electric auto. This car is complete with tiller steering, buggy lighting, patent leather fenders in black. All for a price tag of \$2,700 in 1912 when a Ford Model T sold for \$300 in 1920. Ah, progress. Please also reserve January 23, 2010 in order to attend the Museum's Dinner/Banquet to enjoy the cars and raise needed funding for the Museum. See you at the Museum.



# Hoehn Porsche Holds Panamera Tech Session

TEXT AND PHOTOS BY RICH FATUZZO

PHOTOS BY CHRIS NEUMEYER, HOEHN PORSCHE

In September, Hoehn Porsche sponsored the Porsche Aircraft Experience at Palomar Airport. In October, Hoehn sponsored an Open House at their Carlsbad dealership. This Open House allowed the general public to preview all the new Panamera models, and to actually test drive the S, (rear-wheel drive), 4S (all-wheel drive) and the Turbo Panamera models.

Over 100 visitors attended this “Panamera Reveal” with approximately 35 people actually test driving one or more of the Panamera models. Everyone I had the opportunity to talk to who test drove the Panamera models was very impressed with the vehicles’ performance and luxurious interior. Quite a few people were also pleasantly surprised by the spacious back seat area and headroom.

Hoehn “batted a thousand” when they conducted their third Porsche sponsored event in the last three months with a Panamera Tech Session for PCASDR members on Saturday, November 7th. This two-hour event was presented by Matt O’Berry, Service Manager and his staff, including Ron Peterson, Shop Foreman. In Matt’s computer presentation, he highlighted many of the technical/mechanical features and the unique exterior and interior aspects of all the Panamera models. These features are

just too numerous for me to mention in this article, but a number of our members asked some really good questions which Matt and Ron were more than happy to answer.

Over 60 SDR members attended the Tech Session. Additional guests showed up, just wandering into the dealership during the presentation time—two of them were on bicycles, but their racing bikes were not enough for a down payment on the Panamera Turbo in the showroom.

A highlight of the Tech session was when the Panamera Turbo was brought from the showroom area to the service department and put on a lift for everyone to see what the undercarriage looked like. After removing some of the composite front and rear skid plates, it was apparent why this model is interesting to look at, especially the engine/transmission linkage for the all-wheel drive.

Matt’s presentation was excellent—a big “Thank you” to Matt, his staff and the Hoehn Porsche dealership in Carlsbad for this event. If members have any general or technical questions about the Panamera models, please call Matt or the sales people at (760) 438-4434 for more detail.



Rich pretends he's the proud owner of a new 2010 Panamera 4S. Sean Conner congratulates him...



Yes, people are taking pictures of the undercarriage



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# Driving the Left Coast

By Ms. SARAH GARDNER

**B**ackground: My name is Sarah Gardner. I'm a 14 month old yellow lab, and this is my vacation journal.

Back in April, Daddy and Susie began planning a drive along the Pacific Coast Highway for their vacation in October. I convinced my dog sitter, Christine, to take vacation at the same time, enabling me to go on vacation with them. However, while listening to their ongoing discussion of our agenda, I soon realized they have none! The only thing on their want-to-see list is "A Redwood Tree." Hello? What are they thinking? It's a very good thing I'll be along. They obviously need my assistance.

I asked Susie to check out [www.dogfriendly.com](http://www.dogfriendly.com). It's a wonderful site! It provides dog-friendly hotels, restaurants, and attractions internationally. Thanks to Susie, I will have hotel rooms booked along the route. I don't know where they expect to sleep because I didn't see her booking anything for them. Must be in the car—like those two will fit in there—LOL! Maybe they can use that "nest" they designed for me in the back seat. NEVER let two software people design your personal back seat space regardless of how many hugs, kisses, and cookies they give you. I've had to rearrange it several times, and they just put it back to its original configuration. Well, I'm very glad I'll be snug as a bug in a rug in MY hotel bed each night!

Since I adopted my Daddy last year, I've been dying to go to the beach, run through the surf, and poop in the sand. Luckily, Susie agreed to locate and schedule stops at several dog-friendly beaches for me on [www.dogfriendly.com](http://www.dogfriendly.com). And, she promised to bring plenty of empty Von's bags! I hope we don't hit all the beaches in one day...Hmmm, I may have to start bulking up prior to my vacation.

Well, it's the night before our trip, and I still have no idea what those two will be doing, but I have a pretty full and exciting agenda! Off to bed I go!

## The Vacation

### Day 1

We planned to leave this afternoon/evening. It's 4 p.m., Daddy is lounging in his chair, and Susie is still do-

ing laundry. Hey! This is the first day of MY vacation!! Whatzup!

I can't believe these people. They're NOT MOVING. I cannot get them motivated, no matter what I try. Even my big brother DJ is trying to push them out the door. Looks like no party for him tonight. Poor dude.

### Day 2

Today is Daddy's birthday. He was kind and gracious while declining my "very special Daddy's Birthday one-day-only-offer" to share my Kong full of peanut butter and dog food. I even said he could roll it all over the carpet. Hmmm, I swear, the older he gets, the fussier he is. I hope he doesn't turn into one of those curmudgeons.

Then, all of a sudden, Susie gave Daddy a birthday card with a piece of paper in it. Once he read it, he said "Let's Roll!" I don't know where we are rolling to, but we're FINALLY on the road. I must say, they did a sloppy, last-minute job with packing. I hope I have all my important stuff.

We're in the car, and what's this?? The only toy they gave me was my soundless bee. Bummer! You see, I have this great bee hive toy with 4 bees. I can remove them from their hive in less than a minute flat. Three of the four bees still have squeakers, which I can squeak relentlessly when I need attention. So which one did they put in the back seat with me? Okay, I can fit between their seats—they're so going to pay for this faux pas.

Well, we "rolled" as far as Camarillo. Yes, I did say Camarillo, and evidently, Susie actually planned this stop. Regardless, we met a nice man named Spencer Suderman who thinks I'm just gorgeous. And, I am. He put a helmet on Daddy, so okay, it looks like we're racing. But no, what's that? A PARACHUTE! I don't get it. Why would Daddy need a parachute? Was it that last cone he hit at Fontana?? Nah, couldn't be. Daddy climbed aboard this funny looking red car. It seemed sporty like our Porsches, but, I've never—I'll be damned! This car went up into the sky and did crazier things than I've seen Daddy do on the racetrack! Could this be the new Panamera? Wow! Just imagine the nest I can make in the back seat of that thing and how I'll be traveling like the special Princess I am.



We drove a bit further and arrived at my dog-friendly hotel room, and what do you think happened? Daddy and Susie not only expected to share my room with me, but they think we should share the same bed! What's up with that? And, when they unpacked my bag, I discovered that they successfully managed to bring my special toys and my food & treats, but they forgot my dog dishes. The nerve of them! They tried to placate me by putting my food in this lame collapsible dog dish Susie bought, and put my water in the hotel's ice bucket. I gave them ½ point for the ice bucket idea, and less than half the bed space for forgetting my dishes.

### Day 3

After a well-deserved, lazy start to my day, the three of us packed into the Porsche with my newly-stolen ice bucket from the hotel, and continued our journey north. In addition to that damn bee that doesn't make a sound, I now have been given my big cow bone to occupy my time. I figured that when I'm not chewing it, I can throw it at someone up front to gain some attention--just in case my pushing myself between the seats and into their laps doesn't work. After all, as Mae West said, "a girls gotta do, what a girls gotta do." I like her way of thinking, and it pays off. I'm getting special Kahoots dog cookies, cashews and cheese from Daddy and Susie for staying in the back seat. Thanks for the advice, Mae!

From what I can see looking over Susie's shoulder at the guidebook and map, we are heading along Route 1. They want to see something called a "mission" and some big fig tree in Santa Barbara. Whatever, I'll chew on my bone until we get there.

We stopped at Mission Santa Barbara, and I walked through the rose garden with Daddy and Susie. There are so many wonderful scents here! The Mission is very large, and I'm sure they have plenty of space for me so I don't have to share my room tonight. Before I could pick a room, they loaded me back in the car to search for the tree.



After the mission, we drove around and around trying to find the "big fig tree." We've been lost for awhile and cannot see it, so how big can this thing be? They are driving me crazy—it's just a tree. But then, we find IT. Wow, what a wonderful tree! It's the same fig tree species as the famous tree in Balboa Park, but much larger. A young girl planted it in 1877. What a wonderful young girl to plant this tree for my vacation visit! Don't I look beautiful with this very beautiful tree?



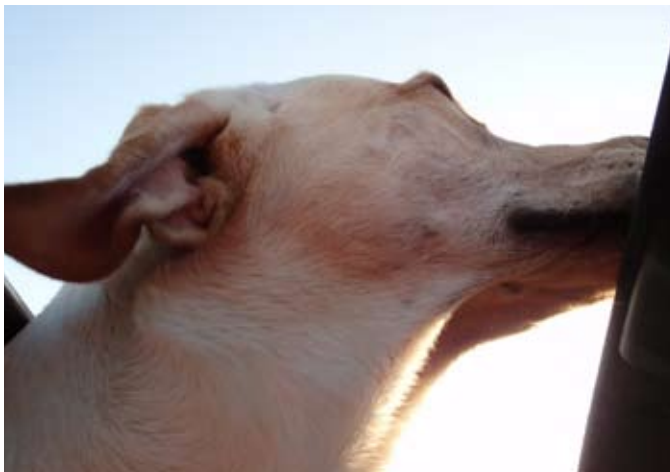
Instead of returning to my room at the Mission, we're back in the car and heading for Ocean Beach. According to our guide book, the beach has never been altered by humans, and it has its original plant-life. I suppose this



is because it's on the Vandenberg Air Force Base. Susie assures me it's dog friendly, so I can't wait to check it out. Finally! My first visit to the beach. Once we arrive, we find we have the beach all to ourselves, so Daddy let me run around off my leash. I had so much fun running in the sand and playing in the surf that I couldn't contain myself. After my frolic in the surf, I couldn't wait to poop in the sand!



Back in the car once more, Daddy opened the sunroof for me. I had so much fun sticking my head out of the roof of the car, feeling the wind blow my ears, and letting the wind blow the sand out of my fur and onto Daddy and Susie.



When we arrived at my hotel, I discovered, once again, I had to share the room with Daddy and Susie. I think they need to get with the program and find a people-friendly.com website. Susie ordered a kid's meal from Jack in the Box which came with a Halloween "bucket" for trick-or-treating. She added a little water, and thought it would be fun to teach me to pick up the bucket by the handle when I want water. Of course, I did this the very first time, so she filled it half full. I couldn't resist picking it up by the handle and shaking my head. LOL! Susie then put my water in the ice bucket she stole from our last hotel, and my food went into the Halloween bucket. She has no sense of humor.

## Day 4

Today, we're headed to San Luis Obispo via Big Sur, with stops at Morro Bay and Moonstone Beach. The reason for stopping at Morro Bay is to look at sand dunes and a big rock. Can you believe these two? I'd rather look at a giant bone. Here's a picture of me and Daddy looking



at the rock while Susie is taking pictures of the rock and the sand dunes. I don't get it, it's just a rock.



Our next stop, Moonstone Beach, is named for the moonstones that wash up on the beach. Susie and Daddy took so long looking for stones that I decided to help by digging some large holes in the sand. They were too busy picking up moonstones to take a picture for my journal. I did such a wonderful job that only my butt and tail were visible!

Susie asked Daddy to stop at a vista where otters are often seen. We saw plenty of otters—they look like dogs floating on their backs. I'll have to try that in the pool. We saw even more rocks, but these were covered with pelicans and cormorants. After seeing all those birds sharing one rock, I guess sharing my room with two humans isn't so bad.

While we watched the otters and birds, some pesky squirrel kept trying to get me to play. I have much better things to do with my time. It also had the nerve to go up to Daddy and Susie, sit up, and beg like a dog. Well, I can certainly imitate a squirrel, but what's the point? Who





wants to act like a squirrel? Susie rewarded this hammy performance by giving the brat some of our popcorn!

We also stopped along the road to watch and photograph elephant seals. I certainly don't understand the attraction. I'm much prettier, and I don't smell like "that." Several of the tourists agreed with me.



We drove the Big Sur portion of the coastline, which is gorgeous! At one point, Susie got all excited and we pulled off the road to watch some big flying bird called a Condor. It was so big and scary; I thought it was a flying monkey at first! Daddy assures me that flying monkeys are make believe, but just in case, I'm staying in the car. I think this thing could pick me up and fly off with me! While photographing, Daddy followed its flight to a tree full of condors.



I'm glad to leave those flying monkeys, er, I mean condors, behind and get checked into my hotel room. And yes, the cheapskates are still sharing my room. Tomorrow, we're heading to Monterey where we'll spend a couple of days.

## Day 5

We spent the day wandering around Monterey. We had a nice, long walk on this great trail that parallels the entire Monterey peninsula. I met two other dogs who were both a little small and yippy for my liking. I also met some really nice people! Daddy took a lot of photos of the surf because some typhoon made the waves really high.



While Susie again looked for crap on the beach, I chilled out with Daddy. Here's what Susie looks like, for those of you who haven't met her. And, here's a nice photo of me and Daddy hanging out together.



We had to stop and watch some surfers. Susie has never seen surfers. Unbelievable! She needs to get out more.

Afterwards, we took a walk on the wharf and looked for a dinner spot. So many people greeted me and remarked on my beauty! In fact, a tourist from the Philippines took my photo. Must be the dogs there look like, well, dogs. The photographer's brother wore a F1 Ferrari hat which Daddy immediately noticed. These folks were Formula 1 fans visiting here from the Philippines. Susie and I waited patiently for Daddy to stop talking about F1 so we could grab some dinner. While awaiting the arrival of our dinner, I entertained several Lab fans from Texas. Now, those people know how to appreciate a good lookin' dog!

Not long after arriving back at our hotel, it started to rain heavily. Daddy and Susie are discussing whether to continue driving north, or head back home. I was so tired from my day that I turned in early and decided to let them figure it out.


## Day 6

We all woke up early due to the torrential rain. I did "my business" in record time! Daddy and Susie looked at weather.com on Daddy's laptop, and are concerned because some guy named "Jim Cantore" showed up last night. I guess they don't like him, because as soon as they found out that he arrived here, they announced we're heading home! Hmmm, Jimbo must not be a dog person.



My co-author, Susie Amundson

We drove straight home, stopping just once at a McDonald's near the Grapevine. Daddy and Susie bought me a burger, but it seemed to be lacking something—like the bun and all the toppings—hello! We had some fun moments when a good amount of water on the road made the car do some strange things. After we drove through rain and rain and even more rain, we drove through a dust storm! How cool was that?

Once we arrived at our home in San Diego, I chose my favorite spot on the couch, and stretched out to reflect on my trip and nap while Daddy and Susie unpacked the car. Although short, it was a very nice vacation indeed! Oh, and that redwood tree—never saw one. 



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# 2009 PCASDR Volunteer Party

By KATIE KINNINGER

This year the PCASDR Volunteer Party was held September 12th, 2009, at the Mission Trails Interpretative Visitor Center, nestled in the chaparral and sage scrub of Mission Trails Regional Park. The visitor center itself is impressive--the lobby and adjoining patio have sweeping views of the surrounding gorge and hills.

We had the full use of the museum, filled with information about the park's history, natural plant and animal communities. Live music was provided by the Jay Jay Lim Jazz Quartet which filled the museum with great vibes. The fresh barbequed beef/chicken and kabobs were served on the outside patio overlooking the gorge and cold drinks and spirits were served from the grand bar in the lobby. The setting sun turned the beautiful hills all shades of pink.

Each chair person received a gift from the club, presented by president David Gardner—a large canvas bag with a vintage club logo on the side.

Great times were had by all the hard working volunteers. Thanks for your dedication to our club. 



Amy Duncan and Annette Linares



Mark and Katina Rondeau



Mark Kinninger, Jim Duncan, Dave Gardner, Penny Duncan, Greg Phillips and Pat Corona



The jazz band played on



Katie Kinninger and Martha McGowan



# October Last Tu



If you can't live on a golf course, second best would be to spend the evening overlooking one with other Porsche Club members in East County. That's exactly what our members did on the Last Tuesday Social at the Savannah Grill by the Cottonwood Golf Course. Now, if you have never been there, you should make a point of visiting the venue. The food and service were wonderful, the price was right, the view was magnificent and the socializing was the best! We were happy to have new members Israel and Martha Ruiz join us for the first time. The location was right for them because they live just around the corner. Jim and Brenda Richmond, who also live in the area and hadn't been to an event in a while, also joined us.

That's what the LTS is all about—gathering together at some new places in different areas of the city, meeting new people for the first time, greeting friends we haven't seen in awhile, and of course, gathering with some familiar faces that we happen to see a lot of. Come and join us next month!



Clockwise from top left:  
Brenda and Jim Richmond  
David, Martha, Israel, Brenda, Jim, Chris, Tim, George and Julie  
Martha and Israel Ruiz  
John and Monique Straub  
Jan and Dean Spooner  
Chris and Tim Woods  
George Georgalis and David Grant





# Wednesday Social





# Runway Rumble

By JOHN STRAUB

PHOTOS BY GREG PHILLIPS





This year's Coronado Speed Festival was a little different than in years past. Most of my waxing about the event will cover the Hospitality Tent, as I chaired the committee which hosts that portion of the San Diego Region's festivities. But first, I need to touch on the region D.E.

Let me take you back to the early days of racing in the U.S. It first started after WWII with the invasion of sports cars. The venues were crude--Pebble Beach, Torrey Pines, and on the streets of places like Watkins Glen. As you would think, they were very dangerous. Spectators and drivers alike were injured or died from accidents. Dedicated road courses needed to be built to improve safety, but before that could happen, another racing venue popped up. They were little used airfields around the country. They were "runway rumbles" run on concrete runways the likes of Palm Springs, Santa Barbara and others. Not unlike our D.E. held at Coronado. If you participated you know that you had a look back to the past at what it was like to race in that environment. Fun wasn't it? You can also see what now draws the Vintage racers to come back to the Coronado Speedfest year after year. It's like stepping back in time... an opportunity that only the foolish miss.

Now to the Hospitality Tent. Bear with me, and I'll give you a little history. The idea came about many years ago. A committee was formed and off we went. We wanted to show San Diego Region members what Vintage Racing was all about. What better way to do that than to make a party out of it. At first we would just meet at a nearby park and caravan into the Corral area, usually to be parked in a back corner somewhere. Four years ago, we decided to have a tent at our Corral. It was a place to gather. We had a 20' x 20' tent and we pressed for a location close to the track. But, we had to produce enough cars to fill the area in order to keep our place. As they say: "If you build it, they will come." And come they did. Our committee worked hard to get the word out. In that first tent we just served refreshments and snacks for two days, but it was a success and members

wanted more. The second year we were able to keep our "prime real estate" and again had a 20' x 20' tent. Publicity, publicity, publicity paid off. Members were starting to look forward to it each year. During that second year we had snacks the first day and a box lunch the second day. Not a lot, but the party had been established. Now we needed a bigger tent.

Two years ago we went to a 20' x 40' tent. For many members, this was the only event they attended all year and they loved it. That year we had a box lunch on Saturday and for the first time, a catered lunch on Sunday. We were receiving requests for about 200 Car Corral passes which dwarfed all of the other car clubs. We must have been doing something right.

That brings me to this year. Again a 20' x 40' tent, and we requested over 240 Corral passes. For the first time we were receiving requests from Porsche people outside our own region. We went all out and served a catered lunch on both Saturday and Sunday, serving over 400 meals. The coup we really pulled off was getting local newspaper coverage that we had obtained "Porsches Ultimate Racing Weapon" to be displayed at our tent, a 917/30!

A big thanks to the members of our committee who attended numerous planning meetings to make it all happen for you this year: Chuck Sharp, Kaid Marouf, Mark Rondeau, Joe Hoffman, Katie Kinninger, Angela Avitt, and Monique Straub. Our committee would also like to thank the multitude of other volunteers who helped with parking, serving food, and the goodie store. You see many of these members at all of our events, always working.

It has been a joy working with these members to bring a touch of timelessness to the San Diego Region, and to see the smiles on the faces of Porsche enthusiasts after they watch the races or trek back from the Paddock Area.

Isn't it fun to step back in time for a weekend and take it all in? You bet!



# The Chase at the Base

TEXT AND PHOTOS BY GREG PHILLIPS

This should have been the shortest track commute ever. But since I was in the middle of remodeling, I was up early to get ready and drive over the bridge to Coronado and make the 6:30 meeting with Steve Grosekemper from Dieter's. He was bringing the trailer with the 911SC and we were meeting outside my home in Coronado before driving onto the base at NAS North Island. This year was the first time ever a DE was going to be held in conjunction with the Coronado Speed Festival Vintage races.

Through the hard work of the DE crew of Peter Busacchi, Carl Scragg and Martin Lipp, we spent the Thursday before the vintage races driving around the track that had been set up on the runways and service roads of the base. It has always been a great event watching and photographing the vintage races, but driving on the track would be even more fun. There was some trepidation as we approached the base as the security is very tight and we were warned we might have to go through inspections, but after a quick check of our IDs and paperwork we were waved through and on to the venue.

Since this was the first DE event, everything was new. The first problem was that the trailer parking for the DE was set up outside the usual paddock, as the vintage racers would be arriving throughout the day and would need access to their sites and to get set up. There was room for the individual cars near the pre-grid, but not enough for trailers. So we parked the trailer and started unloading the 911 and erecting the EZ-Up for shade as the weather prediction was for warm to hot weather for Thursday. After unloading, we went off to registration to get our run assignments and wristbands. It was soon time for the early driver's meeting in anticipation of an 8 a.m. start. Because of the cost of the venue and the popularity, the DE crew planned on a tight schedule to optimize track time. We were running with six run groups and 20-minute sessions from 8 to 5. Jim Binford and the DE crew reviewed the passing and gridding procedures along with the flags from the corner workers and marshals. After the drivers meeting I found out my student was Doug Clarke in his 1970 911T. Doug had also taken the long commute from Coronado for this event.

Three of the run groups were primarily Porsches and the other three run groups had an eclectic mix of cars and drivers. Some of the vintage racers were using the day as a test and tune, and there were also cars from BMW CCA, plus Mustangs, Craftsman trucks, Corvettes, Cobras, Miatas and Vipers, just to name a few. The venue

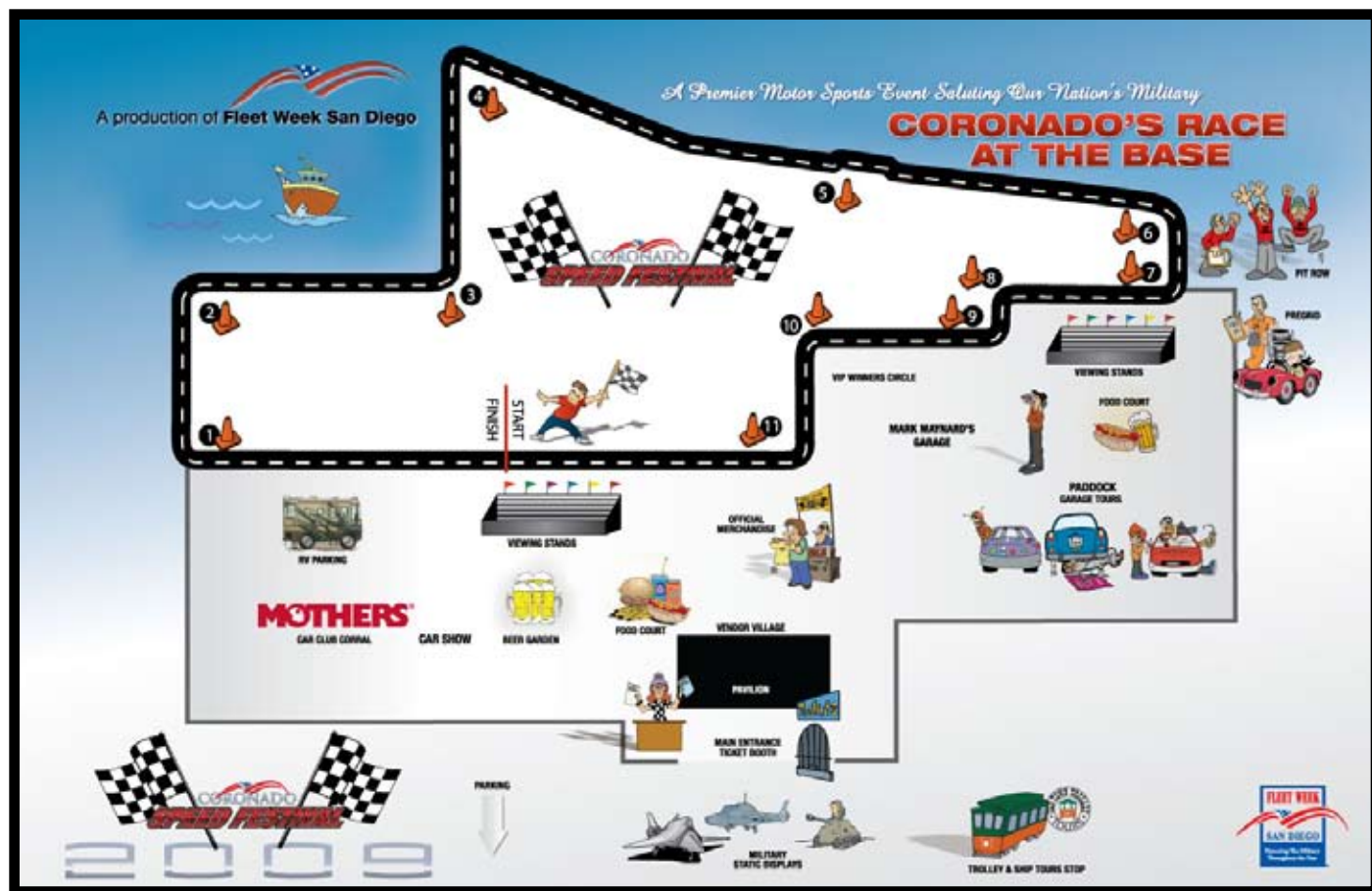
also brought out several Porsche drivers who had not been driving with PCASDR in awhile, including Amy Duncan, Ed Bohorquez, Bill Dawson, Mats Lindstrom, Allan Childers and John Straub. And it was also the first track event for several of the autocross drivers like Kim Crosser and Katina Rondeau.

Red run group was up first and Steve had the 911 ready and warmed up in time to head out for the grid. They were running two laps under caution and the first lap had a pace car to help us learn the new track. While Steve was driving I headed out to the track to take a few pictures in the nice low morning light. The drivers were starting to pickup the pace as the run group progressed. Soon he was back in the pits and we were checking pressures and tire temps before my run session in white. After a short wait we were called out to the grid. In the grid we were reminded to be careful out there as there is K-rail around the track and also the tire chicane was very narrow and slow. It seems a few cars in the first 2 run groups had miscalculated and there had been some contact with the hard objects on the track. We were hoping to have better luck in our run group. We were flagged onto the track and there was a long line of cars behind the pace car. As I was driving down the front straight at about 50 mph behind Debby Sharp's 944 I reached up to adjust my Wink mirror, just as the line of cars accordioned. Debby hit her brakes and when I looked down from adjusting the mirror, she was much closer to me, and I had to swerve to the right as I hit the brakes. Looks great on the in-car video.

After the two pace laps we were green-flagged and started picking up speed. The runway was abrasive but still had a lot of dust/dirt on it and the initial grip did not seem that high. But as the tires warmed up and the line was cleaned off it improved. The traffic was not bad and after chasing down and getting a point from Mark Rondeau's 944S and another 911, I had a clear track in front of me for a few laps before catching up with another pack of cars. I was able to clear a couple and then the checkered flag was up and we headed back into the pits. White was the first run group without an incident and the rest of the day was relatively incident-free.

After my session it was time to get ready for Doug's session. He had been active at the autocrosses but this was his first track experience in his Porsche. After buckling the seat belts, it was time for his pace laps. After the pace laps, he was able to start picking up speed as he learned the track. He was running on R tires, but with





stock suspension and seat belts there was a lot of motion and I was getting a good core and right arm (from holding on!) workout as we went through the corners. There was a mix of cars and speeds in his run group and he was kept busy, sometimes passing, sometimes getting passed, as we went through the session to the checkered flag.

I had a longer break now and took some time to walk around the venue and see more of the variety of cars that were participating. Unfortunately, I was also able to see some of the damage that had been done to an early Mustang that backed into the wall coming on to the front straight. Also injured was a 944 SPEC car that had backed into the wall at turn 4. There were also some mechanical issues. Otto Obrist's 944 Turbo put a hole in his cam cover and he was done; the transmission in Richard Park's 914/6 decided it did not want to engage all of the gears and he was done. Bill & Tami Ibbetson's 968 was having problem with the rear axles and CV joints but he had spares and was able to make the repairs and get back on track.

Steve was out again in red run group and had a good session chasing David Quesnel's 1976 "912" and Anthony Dilanzo's 1970 911. The car was running well and the grip was improving as the temperatures increased and more rubber was being laid down.

In my next session in white, Doug was going to ride along for the session. We entered the front straight out

of the pits and accelerated. We were behind Mark Rondeau's 944S, Bill Wong's 944 Turbo and Gary Burch's 1970 911.

The track had a long front straight where we were reaching speeds of about 100 mph and then braking and dropping a gear for turn 1, a 90-degree right, and after tracking out on the wide road into turn 2, another 90-degree right which was complicated by some new asphalt in the middle of the turn. This led onto another wide runway and a short straight before slowing slightly for turn 3, a 90-degree left onto a runway connector and a short straight before braking into turn 4. This was one of the trickier turns; it was tighter than the usual 90 degrees and there was k-rail right out to the trackout point before it opened up onto the wide back straight. At the end of the back straight was the other tricky section, turn 5, the tire wall chicane. This was a very tight left-right chicane with 5-foot tire walls on each end of the chicane. I had to slow down to about 45-50 mph to go through. After the chicane there was another short straight before braking and turning right for turns 6 and 7. Although they were listed as 2 turns they felt like one tight hairpin. After exiting 7, it was a series of four 90-degree corners that led back to the front straight. Turn 8 was a left and then an immediate right for turn 9, with a wide run out and short acceleration before slowing for turn 10, a left, and then setting up for the important turn 11 that led onto the

wide front straight. This turn was a late apex that allowed you to get on the gas early and extend the straight. There was plenty of room, but if you apexed too early or got on the gas too aggressively, there was k-rail waiting at the trackout.

After a couple of laps, Mark pointed me by on the back straight and I set off after Gary's 911. I caught him coming onto the front straight and he pointed me by, and now I was chasing the 944 Turbo of Bill Wong. He was quick down the front straight but I started reeling him in through turns 1-3 and was getting closer at turn 4. As we finished our braking and started turning in, we found Bill was not just turning in but his car had spun at the entrance to turn 4. I was able to tighten my line and drive by as I looked at his nose and headed onto the back straight. Apparently Gary and Mark also found turn 4 congested as they came around. Again it made for interesting in-car video later. The rest of the session was uneventful, at least by comparison.

I should also mention that while the sessions were going on, the instructors were providing rides for the Navy personnel. They would take them out for several laps and then swing by to pick up a new victim. The rides were very well received by the Navy people, although apparently their stomachs did not always agree.

Doug was out in his next session and was able to start integrating his experiences on the track both as a driver and passenger, picking up more speed as the session progressed. He was very smooth and the main thing we were working on was having him unwind the steering wheel as he was exiting the corners, and using the whole track.

We were going to be driving right through lunch without a break, but the vendors had the hamburger and hot dog stand operating and I had a very tasty sausage dog between run sessions.

For our next run session we decided to get out early and get near the front of the queue. Although traffic had not been a problem, we wanted to get some clear laps in. As we were flagged off, we were only behind an early 356. He did point us by on the front straight but he also had very good acceleration and it took most of the straight to get by him. But now we had an empty track in front of us. This lasted for several laps as we found we could carry more speed and have more fun through the sweeping turns 1-3. We were still giving a lot of respect to turn 4, and the tire chicane, but also getting better lines and more speed even through those areas. We did point by a few of the faster cars but most of the session was clear until we came on a train of cars. The 356 we passed in the beginning now had a long line behind him. There were only a few passing zones, and he was pointing people by, but he was not lifting (much) to assist and usually only one car in each zone was pointed by, and thus the long

line had developed. It took a couple of laps before we were finally up to the 356 and then we got the checkered flag and our session was done. That turned out to be the only bad bit of traffic for the entire day.

My next session was cut short as I developed a problem with my seat. One of the bolts had come loose and was rattling around and my seat was wobbly, so after a few laps I brought it back in. Steve checked and confirmed the missing fastener and had it back together quickly, but since most of the session was over we kept that one short.

Since they had expected attrition though the day, the DE chairs had combined 2 run groups for the last 3 run sessions. That session turned out to be a lot of fun as there were several new cars and drivers to chase (and be chased). One was a BMW 3 series that was going very quickly. The overall size of the run group was not much larger than earlier, and the day ended on a great session.

Doug decided he had enough excitement for one day, as the track time at the DE was much greater than an autocross, and rather than make a tired mistake he skipped the last session and packed up for his short drive home.

We loaded up the 911 on the trailer and packed up for the day. As we were leaving, the vintage racers were queuing up for a parade through the streets of Coronado. Several of the drivers were planning on a happy hour in Coronado to watch the parade at the end of the day, but we were tired and happy to finish our day driving home from NAS North Island, looking forward to our next track events at Spring Mountain in October and then Buttonwillow in November. We also hope to be able to repeat this DE next year before the Coronado Festival of Speed.







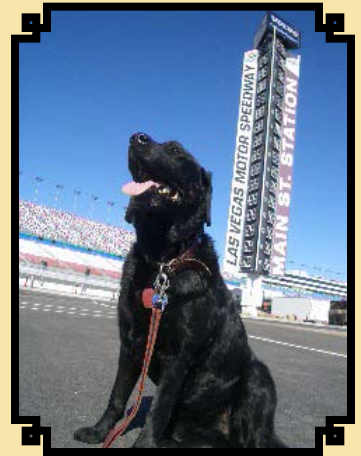
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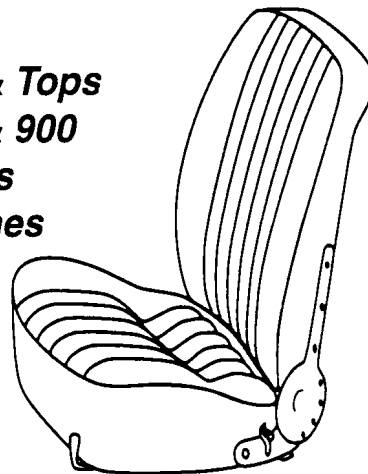


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# PCA-SDR Zone 8 Concours

PHOTOS BY GREG PHILLIPS, TOM BROWN AND TED WITTE



PCASDR Zone 8, Concours, October 2009					
Competitor	Region	Car	Year	Class	SDR
<b>Full Concours</b>					
Shirley, Skip & Leslie	SDR	356	1963	C-1	324.10
Schroeder, Dan	SDR	911	1976	C-4	321.30
DeMeo, Joe	GPX	911	1986	C-5	324.60
Young, Paul	SDR	911	2006	C-6	323.50
<b>Street</b>					
Nedza, Joe & Karen	OCR	356	1963	S-1	239.30
Swanson, Dan		356	1964	S-1	238.60
Gould, Bev & Tom	SDR	911	1970	S-3	239.30
Sterling, Bruce		911	1975	S-4	236.60
Lanza, Frank	SDR	911	2001	S-7	238.10
Sommerfeld, Dale	SDR	911	2007	S-7	238.30
Tiano, Brett	SDR	911	2004	S-10	237.50
Garcia, Tony	GER	Cayenne	2008	S-11	
<b>Wash &amp; Shine</b>					
Douglass, Dick	SDR	356	1965	W&S-1	129.50
Van Root, David	SDR	356	1964	W&S-1	129.20
Bohnet, Greg & Lorraine	SDR	911	1967	W&S-2	129.80
Loyo, Darya & Roger	OCR	912	1969	W&S-2	129.70
Schroeder, Dan	SDR	911	1969	W&S-2	128.80
Fatuzzo, Rich	SDR	Boxster	2003	W&S-5	129.40
<b>Unrestored</b>					
Cook, Ron	OCR	912	1968	UR-3	238.40
Lopez, Steve	SDR	911	1986	UR-5	238.80
Spaid, Phil & Judith	SDR	911	1987	UR-5	238.20
Cobarrubias, Linda & Pryor, Doc	GPX	911	1997	UR-6	239.60
Shinn, Bob	SDR	928	1989	UR-10	236.30
<b>Special Categories</b>					
Chamblin, Robert & Kathy	RR	911	1980	SC-1	239.30









# Monarch School Family Dinner Night

By MARTHA MCGOWAN

On Friday Oct 2, Pioneer Centres Porsche, Mexi-Cocina and PCA-SDR hosted a Family Dinner night at Monarch School. Monarch School provides an accredited education to homeless and at-risk kids while also caring for basic needs such as healthcare, food, clothing and personal hygiene.

This is the second year PCA-SDR has participated in serving a Family Dinner at Monarch. Long-time club member and restaurateur, Roberto Montoya once again displayed the generosity for which he has become known. He and his staff prepared all of the food (a complete Mexican dinner menu), he supplied table decorations of serapes and sombreros, and he and his two workers delivered and set up the banquet.

Eleven club volunteers--Dan Chambers and Monica Bockman, Michael and Sue Harris, Ralph and Annette Linares, Sharon and Stephanie Grosekemper and Sharon's sister Sue, and Keith Verlaque and Martha McGowan ar-

rived at the school, located in downtown San Diego, at 4:30 p.m. to help serve the dinner. In a little over an hour, we had served about 75 students and their parents. After the dinner, the volunteers helped with the clean-up and Roberto and his helpers packed their truck and headed back to Poway.

The club would like to thank Mark Smith from Pioneer Porsche for paying for the food, Roberto Montoya from Mexi-Cocina for preparing and delivering the food, and the club volunteers for serving and cleaning up. The food was delicious and the kids and their families were very grateful.

At every club event throughout September, the PCA-SDR charity team collected socks and underwear to donate to Monarch School. On Thursday night before the Family Dinner, Keith and I packed up his car with all the donations collected throughout September. There were over 650 items including socks, underwear, bras,







Dan Chambers, Keith Verlaque, Stephanie Grosekemper and Monica Bockman serve up the food

camisoles, and t-shirts. Before the dinner started, we unloaded his car and presented all the clothing items to the school. Over half of the floor space in the office was covered with our donations. It was a very impressive sight and Monarch School Principal, Paula Kelly, was overwhelmed with appreciation. Thank you to all who participated in the clothing drive. Your time and efforts are very much appreciated by the students and faculty at Monarch School.

On another note, in celebration of Hispanic Heritage Month, Sarita Fuentes, the principal of Monarch School was honored with the 2009 Local Heroes Award for her outstanding community service. As the principal, Sarita helps serve the community's homeless youth, ages seven to eighteen, and mentors children to lead productive lives. Under her leadership, the school has exceeded its Academic Performance Index score for six consecutive years and also implemented the Graduate Support Program.

I think it's clear that Monarch School is a worthwhile cause and deserving of the charitable efforts of the members of PCA-SDR. Thank you all for your generosity.



Robert Montoya and the Mexi-Cocina team

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An Independent Porsche & BMW service  
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since 1960

## DIETER'S

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1633 Market Street  
San Diego, CA 92101



Approved  
Auto Repair

## New Members

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

### **Stephen Bosowski & Andrea Bosowski**

San Diego, CA  
2002 911 Cabriolet

### **Rick Carlson & Patricia Carlson**

Valley Center, CA  
2006 911 Coupe

### **Paul D'Antin**

Sun City, CA  
1989 Carrera Coupe

### **Alan De La Sierra & Jane De La Sierra**

San Marcos, CA  
2004 Carrera Cabriolet

### **Scott Etkin**

Oceanside, CA  
1982 930 Targa

### **Ray Galli**

Encinitas, CA  
2010 Panamera Sedan

### **Barbara Hoenecke & Austin Carlson**

Del Mar, CA  
2007 Cayman Coupe

### **Peter Johnson**

La Jolla, CA  
1989 911 Speedster

### **David Lola**

San Diego, CA  
2000 Carrera Coupe

### **Kent Moore & Grant Moore**

Carlsbad, CA  
1986 911 Targa

### **Harvey Ruben**

La Jolla, CA  
2006 911 Coupe

### **Russell Satterly & Eugenia Lee**

Carlsbad, CA  
1971 911E Targa

### **Manish Wadhwa & Ashish Wadhwa**

San Diego, CA  
2009 Cayenne Suv

### **Lee Wilson**

San Diego, CA  
2006 Cayman S Coupe

### **Michael Winkelman & Sarah Dyal**

Carlsbad, CA  
1985 944

## Anniversaries

### *Five Years...*

Jeffrey Beckman  
Gary Bell  
David Earll  
Jose Garcia  
Theodore Gildred III  
Ron Richtmyer  
Bill Taylor  
Dee Van Horne  
Anne Voth  
Douglas Wierenga

### *Ten Years...*

Christopher Benbow  
Jacie Mendiola  
George Rushforth

### *Twenty Years...*

Gregory Mcbain

### *Twenty Five Years...*

Don Middleton

## Join, Renew, Update

Membership in San Diego Region is handled by PCA's national office. To join, renew, or change your membership information, visit [www.pca.org](http://www.pca.org).

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



New Member party at the Brown's house



# November Meeting

*The following highlights are adapted from formal meeting minutes prepared by Secretary Rikki Schroeder. Members who wish a copy of the full minutes should send e-mail to SECRETARY@PCASDR.ORG.*

The November Board of Directors meeting was held at the home of Keith Verlaque and Martha McGowan. Board members in attendance were Dave Gardner, Neil Heimbuge, Curt Yaws, Kim Crosser, Jennifer Reinhardt, Martha McGowan, Rikki Schroeder and Mark Rondeau. The meeting was called to order at 7:06. Minutes from the October meeting were approved unanimously.

## President's Report

Dave Gardner announced that Chuck Sharp has resigned for personal reasons. Mark Rondeau has accepted the open seat on the Board and will serve through 2010. Officers for 2010 are Rikki Schroeder as Secretary, Bill Behun as Treasurer, Carl Scragg as Vice President, and Curt Yaws as President. At large members will be Monique Straub, Mark Rondeau and Neil Heimbuge. David Gardner will stay on as advisor.

## Number of members

Primary	Secondary	Total
1,407	1,075	2,482

## Treasurer's Report

Accounts are reconciled as of October 31st with a net balance.

Major income sources last month were the two Autocrosses, income from the Coronado DE, Goodie Store sales from the Coronado DE, the Porsche Driving School, lunches and a donation for the Autocross shirts for the Coronado DE, and Windblown Witness advertising fees.

Major expenses last month included the October Autocrosses, a \$2,500 deposit for Concours expenses, residual Coronado DE expenses, the PDS, new equipment, the Volunteers' Party and New Members Social, Time Trial expenses, Vintage Racing for the Coronado Historics and Windblown Witness printing.

Deposits have been made for several future events.

## Chair Reports

**Archivist.** John Straub noted that the archives will be posted on the website next year.

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

Bill Behun noted that noise has been a recent issue and asked where noise limits are officially noticed. It was reported that a maximum noise limit of 93 dB is included

in the Club stadium contract. David Gardner asked the AX Chairs to come up with any additional recommendations for enforcing the noise limits and to bring them back to the Board in December.

Bill Behun requested a not to exceed amount for surface repairs to the Stadium parking lot, which was approved unanimously.

**Auto Museum.** Michael Harris noted that there are 14 members displaying their cars at the San Diego Auto Museum. He is looking for one more racecar to be included in the second exhibit.

**CDIs.** Mark Rondeau presented the reconciliation from the Driving School.

Mark Rondeau presented a budget request for the DE/AX Instructor Day, to be held on December 19. This is free to participants by invitation only. A motion was made to approve the budget request and was approved unanimously.

**Charity.** Katina Rondeau presented a proposal to have a live auction of three items at the Installation Dinner which was expanded to four items at the suggestion of Curt Yaws. She also listed items to be raffled off at the Driving School which are all Club provided items. Kim Crosser noted that there are Goodie Store items that could also be given out as door prizes. A motion was made to donate the requested items for the Drivers' Dinner and approved unanimously.

Jackie Corwin suggested that we give some shirts to the corner workers at Time Trial events. The only things they have requested are shirts. A motion was made to give extra shirts to the corner workers and is approved unanimously.

A motion was made and approved to donate remaining shirts as raffle items at the Drivers' dinner and approved

**Concours.** Steve Lopez will present the reconciliation for the Concours at the December Board meeting. Steve Lopez described the event as a success. There were 36 participants and the cars were incredible.

**DE.** (DE, pre-reg, reg, CW, equip, logistics, safety, tech inspect, tech adv) Peter Bussalacchi confirmed that they have reserved the Calspeedway for a DE on Saturday, May 8th, 2010. He asked the Board to consider possible pre-payment of the track fee. A motion is made and approved to pre-pay the track fee.

Peter Bussalacchi also asked that the Board purchase seven additional Chatterbox communicators for use by instructors to students while in cars at DE's or TT. A mo-

tion was made and approved unanimously for purchase of seven more at a not to exceed amount.

**eMaster.** No report.

**Equipment.** No report.

**Goodie Store.** Leslie Shirley reported that they attended the Coronado event and manned the Goodie Store. The Shirley's were thanked for their efforts.

**Insurance.** Tom Golich noted that he is up to date on insurance for upcoming events.

**Legal Affairs.** No Report

**Membership.** Angela Avitt is the new membership chair. She requested that the Club purchase some banners to use at various events and asked for a not to exceed budget. A motion was made and unanimously approved. Angela Avitt also noted that she's had a request from a member for a name badge. After much discussion it is noted that a new member is entitled to a free badge after they've attended two events.

**Rally.** No Report.

**Region Rules.** No Report.

**Safety.** Neil Heimburge noted that a Safety Chair will be needed at the Buttonwillow TT. David Gardner volunteered.

**Social.** Tom Brown reported that the New Members dinner was a very successful event attended by 67 people. He presented the final reconciliation.

Jackie Corwin reported that, with the efforts of many, the cost of the Installation Dinner has been significantly reduced. This will be reflected in the ticket price.

Neil Heimburge reported that the Last Tuesday Social was successful. The next event is at Roberto's Mexi-cocina.

Angela Avitt reported that there will be a Motorhead Monday at the Oggi's in El Cajon on November 30.

**Sponsor Liason.** Curt Yaws noted that the Installation Dinner committee has requested a list of sponsors. Curt Yaws will follow up with another request of the Board. The Board recognized Black Forest's sponsorship of the recent Performance Driving School. Black Forest developed new ad copy for the Witness, did direct mail of 5500 fliers to San Diego area Porsche owners, and provided food, drinks, facilities, and cash sponsorship with a total value of nearly \$3,000.

**Tech Sessions.** There will be a Tech session this Saturday at Hoehn, introducing the new Panamera.

**Time Trial (TT, pre-reg, reg, equip, safety, tech inspect, tech adv, timing).** The final reconciliation for this event was presented by Bob Baizer.

Bob Baizer presented a budget request for transponder repairs. Motion made and approved.

**Tours.** Vince Knauf reported that this event has been cancelled due to lack of attendance.

**Vintage Racing.** John Straub presented the budget reconciliation for the Coronado Historics event. Actual expenses were less than projected, and additional money was raised due to Goodie Store sales. Gary Burch was recognized for the artwork that he did for the shirts.

**Web Team.** No Report.

**Witness Team.** Susan Brown is requesting money to upgrade InDesign. A motion was made and approved for the requested amount. Tom Brown noted that he and Susan will be on vacation during the last two weeks of December. Materials for the January Witness are due by December 1.

## Unfinished Business

None

## New Business

David Gardner noted that he had received a message from National; Michael Dolphin is volunteering to be the Zone 8 representative for another two years. The Board agreed that Michael Dolphin has done a great job and we support his serving as the representative for another two years.

## Old Business and Announcements

None

## Adjournment

The meeting was adjourned at 9:28. Keith and Martha were thanked for hosting the meeting.

## Next Meeting

The next meeting will be December 2nd at the home of Monique and John Straub.



## Your blood is important to others

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

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

If you need further information, please visit [www.SANDIEGOBLOODBANK.ORG](http://www.SANDIEGOBLOODBANK.ORG).





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

**1981 928** 5k on engine, 135,533mi. 5Speed, Fair Condition. Looking for a 944/924S need to raise funds. Open to offers or trades. Pastor Mark (951) 294-7717

**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 xInt 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 6spd.** Speed Yellow w/ black leather interior w/ yellow stitching. Power seats. Black/ yellow cocomats. 18" Turbolook wheels. Hi-Fi Sound w/ remote CD changer. Durametric diagnostic software. Built-in K40 radar detector. LoJack w/ early warning (text or e-mail if car is moved). New Porsche exhaust w/ chrome tips. New coolant tank. Recent tires. Recent service by Pioneer. Excellent condition. Only 19k miles. \*\*\* Transferable aftermarket warranty (premium coverage mechanical repair insurance - Vehicle Security Care) with 3 years and 40,000 miles of coverage left to go \*\*\* \$25,900. More photos here: <http://www.flickr.com/photos/zbanan-aslug/sets/72157621237015549/show/> Call or text Jon @ 760.297.0744

**2000 911 Carrera 4 Coupe** Millennium Edition, number 86 of 911, 34k miles, recent tires, new coolant tank, new ignition switch, \$31,000 (760) 546-8201

**2000 Boxster** Berritz White/Savanna Beige, original owner, all records, 2.7 L with 34kmiles, Sport package, full service just completed, runs and drives perfect/fast! \$15,000.00 (928) 208-8404

**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

**2002 911 (996) Coupe** Exceptional, enthusiast owned. Blk/Blk, 32K mi., Original non-smoking owner. X74 suspension, short shifter, PSE, flared rocker panels, GT3 console delete. Sport seats, Xenon headlights. All factory maintenance performed by Pioneer and Dennis Sherman. No accidents, all service records and window sticker. Mobil 1 every 5000. \$34,500. Jason. jmills808@cox.net. La Mesa. (619) 723-5140

**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

**C-2 Turbo Look** For Sale, C-2 Turbo look conversion. Built on a 911 SC chassis. The car was taken completely apart, restored and updated to a C-2 Turbo look. Original fenders, hood, doors retained and used to build up the C-2 Turbo body. Original 3.0 Ltr engine and 915 gear box. Upgraded suspension to street/ track specs. New HRE three piece wheels (18"X9's and 18" X 11's) W/Khmo Escata rubber. All records, well maintained and documented California car. Beautiful metallic blue paint. Needs nothing, put gas in it and go have fun. Call or e-mail John Simone for all details and price. Will consider partial trade for any running or non running original 70's 911. (760) 940-1244

**2001 911 Carera Coupe** Jungle green/light tan. Most options, well maintained, 6 speed, recent rear tires, 70k miles, \$35K, Carlsbad, CA (760) 602-0664

**MERCEDES-BENZ SL500 Roadster Cnv** SL 500 Convertible. Red with Hard Top and Black Soft Top. 16,000 miles. 1995 Mint condition. Best offer. (858) 454-3113

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

## Track/Race Cars

**-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](http://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 & MyS-

pace 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.

**911 Race Car Chassis** For Sale: If you've seen any of the cars I've built over the years running at a PCA or POC event you already know the craftsmanship and detail that goes into each car I build. Here is your chance to own a Top Performing Class Winning car. Ready to go with all the modifications needed to take you as far as you want to go, complete with 993 Evo II Body. Being sold "As is", or optioned to your specific needs. Finished in Gloss White powder coat finish. For information, details, and photos contact John Simone. (760) 940-1244

**95-993 Reduced to: 25K** 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,

**For Sale:** AR-2 /GT-2 Class winning race car. A proven formula of performance, functionality, and looks, class winning performer in both PCA and POC. For a listing of equipment and additional photos contact John Simone. (760) 940-1244

## 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

**911 Roll Bar** Autopower w/harness-bar & cross-brace, fits 911, 964 sunroof coupe. Bolt-in, all hardware included. \$300 Rick@thekor-fins.com 619-884-8705.

**B&M Short Shift** NEW, changes lever ratio at transmission end of shift cable 10/30%. Fits 2002-05 996. All metal parts+hardware. \$65 Russell rdshon@san.rr.com (858) 442-7466

**Track Steel Lug Nuts** NEW 14x1.5/Porsche ball seat, Gold Zinc plated, required by many racing sanctioning bodies. \$15for10 or \$25for20. Russell rdshon@san.rr.com (858) 442-7466

**HANS Helmet Anchor Set** NEW in package, latest version HANS Standard Post Anchor Set. Includes installation kit/ wrench/ sticker.

\$45 Russell rdshon@san.rr.com (858) 442-7466

**Stebro Boxster Racing Muffler** NEW, never mounted. 100% Stainless steel, thru-mufflers, minimal weight, perfect for 986 Boxster Spec or track car. \$550 Russell rdshon@san.rr.com (858) 442-7466

**Bridgestone RE-01Rs 235/40-17** 2 Bridgestone RE-01R tires, size 235/40-17, ~70% tread (6/32"), great condition. Great street/ track tire. \$150 Russell rdshon@san.rr.com (858) 442-7466

**Engine** 2000 2.7L Boxster engine, Runs has suspected rod knock \$3000.00 (928) 208-8404

**Tires** Good for Autocross Used Hoosiers (4)275/40/17 (2) 245/40/17 \$25 each, Used street tires Michelin Pilot SX (2) 255/40/ZR17 205 50/ZR17 \$50 each (928) 208-8404

**Wheels and Tires** Set of four OEM Porsche wheels 17X7.5 65 & 17X9 55 with Khumo Victoracer V700 245/45 ZR17& 255/40 ZR17, \$1000.00, (928) 208-8404

**Tires:** Hankook RS-2 available: 4 tires, 225/50/16's. 2 in great shape, 2 slightly worn. 2 Fuchs 7/16's, too. B/O (tires maybe free :-). DWChambers@hotmail.com

**Harness Bar** Weltmeister 914 bolt-in harness bar. 1" dia., gold cad. finish, exec. cond., 6/20/90 date code. \$50. (858) 453-2909

**For Sale:** Original Fuchs wheels off of a 1979 911 SC. Black centers, Great Condition. Tires mounted on the wheels are in good condition as well. \$800.00 (760) 940-1244

**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. mron-deau@cox.net (858) 864-3163

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

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

**Parting out 93 C2** Excellent running gear, test drivable. Body damage RF fender, LR fender & bumpers, Greg Smith gdsmitmd@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

**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

**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.

**Tires** Used Pirrelli P Zero Nero's, 205/55 R16 and 225/50 R16 with 50% treadwear, all four tires \$50. Glenn (619) 582-2885

## 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



# Performance Driving Events

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

## **Autocross (AX)**

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

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

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

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

## **Driver Education (DE)**

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

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

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

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

## **Time Trial (TT)**

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

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

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

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

***For complete information on all types of events, including safety requirements, rules, and eligibility, consult the club's web site, [WWW.PCASDR.ORG](http://WWW.PCASDR.ORG), and the Zone 8 web site, [ZONE8.PCA.ORG](http://ZONE8.PCA.ORG).***

## **Policies for Stadium Events**

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

## **Stadium Schedule**

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

## **Contact the Chairs**

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

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For display advertising contracts and billing information, please contact:

Richard Park

WITNESSADS@PCASDR.ORG

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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.

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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 560-4 SPYDER**

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To:

Susan Brown, Editor



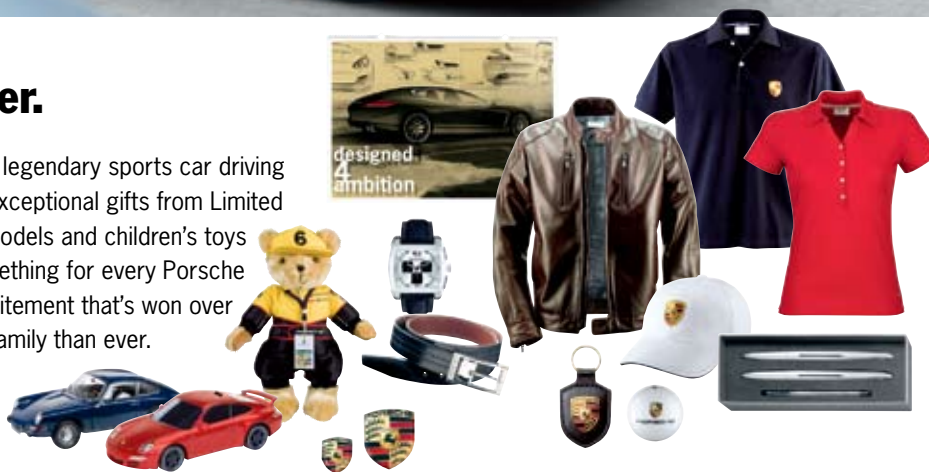
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