



WINDBLOWN WITNESS

The official publication of the San Diego Region Porsche Club of America
April 2014



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On the Cover



Plastic wrap protection at a San Diego Region AX. Photo by Eric Hanauer

WINDBLOWN WITNESS

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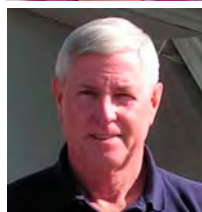
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Stay on Track

By Jim Binford, SDR President

Here it is April already and the last three months seem to have flown by from attending all the many events our dynamic chairs have conducted. I am writing this column after having just helped instruct in the recent successful Performance Driving School (PDS), as voiced by the appreciative students, which our able CDI's Bill, Chuck, and Jackie conducted in coordination with a host of other club volunteers. It takes an army of volunteers and instructors to put on an event as complex as the PDS and many thanks to all who willingly gave up their time to instruct and work behind the scenes to make this year's PDS a successful event. Also thanks goes to John Rickard of Black Forest who helped sponsor the PDS and opened his shop Friday night for the PDS chalk talk.

If you haven't attended our club's Performance Driving School before I strongly recommend you consider attending one in the future. The name may be misleading because we are not trying to make you a racer, but a better driver on the highways. To accomplish this task you will be instructed in various car control exercises intended to better acquaint you to the dynamics and handling capability of your car, all with the intent to make you a safer driver. I was fortunate that my Sunday student had just recently purchased a new Porsche 991 model, which by the way was the first Porsche she has ever owned. She was of my esteemed age, and by the end of the day she felt much more comfortable in her ability to drive such a high performance car on the highway. Isn't that why most of us buy these awesome cars—to enjoy driving them? Therefore think about attending a PDS in the future to develop better car control skills and

more safely enjoy the driving experience of your Porsche.

Now on to April, which also includes many events and a chance to continue driving your Porsche at the California Festival of Speed 4-6 April, an autocross 19 April, which I hope to see some of you recent PDS students attend, and the Progressive Dinner 26 April. Sorry, but it looks like the Progressive Dinner will sell out by the time you read this column, but I hope you can attend the next one later in the year. One event I want to call your attention to is the upcoming Park & Party on 13 April. This is a show your car event with no pressure of being judged for points but just a relaxed day of mingling with other club members and viewing a variety of Porsche cars. Plus there will be a food truck available for food purchase and a dessert truck providing free desserts sponsored by Hoehn Porsche. The location is the Rancho Guajome Adobe Park, a historical site in Vista. I hope to see many of you at this fun event and view your beautiful cars. More details are in the flyer in the *Windblown Witness*.

The Zone 8 California Festival of Speed in Fontana is shaping up to be one of the major Porsche events on the West Coast this year. Even if you're not a track driver there is something new to do every day. An event of this magnitude also requires a lot of volunteers so please sign up to help out at least for one day and meet other interesting Porsche owners from other regions in Zone 8. Also don't forget to sign up commencing 1 April for the annual Porsche Parade this year, 15 through 21 June. You don't want to miss out on this great event held in Monterey, California coordinated by our own Susan Brown who is the PCA National Parade Chair in addition

to being our *Windblown Witness* editor. Outstanding job Susan! We have a great group of Porsche people in our club.

We did have to cancel our planned 17 March movie at the Cinopolis Luxury Cinema due to low turnout in registration, but we have rescheduled for another date (29 May) at the same theater to see the new X Men movie—hope to see you there.

I am also happy to announce that the Goodie Store is back in business thanks to Pat Corona agreeing to continue on as Chair—thank you Pat. So we are pretty much Staying On Track for the year, and I hope to see you at one of our many events held throughout the month of April. As always your constructive suggestions for club improvement or new events is welcomed. We hope to announce a more formal procedure for you to input suggestions next month. In the meantime, you can contact me or any Board member listed in the *Windblown Witness* with your input.

Cheers, Jim



April 2014

02 Wednesday Monthly Members and Board Meeting

Time:
6:00 P.M. Social hour and food
7:00 P.M. Meeting

Place:
Dan Carusillo Home
4444 Bermuda Ave.
San Diego CA 92107

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 (BYOB) are provided before the meeting. All members are welcome.

04–06 Friday –Sunday California Festival of Speed

Details:
The biggest driving event of the year features an experienced driver Time Trial as well as a Club Race and much, much more at the incredible Auto Club Speedway in Fontana, CA!

12 Saturday Krispy Kreme and Cars

Time:
8:30 A.M.

Place:
4180 Clairemont Mesa Blvd.
San Diego, CA, 92117

Details:
Join your Porsche friends for Krispy Kreme and Cars at the Clairemont Town Square Shopping Center. Use the parking area next to the Outback Steakhouse which is just behind the Krispy Kreme as the rendezvous point. Nothing formal and no RSVP needed.

13 Sunday Park and Party

Time:
11:00 A.M. - 3:00 P.M.

Place:
Rancho Guajome Adobe

2210 N Santa Fe Ave

Vista, CA 92083

Details:
Car staging begins at 9:00AM. Award ribbons will be given to the top 3 People's Choice. Bring your own picnic basket or buy lunch from the gourmet lunch trucks including Bitchin Burgers and Let's Eat Southern. Hoehn Porsche is providing desserts and there will be a beer garden.

Rancho Guajome Adobe is a county park and the Adobe is an historical landmark. If you would like to tour the facility there is a \$1 charge per person and you pay upon entry.

Register at motorsportreg.com. \$20 per car entry to show your car. Registration closes Friday April 12 at noon. After that, it's \$25 per car at the gate (cash or Credit Card) to show your car.

Cancellations will be accepted until noon on April 12, 2014. After noon on April 12, your credit card will be charged and there will be no refunds allowed.

19 Saturday Autocross

Place:
Qualcomm West lot

26 Saturday Cars and Coffee

Time:
7:00 A.M.

Place:
Carlsbad Premium Outlets
5620 Paseo Del Norte
Carlsbad, CA 92009

Details:
PCA-SDR members and all Porsche enthusiasts are encouraged to join in this event on the last Saturday of each month.

25 Tuesday Last Tuesday Social

Time:
6:30 P.M.

Place:
Sublime Tavern

3790 Via De La Valle Ste.
301 (at De La Valle Pl.)
Del Mar, CA 92014

Details:
Come out and meet your Porsche club social friends for dinner. No RSVP necessary.

2014 TRIAL TIME SEASON

DE &



BUCKLE UP

JAN 18-19 CHUCKWALLA
DE/TT (CLOCKWISE)
FEB 22-23 STREETS OF WILLOW
DE/TT
APRIL 4-6 AAA SPEEDWAY
ROVAL TT/CR (FESTIVAL
OF SPEED)
MAY 3-4 CHUCKWALLA DE/TT
(COUNTERCLOCKWISE)

SEP 27-28 WILLOW SPRINGS
2.5MI TT/CR
OCT 25-26 CHUCKWALLA
DE/TT (TBD VIA POLL)
NOV 15-16 BUTTONWILLOW
TT/CR (CLOCKWISE)

Register for all events at

pcasdr.motorsportreg.com

Muscle Cars at the Auto Museum

Story and photos by Michael Harris

“American Muscle Cars” of the 1960s and 1970s are the main display feature at the San Diego Automotive Museum in Balboa Park. Kenn Colclasure, the museum’s resident Research Director, is working on the next display, “Orphan Cars.” As the name implies, orphan cars are vehicles that have no parents. The unusual, wacky, forgotten or “all of the above” will be the next feature. As more information is released we will pass it along to you.

In addition to the Muscle Cars, new to the collection is a 1975 Rolls-Royce Corniche coupe with coach work by Mulliner Park Ward. In May 1904, engineer Henry Royce had lunch with Charles Rolls, owner of an automobile dealership. The lunch led to the formation of one of the most famous automotive partnerships in history, Rolls-Royce, Ltd. In 1907 they introduced the Silver Ghost, one of the most remarkable automobiles in history. Known for its performance, durability and ability to go anywhere, the car is one of the most famous vehicles in history. Silver Ghosts were produced until 1925. Another automotive icon was produced in 1911, the radiator ornament “The Spirit of Ecstasy” often referred to as the Flying Lady. Following purchase of a Rolls-Royce automobile, the new purchaser was expected to dispatch the family chauffeur to Manchester to be taught by factory mechanics how to maintain and take care of this wonderful vehicle. Some years ago, PBS had a television program about Rolls-Royce and their cars. A very senior Scots woman was interviewed and thought to be the oldest continuous owner of a Rolls-Royce. She told how she had purchased this vehicle new in the 1920s, and as she had no chauffeur,

she went to the training program. She was taught how to perform simple maintenance chores such as oil and fluid servicing, timing and tune up checks, tire changing and other day to day operations. She appeared to be in her late 80s or early 90s and said she was still changing her own oil but more complicated services she left to the professionals, but her car was still giving her exemplary service. “Ask the person who drives one” is still an appropriate piece of advice.

The Louie Mattar cross-country car is still the museum’s star. Every time one visits the museum, there is always a small crowd around the vehicle watching and listening to Louie recount, on video tape, how he came to create this unique car and trailer. In 1947 Louie bought his wife a new, white, 1947 Cadillac four-door sedan. Louie wanted to go camping in his wife’s new car, but he relates there were no automobile campers in 1947 so he had to improvise. He had a plan in mind and tools, so he started drilling holes in the car with a power drill. His wife, he says, was outraged that he would attack her vehicle in this fashion, and refused to speak to him for six months. What he wanted to do was not simply camp, but be able to drive this vehicle across country without stopping. To accomplish this feat, he added a trailer with extra fuel and water, raisable aircraft landing gear to enable him and his pit crew to change a tire while on the road, back up systems in case of a road failure, small stove and refrigerator, and an on board toilet for, as he says, “when you gotta go, you gotta go.” He took several cross-country non-stop trips, one from Alaska to Mexico City, Mexico, and another from coast to coast, ending in New York City. He also tells his audience that he has put 460,000 miles on the Cadillac’s motor and “it

still purrs like a kitten.” With his car and trailer fully loaded it weighs about 8,500 pounds and returns about 9 miles to the gallon on the road. (With the low octane gasoline today, one doubts if you could get 9mpg on the road.) Louie was a real promoter.

With the addition of the 1975 Rolls-Royce, staff have created a small group of luxury autos, with the 1937 Lincoln Zephyr coupe and the 1935 Lincoln sedan bookending the Corniche coupe and the Vanden Plas limousine. Very upper upper. And speaking of upper upper, we now have additional information about the other new car, the 1929 L-29 Cord Brougham/Sports Sedan. This beautiful and rare sedan was restored by the owner and his son over a period of 31 years. The car’s creator, E. L. Cord, owned the Auburn Car Company and Duesenberg in 1927. These were high-end automobiles and Cord wanted a medium-priced car to offer to the public, so he created the Cord. The cars were very innovative, with a lower chassis, front wheel drive, and smaller wheels and tires. Not known for speed, they were known for their grace and agility, and beautiful lines. The drawback? The cars were first built in 1929, on the eve of the stock market crash of 1929. The resulting Great Depression became a worldwide tragedy that lasted until World War II broke out. By 1937 all three of Cord’s automobile brands ceased production. The L-29’s owners, Mr. and Mrs. Richard Smith of San Diego, are justifiably proud of this restoration. The owners note that there were only three previous owners of their car, and it came from the Los Angeles area.

Another local vehicle is the 1971/2011 “Big Oly” Tribute Baja 1000 Trophy Truck. The vehicle was constructed



Extremely rare AMC Hurst SC Rambler, aka the SCRAMBLER



1975 Rolls-Royce Corniche coupe with body by Mulliner Park Ward



500cc Wankel powered 1964 NSU Spider. Tiny 30cid motor produced 49HP to power 1,545 pound convertible



1969 Buick Grand Sport displays largest engine in collection at 455cid



The other Wankel powered vehicle in the collection

from the ground up to replicate the Baja 1000 1971 unlimited truck class-winning "Big Oly" driven by Parnelli Jones and sponsored by the Olympia Brewing Company. "Big" is an understatement when describing this truck. "Huge" is more accurate. Everything about this vehicle is custom made, including the highly modified Ford 351 cid Cleveland motor that now displaces 438 cid and produces 725 HP. The owner notes that both Jones father-son racers (Parnelli and P. J.) have sat in his truck and gave high praise to his effort in reproducing the original Oly racer. This vehicle is truly unique and deserving of your inspection.

One of the video displays created for the Muscle Car show features retired Pontiac Division advertising guru and Rancho Santa Fe resident Jim Wangers. Mr. Wangers describes in detail how 1964 Pontiac Division Chief Engineer John Z. DeLorean used to have Saturday morning brain sessions with his staff. DeLorean was the GM executive who created the Pontiac GTO, really several cars in one. First, DeLorean took the "plain Jane" Pontiac LeMans coupe with a \$2,667 sticker price and added a GTO performance option package for an additional \$295.90. The performance package eliminated the 326 cid V-8 and substituted a high performance 389 cid V-8 instead. And history was made. We all know that car companies make their profit on the accessories they can add on at the factory or the dealership. The GTO offered performance extras (3 two-barrel carbs; 4-speed transmission; lower gearing) and luxury options (air conditioning,

AM radio) while offering wide bucket seats, wide-track stance with red letter performance tires and more. Mr. Wangers also tells how Car and Driver magazine helped tout the GTO by running a comparison test between Pontiac's new car and the Ferrari namesake, the '62 250 GTO sports racing car. Wangers also notes that the timing equipment utilized by Car and Driver was simple and basic, a handheld stop watch that gave very optimistic readings in Pontiac's favor. Another story circulating about Car and Driver's "road test" is that they did not have a real Ferrari 250 GTO to use for a comparison test, so they simply took the Ferrari's performance data from other published sources. The story also goes that Pontiac was aware of Car and Driver's intention to do a performance comparison between the Pontiac and Ferrari, so gave themselves a leg up by removing the Pontiac 389 V-8 and replacing it with a 421 cubic inch V-8. Better a legend than fact, sometimes.

Mopar fans will not be disappointed as there are Dodge and Plymouth muscle cars as well, from a 383 cid wedge V-8 powered Dart to a 426 cid Hemi Charger to a 440 cid Plymouth GTX. Ford fans can marvel at a Ford Torino with a 427 cid limited production V-8. GM is not slighted with a 1965 Pontiac GTO and 1967 GTO with a 400 cid V-8. Chevy has a big block 396 cid V-8 Chevelle SS with a 4-speed on display. The largest engine belongs to a 1970 Buick Grand Sport that sports a 455 cid V-8 in the convertible body. Even AMC has one of the most unusual muscle cars on

display, the Hurst SC Rambler, also known as the "Scrambler."

Last on our list of newer displays is the 1964 NSU Wankel Spider. NSU was a small German automaker that created an attractive small sports coupe in 1959 named the Sport Prinz. Germany is really not convertible country, outside of Bavaria, as the weather is usually gray, damp and ready to rain at any moment. NSU was the first carmaker to place a Wankel motor in a car for sale. The NSU Spider has a 500cc Wankel (30 cid by American standards) that produced 49HP to propel the lightweight (1,545 lbs.) car. The display car is painted bright yellow and has several custom modifications. The original cars were only offered in red or white. Mazda was the manufacturer that made a name with Wankel engines, and offered some outstanding performers. NSU in the mid-60s had a large four-door sedan that was Wankel powered and was a nice autobahn performer. But the company was too small to survive and was purchased and absorbed by Volkswagen to eventually become part of the Audi group, as has Porsche. Despite the good performance offered by the Wankel, its drawbacks outweighed the performance. The engines were thirsty and consumed lots of oil, and were not as clean burning as conventional engines. The NSU is not the only Wankel powered vehicle in the museum's display. Come on by and see if you can find the other one.



CBad Cars and Coffee— "Automotive Lovefest"


Text and Photos By Rich Fatuzzo

A week after Valentine's Day there was an "Automotive Lovefest" at the February 22nd CBad Cars and Coffee, held on Saturday morning in the large lot in front of the Starbucks at the Carlsbad Premium Outlet Stores off of Palomar Airport Road. By the time I left, there seemed to be only a few available parking spaces to be had, when over 250 vehicles of a wide variety of makes, models and years participated in this weekly gathering from 7:00 A.M. to 9:00 A.M. But, the last Saturday of the month always bring out the most cars, because the PCA-SDR and other Porsche car lovers participate in full force, far outdistancing other automotive manufacturers, with this week bringing out more than 65 Porsches. The next largest car contingent seemed to be the Audi club with about a dozen cars. Lately, this event has been taking on more of a Euro flavor with Mercedes,

BMW's and Minis, Ferraris, Maseratis and Fiats, and Aston Martins, Jaguars, MGs and Lotus present. And, there was also a nice display of Japanese Nissan cars. The overall mix I would say was about 50% Euro, 40% American and 10% Japanese, but that does vary somewhat from week to week, as word of this event has now attracted car lovers from all over San Diego, Orange, and Riverside counties, and some from the L.A. area.

One of the best things about this event is enjoying that first cup of coffee, or even breakfast, with our fellow PCA-SDR members and other Porsche car owners, while admiring each other's cars and talking about past and upcoming events. Some of the PCA-SDR members that I had a chance to visit with were: Buck Bitting, Larry Marshall, Doug Dill, Tom Gould, Ed Hughes, Dave Malmberg and Mike Brown. Current SDR President Jim Binford was also there, as well as

Keith Verlaque, board member, and Past President Bev Gould. But, it also makes it even that much more special when at this huge event, you are also able to admire the cars from other clubs and some of the one-of-a-kind exotics that are now showing up regularly, and talk to those people about their vehicles. There are also more and more families participating, and yes, this has even gotten to be a dog-friendly gathering.

So if you missed this one, try to attend next month's PCA-SDR get-together at the Carlsbad Premium Outlet Stores on the last Saturday of the month. 



Sweet Transsyberia 911



It's a Porsche family affair for Dave, Karen and Tom Green



PCA Cal-Inland Region Presents:
Porsche Club of America Zone 8
Rich Paré Memorial Rally



A Time-Speed-Distance Rally

WHEN: Saturday, May 17, 2014

Registration Opens: 9:00 AM. First car leaves at 10:01 AM.

WHERE: Directions to the start: From the northbound "14" freeway, exit at Golden Valley Road and turn right. Go to the first driveway just past McDonald's and turn left into the parking lot and left into the first aisle. We will be setting up there.

From the southbound "14" freeway, exit at Golden Valley Road and turn left. Go to the first driveway just past McDonald's and turn left into the parking lot and left into the first aisle. We will be setting up there.

COST: \$35 per car at the start, \$30 per car if you pre-register by May 1, 2014

EVENT: Approximately 2 1/2 hours.

CLASSES: Novice (E), Tour (D), SOP (C), NAV (B), Expert (A). See <http://www.pca.org/zone8/> Click on Competition Rules, and then click on Rally. Standard Zone 8 Rally Classes.

NOVICES: No experience required. Good stuff to bring: Navigator, time-of-day watch, clipboard, paper, pencil(s), water bottle. You will have fun, even if you leave any of the above at home. You must have a driver and navigator.

INFO: Mike @ 661-273-2690 or e-mail to mid4mike@att.net

This event is hosted by the Cal-Inland Region of the Porsche Club of America. You do not have to be a PCA member to participate. We welcome all cars with a driver and navigator, regardless of make. Bring a friend.

-----**PRE-REGISTER**-----

To SAVE \$5.00, pre-registration MUST be received by May 1, 2014. (Make checks payable PCA/CAI)

Send this form to Zone 8 Rally, 256 E. Ave. P-1, Palmdale, Ca. 93550-3223

Driver: _____ Navigator: _____

Address: _____ Address: _____

City, St., Zip: _____ City, St., Zip: _____

Phone: _____ Phone: _____

Class: _____ (see web site) Email: _____

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PCA/SDR member since 2007 & Porsche Owner/Driver
since 1970 in the USA & Europe--yippee!

Chuckwalla Racer's Delight

Text and photos by Greg Phillips

Although the East coast would argue about the concept of global warming, SoCal was basking in beautiful January weather as we left Steve Grosekemper's home in El Cajon and headed north to open the PCA-SDR time trial season at Chuckwalla Valley Raceway. Traffic was light on I-15 and although there was no caravan, we ran into Dan Chambers at the lunch stop. As we headed east on the I-10 into the desert, the weather just got nicer. We stopped to refuel and fill up the gas cans in Indio before heading on to the track. We checked in and the first order of business was to pick which rental trailer we would be sharing with Dan for the weekend. Since Mark Rondeau was enjoying the happiest place on earth for the weekend, it worked out for us to share with Dan rather than driving back to Indio.

Now we could start unloading the trailer and truck to get ready for the weekend. We soon had plenty of company as drivers with RVs were rolling in for the weekend. After the last event, more people were camping at the track, and the turnout for this event was very good to start the season. Jack Miller and Robert Baizer soon arrived with the Lotus brigade and were able to start tech inspections and registration. As the sun started dropping, the thermometer went with it and it cooled off quickly at dusk, although we had a beautiful clear sunset and the large moon was rising. People continued to roll in, although the later arrivals had battled more traffic to get there. The Hockett's trailer was again the hub of activity for dinner, and several adult beverages were consumed through the evening. Dan was working with Jim Abbott handling the DE students, so he came in after the lectures. After dinner we turned in early to get ready for a long track weekend.

As the gates opened up Saturday morning, the rest of the drivers started rolling in and Dan Carusillo started the tech inspections again. Although cool as the sun rose, it quickly warmed and stayed very nice through the day. It stayed busy until time for the drivers meeting, where I met my student, Roy David, and his 997 C4S. Since he was in the green group, we would be heading out first to open the track with our ducks in a row session and to learn the track, as we were running clockwise this time.

As we finished, Steve (CC09) and the Red run group was heading out onto the track for practice. Michael Brown (CC14) and Jack Miller (X) took advantage of the cool weather and clean track and laid down quick laps under 2:00 to lead the session, with Jerry Hoffman (CC11) and Ron Palmer (CC14) not far behind. Steve turned a 2:07 on our practice tires, and the car was running well as he brought it back into the pits so that I could head out with my student in Orange. I was also enjoying the cool weather and turned a 2:06.78 on my second lap, but George Taylor (CC11) and Jim Duncan (CC13) were both running well under that at 2:03. The Duncan's were just happy to have their car repaired and running after all their drama at Buttonwillow in November.

The morning went quickly as the Green exercises went well, from passing exercises to side by side drills, and Roy did fine and enjoyed the track. My sessions went better as we got more laps in the next sessions. Steve was not as lucky as he was kept busy wrenching and helping other drivers, only getting a few laps in the second Red session, and missing the 3rd session entirely. Lunch was another excellent Cathy Young production as we took a break in the trailer to get ready for the afternoon.

Roy finally was able to have an open track and he enjoyed the freedom of driving without drills, just working on his line and hitting his marks for the apex and track-out positions. He found it more difficult when not following another driver but was doing well, and his pace slowly increased as his comfort level rose until he finally got his checkered flag.

Steve ended up with another short session in Red and then it was my turn in Orange. It was a good session and I ended up getting 8 laps in before the checkered. My best time was 2:07.14, and Jim Duncan was leading the group at 1:59.60. I had a good chase with Russell Shon's new Lotus (it looks like Arena Red also).

The next Green session was more interesting, and Roy learned the difference between knowing the flags and understanding the flags. Roy was doing well and had a good pace, passing cars regularly, but as we came down the back straight the debris flag was waving. As I looked ahead into the setting sun, I saw a gleam on the pavement that had not been there before. I was not sure if it was oil or coolant or really just a reflection of the low sun. As we got near the end of the straight it was clear there was something on the track and I was urgently having Roy slow down as we approached the corner. He did get my message and we came through cleanly. But on the next lap the flag was still waving and we were then black-flagged off for cleanup of the coolant from one of the cars. On his debrief, he stated he saw the flag and knew it meant debris but did not know it might include oil or coolant that could be slippery and hazardous.

Now the track was down while the coolant was cleaned up. We had already had a couple of delays to recover broken cars and this added to



Mike Brown ready to race



Steve Grosekemper catches air



Neil Heimburge



End of the racing

the problem. With the sunlight low and an early sunset, it was decided to skip the scheduled sixth session and extend the fifth session to end the day.

Steve was busy again with the coolant leak and I decided to go out in Red for a change of pace. The first couple of laps were interesting. Coming down the back straight the cars were throwing up the material used to soak up the coolant and making a dust cloud with the sun shining through it. Not much visibility down into the bowl, but after that it was clear and I had a good session, dropping my best lap to 2:05.21. Several drivers were under 2 minutes, with Fred Yip leading at 1:57.76. Right behind were James Buck, Jack Miller, and Jad Duncan, with only 0.12 seconds separating the three; from 1:58.71 to 1:58.77 to 1:58.83.

At the end of the day we were reviewing our tires for Sunday and Steve was checking over the SC. I did feel good having had a faster time than Steve 2:05.21 to 2:05.87, though I knew it was more a function of fewer laps, but I would enjoy it for the evening. We were also downloading the video from the Contour Roam cameras to review. As we had another beautiful sunset, it was time to prepare dinner for a second potluck at the Hockett bus. Dan had a fire pit going inside a washer tub, and although the temperature was dropping, it stayed comfortable. We did some video review after dinner and then turned in for Sunday.

Sunday started with another beautiful sunrise as we had a few high clouds to reflect the light. It was cool again but warmed up quickly as the Indio drivers rolled in to start the day. We decided to finish off the Nitto practice tires and then mount the used Hankook Z214 for last practice and timed

laps. Steve was ready for the first Red session and started off quickly in the cooler desert air—after the yellow flag lap he quickly dropped down to 2:04, then 2:03, and finally turned a 2:02.16 on his last lap. James Buck (CC14) was fastest in the group at 1:58.80, but Ron Palmer (CC14), Jack Miller (X) and Jerry Hoffman (CC11) were all under 2:00 flat.

I was up next with my student and we had a good session. We came out a little late and were clear of traffic for a few laps, then started picking off a few cars until we were also passed by Jad Duncan, who had the fastest time of the session (day) at 1:57.70, Dave Elsner (CC15) at 2:00.62 and George Taylor (CC11) at 2:01.67. Dan Carusillo (CC11) was just ahead of me at 2:07.24, and Chuck Sharp was going quickly in his 944Spec at 2:07.82.

Steve's next session also went well, getting down to 2:02.84 as he was finally getting enough laps to improve his pace. My next session was without my student and I was able to finally improve, dropping my lap time to 2:04.96. Jim Duncan was down to 1:57.79, and Dave Elsner was now below 2 minutes at 1:58.98. B. Craig was also picking up his pace and was down to 2:05.40.

The last session before lunch had several drivers picking up their pace, as Jack Miller was down to 1:55.55 and Michael Brown (CC14) dropped to 1:56.70. Steve was at 2:03 as the Nitto's were starting to go, and Dan Chambers was right behind at 2:03.69. My session was again solo, but my best lap was only 2:05.32, and after the session we found we had corded one tire. But we were planning to put on new tires for the afternoon anyway.

Over lunch we swapped tires and had another Cathy Young feast, and then went to the drivers meeting to review

the procedures for timed runs. The last session had a reversed order, so I was out first. I planned to just run a few laps to get used to the increased tire grip and then save them for timed runs. I decided to simulate the timed session and did a warm-up lap and then two flying laps. First lap was clear and I was down to 2:03.98, but hit some traffic at the end of my next lap, turning a 2:04.35 and then coming in. Steve also just ran a few laps and dropped to 2:00.70. He was hoping to get down to less than 2 minutes for his timed runs.

The fastest cars were lined up first and flagged off for their timed runs. Jack Miller's Lotus Elise (X) continued to show the pace he had all weekend and turned in a 1:54.60 to nip Jad Duncan (CC12) at 1:55.01 and Ron Palmer (CC14) at 1:55.38. Next was another X car, with Alexander Marmureanu's Mitsubishi Evo turning a 1:56.07 ahead of Jerry Hoffman's CC11 911T at 1:57.35 and Fred Yip's CC14 911S at 1:57.66, followed by Michael Brown's CC14 911SC at 1:57.71, and James Buck's CC14 911 Carrera at 1:58.32. Rounding out the top ten was Steve, who got his wish with a new CC09 record at 1:59.32, and then Frank Powell's CC11 911 Carrera at 1:59.59.

After Steve was back in, it was my turn to get in line for timed runs. After a short wait I was flagged off and headed out. My warm-up lap went well and I got the green flag and headed into turn 1. The next couple of turns went fine, and then I saw a dust cloud ahead as I left turn 3 and headed down the straight. As I came to turn 4, I could see the dust was in turn 5 at the end of the big sweeper. I was a little tentative until I could see there was nothing in the dust and could go all out again. The rest of the lap went well, but as I came down the front straight my timer was reading

2:04. The next lap was slower at 2:05, and as I took the checkered flag I slowed and turned back into the pits. I was hoping to improve on my practice time, but 2:04.66 was my fastest timed run at Chuckwalla.

In 944Spec, Chuck Sharp at 2:07.63 beat the Rayners, with son Grant just nipping his dad 2:10.06 to 2:10.13, and then Debby Sharp at 2:14.01. In CC01 it was Peter Lefebvre beating Kim Lefebvre, 2:24.56 to 2:29.94. Bill Behun was fastest in CC04 at 2:09.93. In CC05, Bill Ripka's 911SC at 2:19.90 was the sole survivor, as none of the Hockett or O'Keefe Boxsters got an official time. In CC06, Paul Young's 911SC was the winner at 2:04.74, followed by the Boxsters of Ralph

Linares (2:11.75) and Ross Pobanz at 2:16.15, then Cathy Young's 911 Targa at 2:16.96 and Mark Curran's 911SC at 2:17.52. In CC07, Jasmine Tripodi was best at 2:09.73, and in CC08, Chuck Bartolo was the winner at 2:10.86. In CC10, Don Middleton was best at 2:02.19.

In CC11, Jerry Hoffman and Frank Powell were in the top ten, followed by Daniel Carusillo's 911 at 2:03.03, and then Philip Strong at 2:03.99 and Charles Persico at 2:07.02. Dan Chamber's and George Taylor's transmissions started making bad noises and they missed timed runs. In CC12, Jad was the winner, followed by B. Craig at 2:03.33 in his GT3 and Neil Heimburge at 2:11.16 in his 993TT. CC14

was Ron Palmer, Fred Yip, Michel Brown, and James Buck from the top ten—very competitive for James to end up 4th with a 1:58.32! CC15 went to the GT3 of Dave Elsner, and CC16 went to Mike Van Zandt's 944 Turbo. SS03 went to B. Rochelle at 2:16.32 in her 2003 Carrera.

As we packed up and headed home, we were already looking ahead to the next events at Chuckwalla in May and October, but we still have to get through Streets of Willow in February, and then the Festival of Speed at Auto Club Speedway in April. Start planning your schedule for the 2014 DE/TT events; it will be a fun season.



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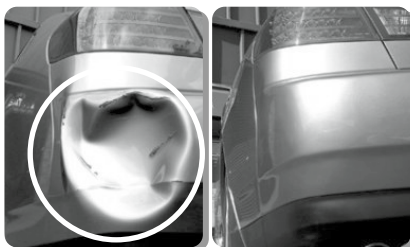
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From the Inbox of the Tech Advisor

As longtime tech advisor for PCA-SDR I get a lot of emails and phone calls, but sometimes I just get stopped at an event or scan the SDR Forum for questions I might be able to help people sort out. After writing a hundred or so tech articles since the late '90s, I thought I would give the membership a chance to be heard. This series is about the questions I get asked as your San Diego Region-PCA technical advisor. I hope you enjoy the change-up.

— Steve Grosekemper

The Unintended Flash (Not a wardrobe malfunction)

It seems for some reason that failures come in groups and this month is no exception. During the first quarter of this year I have been inundated with requests for information and repairs on '74-'89 911 headlight hi/low switch failures. These are commonly known as headlight dimmer switches or hi/low switches or turn signal dimmer switches. It is the combination switch on the left side of the steering column that operates the turn signal and headlight hi/low/flash feature.

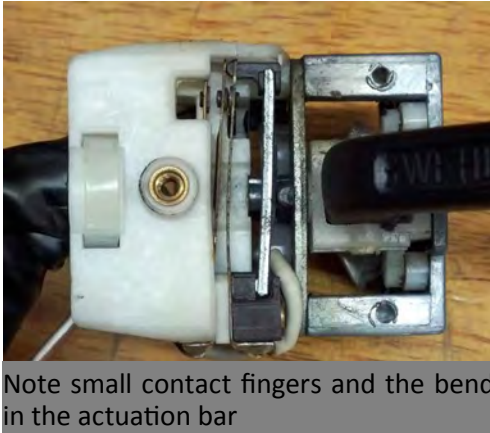
This streak of failures started with 3 customers in 80's 911's and then got a little closer to home as my good friend Dan Chambers wanted me to drive his 911SC (The Black Pearl) for a few days and make sure everything was sorted out after a series of repairs had been completed. This particular evening I stayed at work a little later than usual and when it was time to leave I got in Dan's car and headed for home. "Later" in this case would be without the benefit of natural sunlight. As I merged onto the freeway and courteously used my turn signal it got very bright in front of me from Dan's H-4 headlights. The high beam lights were stuck in the "on" position. This is not uncommon, and a first stage of failure when the dimmer switch starts to go bad. When I canceled the turn signal, I optimistically expected it to return to low beam operation. No such luck for me this particular evening; and not wanting to be on the receiving end of some road rage I had to think quickly. So, channeling my inner MacGyver, I reached into the side pocket of my backpack sitting on the passenger seat next to me. I pulled out a Velcro computer cable tie that was already rolled up and slipped it between the stalk of the switch and the plastic housing. With just the right pressure the headlights returned to normal operation. No need to mention how I instinctively used my turn signal later in the drive and started this process all over again...



Dan Chamber's 911SC "The Black Pearl" in safer daylight hours

Now for a little history on this switch. Power comes from the battery to the ignition switch to the headlight pull switch to the hi/low switch to the fuse box to the headlights. There are no relays, so this is full headlight electrical current. High current means high heat—think about the wires in your toaster in the morning. That is a lot of wiring and connectors and switch contacts to get hot. When these switches were designed, headlights were not very bright and didn't impose the current load that they do with today's high power halogen and increased wattage bulbs. So today we are putting even more power through a poorly designed switch. The second problem is the "They just don't make things like they used to" factor. This is true in this case for sure, as an original switch may last 30 years, but a replacement switch may only last 10. The materials are just not as good and the switches are more easily damaged by the heat of the high current headlights. Case in point: Of the 5 headlight dimmer switches I have replaced over a 60 day period, all replaced an original switch. All the second switches failed in a 2-8 year period. Two were factory Porsche switches, two were non-factory high quality, and one was of questionable on-line quality.

Below we can see the switch in question. Notice the contacts that look like match sticks. This is where all of the current travels, making heat and bending and distorting the contacts out of position. This heat also melts and/or distorts the plastic in the switch and changes the shape of the main pivot bar in the switch. All of these faults cause the unintended activation of the high beams.



Note small contact fingers and the bend in the actuation bar

So instead of replacing these switches every 10 years, there is a simple solution (short of only driving in the daylight hours). Newer cars all have headlight relays, and the switches and controls only signal the relay to switch the power. That means about a 98% reduction in power and heat at the hi/low switch. As an added bonus, the power comes from the battery to the relay to the fuse box and then finally to the headlights. This removes the ignition switch, headlight pull switch, and hi/low switch from the equation completely, and provides even higher voltage to the headlights. More voltage means brighter headlights for eyes that may not see as well as they once did.

You could go to your local electronics store and scrounge up relays and holders and special connectors but there is an easier way. There is a company that sells a complete kit for '74-'89 911's. This company is J-West Engineering www.jwesteng.com and they are known for their high end shift systems for pre-1990 Porsches, but have some nice electrical parts as well. They sell two headlight kits, a universal and 911 specific kit. The 911 kit requires a few connectors be changed, but has a required relay bracket that attaches to the fuse panel mounting screw perfectly; so that is the one you will want to use.

The kit comes with reasonable instructions but I will give you a more detailed list.

- Disconnect the battery ground cable.
- Remove the fuse panel cover.
- Now take out your cell phone or digital camera and take a few shots of the fuse panel in case you get distracted and forget what color wire or relay went where. Does the snap bracket face forward or back?? Was that black, black, red on the relays or black, red, black?? Not to mention the aftermarket stereo wiring you had to move...
- Now remove the first three relays (counting from the front of the car)
- Remove the mounting screws from the top of the fuse box with a 10mm socket.
- Remove the Phillips head screws mounting the fuse box to the body at the bottom.
- Be very careful not to lose the white plastic spacer on the rear lower Phillips head screw.
- Open up the metal wire band in front of the fuse box holding the main harness.
- Now gently pull the fuse box away from the fender to access the wiring.
- Counting from the front of the car, find fuses 6 and 7. Disconnect the wires from the top of the fuse holder.
- Cut off the metal sleeve and strip about ¼ inch of insulation off the wire (#6 yellow, #7 white).
- Take your relay kit and prepare the connections.
- The main red wire needs a 6mm ring connector installed and attaches to the 6mm power stud on the battery.
- The black wire is the relay ground and gets an 8mm ring connector and is attached to the battery main ground stud near the washer pump for earlier cars.
- Later cars can use the more convenient 6mm ground point just rearward of the fuse box. Install a 6mm ring connector for these cars.
- Now we need to feed the relay wires behind the fuse box. Tape the yellow, white, blue and green wires together and feed them behind the fuse box.
- Once behind the fuse box, unwrap the relay wires and attach the green wire to fuse #6 and the blue wire to fuse #7. You can just attach the wires or solder the ends for a better connection path.
- Now attach the yellow relay wire to the yellow wire that you took off the fuse holder.
- Then attach the white relay wire to the white wire that you took off the fuse holder.
- You can just use the butt connectors that come in the

kit, or you can solder the wire and use heat shrink tubing for insulation.

- Now neatly tuck the wires behind the fuse panel and re-attach it except for the forward lower screw.
- Attach the double relay kit to the car using the lower forward screw mounting point.
- 1985 and later cars have a flat 7-pin electrical plug with red/white wires at this forward lower screw. If you have one of these cars you will need to use a longer screw and plastic spacer like is used on the other end of the fuse panel. These don't have to be ordered from Porsche, substitutes can be had at Home Depot. Specifically you will want a 1/2in x 1/2in x .194 nylon spacer (SKU # 595383) and #8 x 1-1/4 sheet metal screws (SKU # 114349). The plastic spacers come in a two pack as if they knew you were going to drop the rear one under the black hole that lives under the fuel filler neck.
- Now plug the relays back in and attach the battery ground cable.
- Time to test the headlights. Do the high beams come on when you pull the lever back or is that the low beams?
- If they work backwards just reverse the #6 and #7 fuse wire locations.
- I am sure everything works perfectly so you can now put the fuse panel cover and trunk carpet back into position.

You now have corrected the problem of overheating the switch, but unless that switch was new it has still suffered damage. If in the future your headlights start to flash there still may be hope to save the switch.

The linkage in the switch can still be adjusted if the plastic and contact fingers are now damaged.

- Remove horn relay in fuse panel. (Trust me.)
- Mark location and remove the steering wheel.

Now remove upper and lower black covers:

- Remove two screws holding the white horn contact.
- Remove two small black screws on sides of the covers along seam line.
- Remove two screws below the horn contact and two corresponding screws in the lower cover.

- Now carefully pull the covers off and set aside.

- Now look at the switch from the side and note the movement of the actuation bar as you operate the high beams. The top of the bar will likely need to be bent forward. (See previous image above).

(STOP) - This next step is a delicate operation and can break the switch if done incorrectly.

- If you are adventurous, take two pairs of duck bill pliers (or stubby needle nose pliers) and grab the top and bottom of the bar and give it a gentle bend. You can find a cheap precision plier set at Harbor Freight (item 60826) for under \$10.



Twisting the bent contact bar to restore tension to the contact fingers

Perfect adjustment and ready to reassemble? Just assemble in reverse order and be sure to route the upper horn contact wire and lower ground wire properly. Don't forget to return the horn relay into position and test the horn.

Good Luck!

This article was originally written with over a dozen pictures that make it easier to follow but we have no room for all of them here.

To see this full sized article, visit Steve's website tech article page. <http://911sg.com/tech-articles/>

Steve Grosekemper is the San Diego Region Technical Advisor, member of the Forum Administration team, and is part of the newly expanded service team at Black Forest Porsche/BMW/Mini. He can be seen and quizzed for technical advice at just about any SDR driving event, as well as a handful of social events. Or go straight to his inbox at techadvisor@pcasdr.org and you just may find your story in an upcoming Windblown Witness article.



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44 Years of Porsches

Text and pictures by Eric Hanauer

I'm not your prototypical gearhead. I haven't tracked my Porsches, and don't do my own wrenching. Truth be told, I've rarely driven any of them beyond about 40% of their capabilities. Yet I may have a few recollections of interest in view of 44 years of daily driving six different Porsches.

My addiction may have come through heredity, because I was born in Stuttgart about the time Ferdinand the elder was selling Hitler on the concept of a peoples' car. Fortunately my parents were prescient enough to see what was coming, and got the hell out of Dodge before the bombs started falling. In his later years, my father totally rejected the idea of ever buying a Volkswagen, or any German car.

As I grew into driving age, 356's looked cool to me, but so did Karmann Ghias and Jaguars. All I could afford were old American clunkers. This was the heyday of the small British sports car, so as soon as my budget allowed, I got into a Sunbeam Alpine, quickly followed by a couple of Triumph TR4s. At the time, we were living in Chicago, where brutal winters and salty roads limited the life span of a car body to about 3 years. So there was lots of flipping going on. Upon moving to California for graduate school, one of my most startling observations was the greater number of older cars on the freeways.

Slowly and gradually, I became more interested in Porsches. In sports car races I watched the little bathtubs consistently beat the Brits. A friend had a 356, and the feel and handling and sophistication were miles ahead of the Triumphs. And of course there was the Stuttgart connection.

When the 911 replaced the 356 at nearly \$1,000 more, I figured the chance of ever owning one had passed me by. But then rumors began surfacing about a new mid-engined Porsche. The first 914 I saw was at the Los Angeles Auto Show. Datsun's 240Z was making its debut at the same event. It was the same price, far more powerful, and even looked more like a real Porsche. But by that time I had bought into the pitch that there is no substitute.

The local dealer in Newport Beach had only one in stock, which had already been sold. But at least he let me sit in it. Ignoring the flimsy build quality, the Volkswagen interior fittings, and the underpowered engine, I continued my quest. A dealer in Norwalk had an orange one, let me test drive it, and didn't ask a dollar over list price. It was bone stock, didn't even have a radio or a Porsche emblem on the hood. Deal. It was the only Porsche I ever bought new.

I installed a glasspack muffler to mask some of the Volkswagen sound. Tin wheel covers simulated Fuchs wheels. The emblem and a radio followed. It felt like a go-kart, with my butt about six inches above the pavement, and I loved it. As one of the first of its kind, it attracted lots of attention. I attended an Auburn-Cord-Duesenberg affair where it got more stares than the classics. The trunks even held scuba gear for two people, so the 914 became my dive wagon.

Did you ever own a car that you thought was cursed? That 914 was. It seemed to attract accidents. First I rear-ended another car. Later it was rear ended while parked. And finally, two years on, I totaled it. That turned out to be the fault of the other driver, who had been drinking, so her

insurance paid me more than I could have sold it for.

By this time, the 914 was out of warranty and I was taking it to Porsche Strasse in Costa Mesa. The owner was a local legend, Stan Sarcowicz, a racer and master mechanic. Above all, Stan was honest. I'd come in complaining about a noise, and he would say, "Turn up the radio. When it becomes so loud you can't stand it, come back." A small shop located in the industrial part of town, it was a car enthusiast's Mecca. Everybody from Newport Beach millionaires to schoolteachers brought their cars to Stan. I'd make up excuses to go there just to see what sort of exotic machinery was parked in his lot.

It was Stan who suggested I take the insurance money and buy a real Porsche. Used 911s had finally descended into my price range. The first one I brought to him was a 911S that had led a hard life. He turned tumbs down. Finally he approved a 1969 911T coupe. It was pretty basic, dark green with plastic upholstery and chrome wheels. But it was the most powerful car I'd owned to that point. I had my share of tickets, but also encountered some forgiving cops. One day a highway patrol pulled next to me, got on his bullhorn, and asked, "Do you know your Porsche smokes at 75 miles an hour?" On a trip to San Luis Obispo another cop pulled me over and talked Porsches. His parting shot was, "Between you and me, how does it handle at that speed?" Finally in Nevada I was stopped doing 125 miles an hour. The opening comment was, "Do you know anything over 90 is reckless driving?" Visions of jail swam in my brain. But he was a gearhead too. He finally said, "I can't let you go, but I'll write you up for 75." Thanks, guys.

After two years I began lusting for a Targa. A brief search turned up a 1971 911T, chocolate brown with a tan interior, leather seats, Fuchs wheels, and S trim and instruments. It was love at first sight, or at least first smell of that leather upholstery. I told the owner I'd buy it if the engine starts and if Stan approves. It did, and so did he.

For a month I was the proud owner of two 911s. When I finally found a buyer, it was contingent on selling his 1969 Volkswagen bus. My friends and I were about to depart on our annual camping and diving trip down Baja, so I figured I'd take the VW in trade, drive it to Cabo, and sell it when we got home. It turned out to be so practical I kept it, and never again used a Porsche as a dive wagon. The bus took me on several subsequent Baja trips

until the engine blew up on the way to Ciudad Constitución. But that's a story for another time.

The Targa was three years old with around 40,000 miles on the clock when I bought it. That was the start of a 25-year relationship, covering over 200,000 miles of daily driving. In contrast to the cursed 914, it led a charmed life with nothing worse than a few door dings and rust spots. The first few years were wild ones between marriages. On many a late night, the Porsche kept me awake and aware while driving home, because it required constant attention to rpms and gear changes and road conditions.

Around a dozen years into ownership, it was time for a decision. Automotive

progress had brought creature comforts like air conditioning, electric windows, power steering, and other conveniences my Targa lacked. At 150,000 miles, compression in a couple of cylinders was low, and chocolate brown looked dated. But I hadn't warmed up to the accordion bumpers of then current 911s, and never considered anything front engined and water cooled. (Car preference is a visceral thing, so owners of these hopefully won't take offense at my gut reactions). So I took out a bank loan for more than I'd originally paid for the car, had the engine rebuilt and had it sprayed guards red. Now, you may think a blood red Targa is a ticket magnet, but in 13 years of driving it in that state, I didn't get nailed a single time.



Brown Targa



Eric's current ride



Green Boxster



Eric and his wife Karen in 2011 with two of their beauties

One of the hardest things about moving to San Diego was leaving Stan. By this time his shop was called Strasse Automotive, because Porsche threatened to sue anybody unauthorized using the name. For about a year I continued bringing him the Targa for service, but eventually found a mechanic down here. Stan died about six years ago, but his Costa Mesa shop lives on.

I'm not a stickler for authenticity, preferring to make a car my own. As radio technology advanced, I added speakers and about five different head units. When Stan did the update, he removed the front bumper guards, and had the rears ones powder coated black. I drew the line at the Targa bar, preferring the original brushed steel look.

My first trip back to Stuttgart was in 1985. With my mother along, it was the ultimate roots trip, as she showed my brother, our wives, and me the house where we were born, and her 200-year-old home in a Black Forest village that looked just like the old photos. I also made a pilgrimage to the Porsche factory, but it was closed due to a steelworkers' strike. A few years later I tried again, but this time it was closed due to a model turnover. Finally the third try was successful, with the new museum an added treat. The old one had consisted of one room with about 30 cars crowded next to each other.

When the Boxster was announced, it immediately grabbed my attention. Mid engine. Check. Convertible. Check. Looks like a 550 Spyder. Check. What's not to like? In those days, Boxsters were backordered. I found a low mileage 1999, metallic dark green, with the sport design package. I sold the Targa for \$2000 more than I paid 25 years earlier, but that doesn't

count the thousands I put into it. This was a classic example of selling low and buying high. Today early 911s bring big bucks and early Boxsters are bargains. But lacking a crystal ball, and with Stan's approval, I did it.

Ten years later I moved on to the most technologically advanced car I've owned to date: a midnight blue 2006 Boxster. It was during this period I finally joined PCA and signed up for the Performance Driving School. It was the most fun I've had in a car, pushing it to about 66% of its capability. My instructor, a tiny, white haired lady with coke bottle glasses, later showed me 80%. But after seeing the toll on tires and brakes, I decided reluctantly to pass on autocrossing.

At a later PCA event, I had my first serious encounter with a 993. It triggered waves of nostalgia recalling the Targa and air-cooled engines. Within ten days, I had bought the second 993 I looked at, a polar silver 1995 Carrera 4 with a blue interior. If I had ordered one from the factory, it would have been in those colors. After my experience with the Targa, 98,000 miles on its odometer was no problem. It was a one-owner car, bought from a small dealership in Costa Mesa, obviously well-loved and garaged all its life. A service history would have been nice, but the best he could offer was a clean Carfax. Strasse Automotive was just around the corner, so Stan's successor did the pre-purchase inspection.

The first thing I did was update the radio from a cassette model to a contemporary one with USB, aux, and Bluetooth inputs. The wimpiest element about 993s is the headlights, so I replaced them with HIDs. A set of Fister Stage II mufflers restored the low rumble that had been tuned out of the factory models. At the PCA

swap meet, I found a good deal on a three-spoke steering wheel from a 996, replacing the stock four spoke. So once again, I've sacrificed authenticity for personalization.

After two years, it's still a blast. Although today's Mustangs and Camaros would wipe it out from stoplights, it has more power and handling and braking than I will ever need. There are times I'll just stare at it to appreciate the classic lines of what I consider the most beautiful of all the 911s. Even the sound of the doors closing is musical. Karen and I enjoy tours, cars and coffee, and the occasional rally. Although some may think I've missed out on the Porsche experience by not tracking it, the past 44 years have enriched my life. For me, Porsche is more than just a car. It's an iconic link to my heritage.





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Parade Laps on Track

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Mini-Autocross

SATURDAY

Porsche Timeline Display

Porsche for Sale Platz

Porsche Corral

Porsche Swap Meet

Porsche Concours

SUNDAY

Supercar Sunday Paddocks

Club Corrals



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Membership

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1982 911 SC Targa

Dave Benton
Carlsbad, CA
2012 Cayman Coupe

Eric Bermel & Anette Schol-Bermel
Santee, CA
1986 Porsche 944 Coupe

Bill Cardon
Rancho Santa Fe, CA
1995 911 Carrera Roadster

Mauricio Guerra & Vivian Guerra
San Diego, CA
2014 Panamera

Jeremy Hogan
El Cajon, CA
2014 Cayman Coupe

Bruce Hoppal & Maureen Hoppal
Escondido, CA
2000 911 Carrera Coupe

Roy Kaller & Deb Kaller
Coronado, CA
1987 911 Turbo Coupe

Tim Kelly & Brian Kelly
Buena Vista, CO
2006 Cayman S Coupe

Vicky Lam & Bang Nguyen
La Jolla, CA
2011 911 Carrera Coupe

Ricardo Laranang & Bennie Laranang
Bonita, CA
2014 911 Carrera

Roni Mayben
Carlsbad, CA
2008 Boxster Roadster

Aviva Mcpherron & Andy Mcpherron
La Mesa, CA
2014 Boxster S Coupe

Dave Oeser
Escondido, CA
2011 911 Carrera Coupe

Jose Trevino
Chula Vista, CA
1996 911 Carrera Targa

Stan Wong
San Diego, CA
1998 911 Carrera Cabriolet

Murray Wunderly
Chula Vista, CA
2008 911 Turbo Cabriolet

Alan Yu
Escondido, CA
2012 911 C2S

Peter Zarcades & Niki Zarcades
Rancho Santa Fe, CA
2014 991 Coupe

Anniversaries

Five Years...

Chris Harris
Craig Hill
Frank Petrillo
Keith Rosenberger
Andrew Saphire
Robert Steinberg
Mark Storch
Brett Tiano

Ten Years...

Jeffrey Childers
John Gurell
Gary Peterson
Desmond Young

Fifteen Years...

James Beatty
Comfy Cozza
Rick Goebel
Rodney Mish
Brad Rambur
Chuck Sharp

Twenty Years...

Uwe Biegner

Twenty five Years...

Neal Appel

Thirty Years...

Robert Barker

Thirty Five Years...

Bill Connelly

Membership for March 2014

Primary Members:	1515
Secondary Members:	1073
Total Members:	2588

March Board Meeting

Board Minutes

The March Board of Directors meeting was held at the home of Keith Verlaque and Martha McGowan. In attendance were Jim, Keith, Don, Dan, Jerry, Mark, (Paul & Bev out of area). The meeting was called to order at 7:15, and the January minutes were approved.

Treasurer's Report

A few event payments remain outstanding, but nearing the close of the 1st Qtr we remain in good financial position. Track driving events have been profitable but some social events we have had to subsidize. We've currently prepaid about \$30K for several activities resulting in the operating fund down about 10-\$12K. Jim – we have good cash flow, and we often pay ahead using the operating fund and do not receive reimbursement income until some time afterward.

Mark – motion to approve the treasurer's report – M/S/P.

President's Report

National Board meeting feedback - good information and PCA doing well both financially and organizationally. Volunteers – We as BOD / Chairs need to work harder to bring in new volunteers to be trained under current chairs to assume future club positions. Purchase of banners listing all our PCASDR activities as a PR initiative. Jim – requested \$450 for a banner / cards to advertise all our activities. M/S/P. Committee Chairs – Chairs need to become more familiar with club rules and regs. Keith will send an e-mail to chairs amplifying. Forum Posting – see Jim's e-mail referencing inputs to Forum via outside

sources. Forum postings related to advertising outside of PCASDR approved events or member general club related discussion should now come to the directors for approval. However the current Forum guidance is a bit vague. Anticipate a follow-on meeting to clarify guidance. 100% unanimous concurrence.

Zone 8 report

National Board Mtg: National made significant profit last year primarily due to success of the car raffles. National has decided to allocate some of the profits to the regions as a rebate which we expect to receive soon. For the event chairs ... remote helo cameras are not allowed at PCA events – an insurance liability issue.

Festival of Speed 4-6 April is progressing nicely but still needs volunteers.

Chair Reports

Autocross: Jerry - 29 Mar/New equipment purchase status. 97 cars participated at Feb Ax. All good but a slight problem with the timing system. We need a new computer for the trailer to correct this problem. Awaiting purchase. Jerry - Need to purchase Ax equipment – request \$600 (NTE). Fire extinguishers (2) + Apex cones + 12 yellow/green flags. M/S/P (Vests & radio holders to be submitted as another purchase) .

Jennifer – looking for a set of aluminum steps to replace the plastic steps for entrance to the trailer – include in equipment purchase. Helmet rentals – Looking into helmet socks to improve hygiene and extend the life of our helmets. Suggest letting drivers who rent helmets also purchase helmet socks for \$3.00. Consider approaching a sponsor willing to purchase helmet socks, placing their logo

on the socks and allowing PCASDR to sell for a small profit. (Under consideration.) Corner working – Mark Curan request instructors amplify the positive aspects of corner working during PDS.

Auto Museum: Michael Harris - Museum Report: New exhibit features 14 fully restored Muscle Cars and one well maintained original. Fords, Dodges, Plymouth, Chevrolet, Pontiacs, and two unusual AMC cars including an SC Rambler and an Olds 4-4-2 plus one Buick GS. New on display are a 1960s NSU Wankel roadster, a Dino 246GT next to the V-12 Bizzarini, a 1929 Cord L-29 Brougham (stunning restoration of a front wheel drive 4-door that looks at least 7 years ahead of its time) and several more additions. The Museum Store has some handsome 25th Anniversary apparel also. The library is open to the public and has the largest collection of car mags anywhere. Car Club individual memberships are on sale for \$25 for one year. Something for everyone.

CDIs: PDS Status - Jackie – Nearly 52 instructors signed up; 12 women students; 7 car-sharing couples; 56 confirmed students ; 3 on wait listed. Opted for colored balloons to mark the exercise locations.

Charity: Monarch School Family Dinners slated for 23 May and 19 Sep

Car Shows: 13 April Park & Party status - Jim – Hoehn agreed to subsidize \$2K toward cost of event. Aztec Brewery supplying beer bought by club and provided to attendees plus food trucks for food and desert. Budget submitted for entire event – M/S/P

Concours: Need 2014 Concours Chair – Dale Sommerfeld declined to continue as chair. Need to locate a chair person! 13 Jul car detailing session at TCs garage. M/S/P

eMaster: Bev has set up additional email list to add additional people who want to know about our event. Mainly these are members from other regions or SO's who do not have email in the system. Blasts are going well and response from members has been positive. If you need a blast on your event, get the copy on what you want to say to Bev.

Goodie Store: Still need 2014 GS Chair. Update - Pat Corona has agreed to continue another year as chair

Insurance: Insurance is up to date.

Rally: School 17 May Young home. Paul – rally school will be a social event not a driving event. Budget to be submitted next meeting.

Policy/Procedures: Tom – reminds BOD to notify him when there are changes.

Safety: Mark – No issues.

Sponsor Liaison: Jim - Sponsorship Committee of 4 club members - Dealerships are supportive of club events. Dieters – will support advertising and provide discounts to PCA members for designated specials. Current committee goal is to elevate more advertisers into sponsors to support events. 3-4 advertisers want to do Tech Sessions.

Social: Victoria report on recent events - Movie Night moved to 29 May - X-men / Padre Game 10 May partial subsidy of tickets – M/S/P. Mystery weekend - went to Santa Barbara. Fantastic! Javier will scribe an article. Valentine dinner cruise – great food, good boat, dancing. All in all a very good evening and appreciated by National staff attending. Last Breakfast social was not well attended. Should we even hold these? Next one is 6Apr – this will conflict with Festival of Speed – recommend we cnx this one. M/S/P. Suggest 1 per quarter and move it around the county M/S/P. Progressive dinner – sold out! Movie night – 14Mar, St Pat's day – 15 registered with commitment of 70. Recommend – cnx the St Pat's Day movie and sched a new date. Reschedule 29May with X-Men. M/S/P. Padres Day – Charged members \$37/ticket but actual price is \$45. Employing raffle tickets for items which Padres will provide so we can recoup some of our subsidy. Move to subsidize the difference in the announced and actual ticket price. and recoup some of difference through a raffle Approve the date (May10) and provide funds to subsidize, NTE \$450 M/S/P

Tech Sessions: 18 May Macan at Hoehn / Autos International 28 June - M/S/P. Charlie's Foreign Car 23 Jul – vote M/S/P

TT/DE: Successful

Tours: Sun 23 Mar - Keith - Start at Hoehn Porsche and proceed through Rancho Santa Fe. Expecting 30 cars.

Web Team: Doing well. Occasional trouble with Firefox application for the calendar

Witness Billing: On track


New Business

Forum Posting Policy / Sharing of event information with other clubs to be discussed in separate meeting.

Unfinished Business

Keith - Member feedback / suggestion box - recommends a process in which we can post important information with access to our website as in a suggestion box. Keith will present concept at next meeting.

Adjournment

Thanks to Keith and Martha. Next Meeting: Dan Carusillo home. 



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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

Rare 2011 Boxster Spyder, white, 6-spd, 25k miles, 1 owner, California car, certified pre-owned, come with 6-years factory warranty. \$52k or best offer. Serious buyer only. Contact George at ynot996t@yahoo.com

Track/Race Cars

997.1 C2 Stripped, caged + all safety. POC GT4; PCA GTB. Over \$80k spent. \$44k. (310) 863-5545

Boxster S Race Car \$35,000 Recently built SuperSpec race car with T/ C roll cage, momo seat, steering wheel and quick release, JRZ shocks, Tarret droplinks and RRS control arms. Full fiberglass kit, new trans/ clutch and balanced flywheel, engine goodies, electronic kill switch, tow hooks and much more. Call for pics TJ 858 232-4087.

Parts

986 gray full carpet kit Great condition, beautiful color, singl tear near gas pedal. \$200obo, text Jason, will be in SD region soon (661) 904-5364

986/996 8-way full power seats From lo mileage vehicle, guards red contrast stitching, need minor repair \$800 pair L. A. area, text Jason (661) 904-5364

FS: 986/996 Litronics Worn rubber seals (aesthetic only, does not affect function or seal), great condition, from '00 65k mile vehicle \$900, text Jason (661) 904-5364

996 GT3 Speaker Delete Grills As new condition. Fits 986 Boxster as well. \$20 (714) 310-1729

Sparco EVO VTR Seat Barely used immaculate condition race seat. March 2012 date of manufacture. \$600 (714) 310-1729

Crow 6-Point Harness Belts A pair of used Crow 6 point harnesses, in red. July 2011 date of manufacture. Excellent Condition \$150 (714) 310-1729

Boxster BSR Spoiler Mount Permanent Fixed Mounts for rear retracting spoiler. Saves weight \$60 (714) 310-1729

Fuchs Wheels/RA-1s 16X7 and 16X8's Fuchs. Excellent condition. With set of Toyo RA-1 tires: 225F/245R. Perfect for 911SC, Early Carrera, etc. \$2000.00/OBO. Danosurf@att.net (619) 889-9331

Cheap street tires BF Goodridge g-Force T/A KD summer tires 245/45/17 x 2, 315/35/17 x 2. ~60% of tread left. \$200 for the set. (858) 254-4463

986 Headers & Straight Pipes For 2.5l Boxster. Used. \$100 (714) 310-1729

Safety Devices 6 pt Roll Cage Porsche Boxster. Used but with new mounting kit. Includes upgraded side door beams, and side window net. \$700 (714) 310-1729

1971 porsche 914 Rusty body, Trans., Brakes, suspension, many good parts, NO engine or Wheels. Have title \$350. OBO (760) 214-1825

996 Hollow Spoke Wheels For sale is a very nice set of 996 hollow spoke wheels. These are suitable for 996 and widebody 993 cars and maybe others. 8" front and 11" rear X 18". Big and meaty. They are perfect track wheels or could be restored to perfection.

There are a few small curb marks but overall they are very nice, probably a 8 out of 10. \$750. Nick. 619-985-6162

17" Boxster S Wheels Factory Porsche "S" wheels ('00-'02 style). Two 7Jx17ET55, two 8.5Jx17ET50. Good condition, lightweight. Perfect for AX/ DE/ TT, BSX/ BSR. \$500 Russell@LightningMotorsports.us (858)-442-7466

996 Lightweight Wheels/Tires Set of 4 10-spoke Porsche OEM Lightweight rims/tires came off a 2003 Targa \$800obo text for pics (760) 840-8832

17" Continental Tires ContiSportContact3. (2) 205/55ZR (2) 235/50/ ZR. All (4) for only \$185. More than 1/2 tread left. pward2@san.rr.com (858) 459-4737 leave message when animals answer :)

1967 Porsche 912 engine, complete. Stock, other than Del Orto carbs. Also has complete exhaust with heaters flappers, etc. \$3500.00. Craig (760) 715-6836

964 Magnesium Cup1 RS Wheels 7.5&9x17et55 good condition no curb rash, true & straight. Very rare. 858/531-2335 \$10,500 firm. marouf_usa@yahoo.com

986Boxster RollBar Extension BreyKrause R3010, adds 1-3/4" to roll-bar height. Fits '97-'04. Great for DE/ TT/ BSX/ Track. PCA/ POC approved. List\$770, sell\$400. Russell@LightningMotorsports.us (858) 442-7466

Simone 15 piece 993 body kit. \$2,900, complete, like new! front and rear bumpers. 4 front fenders, 2 rear fenders, side skirts. Engine cover, 2 wings. 993 head lights, oil coolers installed. mgagen@cox.net (619) 660-8000

New BBI Underdrive Pulley Original billet style (similar2RSS). For all

996/997/986/987 Carrera/ Boxster/ Cayman. Reduces stress on PS pump and Alternator under track conditions and returns ~10-15hp. \$160 Russell@LightningMotorsports.us 858-442-7466

IPD Plenum Cayman S Stock cayman s exhaust--no tip--\$350, stock cayman s plenum and throttle body--\$250 (760) 473-6522

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

Wanted: Porsche or other car memorabilia/automobilia/parts. Also wanted, Porsche 356 or early (pre 1974) 911. John 619-667-3826 or www.johnstraub.blogspot.com

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

WTB: Boxster third brake light oem/ stock red center rear trunk 3rd brake light. (619) 302-2136

WTB: Forgestar F14 18" or 19" wheels for boxster 986, or boxster/cayman 987 offsets. Preferably titanium silver or gloss black. (619) 302-2136

WTB: Muffler/Exhaust Boxster S from 2003-2004, twin tip stock exhaust/ muffler. Thanks! (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

Boxster Chronograph watch (black dial, white numbers) with black leather band in original case with box and manual. Collector's item in excellent condition. Can send pictures if interested. \$400. gotz@cox.net

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

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9:00am (sharp!) - 1:00pm

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- ✓ ***Ideal for Beginners!***
- ✓ ***Breakfast and lunch provided!***
- ✓ ***No charge to entrants!***
- ✓ ***Chalk-talk explains all about Rallies!***
- ✓ ***Best Way to Learn All About Rallying!***
- ✓ ***Easy 1 hour practice rally!***
- ✓ ***It doesn't cost anything!***
- ✓ ***Bring a Friend – It's Free!***



Two People Per Car (Driver and Navigator) – bring a friend, though we can pair you up with somebody if you come alone.

Must Pre-Register, even though it's free!

Registration opens March 14th, closes May 14th (MotorsportReg.com).

Event Location: Young's Home, El Cajon (details after registering).

Go to: <http://www.motorsportreg.com> for details and to register

For more info, call or email:

Paul or Ruth Young

619 449-1768

paul@deadpetsracing.com

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Display Advertising

For display advertising contracts and billing information, please contact:

Tom Gould

witnessads@pcasdr.org

Rates

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

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

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

Submissions

We prefer that materials be submitted in .JPG, or .PDF formats. Please send files to editor@pcasdr.org. We reserve the right to edit or refuse to print any ad.

Deadline for submitting new ads or changing existing ads is the tenth of the month preceding the issue date.

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To:

Susan Brown, Editor



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

PCA Executive Office, P.O. Box 5900, Springfield, VA 22150 or submit change via WWW.PCA.ORG.

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