



# WINDBLOWN WITNESS

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

June 2014



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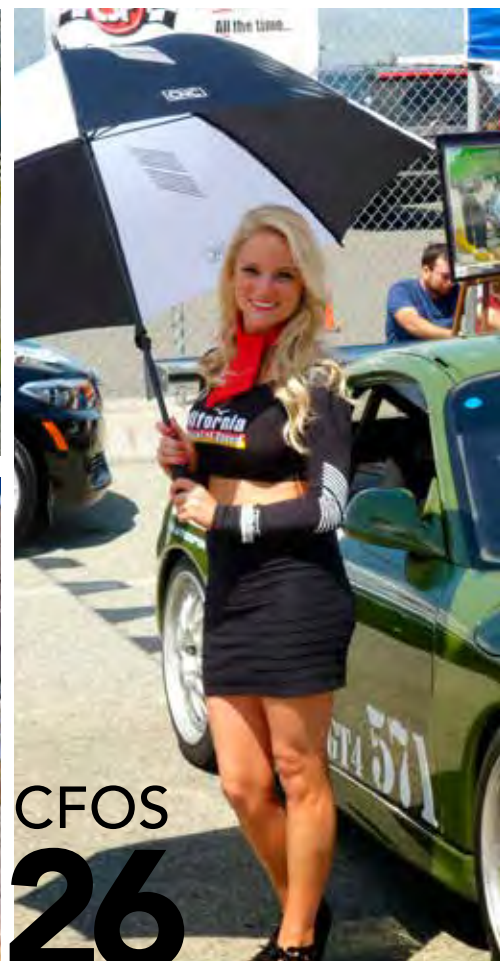
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## 18 Streets of Willow Saga



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## On the Cover



Spotted at a Krispy Kreme and cars event. Photo by Eric Hanauer

# WINDBLOWN WITNESS

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

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

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POSTMASTER: Send address changes to PCA Executive Office, P.O. Box 6400, Columbia, MD 21045.

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# Stay on Track

*By Jim Binford, SDR President*

WOW! It was another great month of San Diego Region events that covered the spectrum of activities the club provides. You had an opportunity to drive in another major track Time Trial/Driver Education event at Chuckwalla as well as an Autocross at Qualcomm. You could participate in a Progressive Dinner, see a movie night X-Men movie, and watch the Padres win a ball game. You could go to a Rally School, show your car at our informal parking lot Saturday events, and see the new Macan at the Hoehn Tech Session. We also had our quarterly Breakfast Social and monthly Last Tuesday Social which allow you to meet your fellow club members in a relaxed atmosphere. Lastly I hope you were able to participate in the 1 June SDR Tour to further exercise your Porsche. I hope you enjoy these events that the club volunteers put on, and please remember to thank our Chairs and volunteers that do such a good job coordinating our events. If there is an event you want to see scheduled (Concours is scheduled 2 August), contact a Board member and we will see if it is feasible to conduct but I think we pretty much

have all the bases covered.

The month of June will give you some time to catch your breath, that is if you haven't signed up for the Porsche Parade in Monterey 15–21 June. There are currently over 125 SDR members signed up so far to attend the Parade. For those of you still undecided in attending, sign up and enjoy the Parade events in Monterey with your fellow club members, as well as meet new PCA friends from other regions. There is also the opportunity on the weekend 21–22 June, separate from the Parade, to drive the famous Laguna Seca track which is an experience in itself. Even if you aren't able to sign up for driving (max of 175 drivers per day, per Mazda Raceway Laguna Seca rules) come and observe some of your SDR members driving through the corkscrew on this famous track.

We will be posting a new schedule beginning in July for the events we plan to schedule for the second half of the year once we know the Qualcomm autocross dates given to us by the Stadium management. We have to build our other event schedules around the weekend autocross dates since they are the toughest events to schedule,

but we already know the away track event dates, since they are scheduled on a yearly basis. So stay tuned to the SDR website and Windblown Witness calendars for updates to upcoming events. We do plan to conduct approximately the same number of non-track events as we did in the first half of the year.

A reminder—if you have a new email address please send it in to me ([president@pcasdr.org](mailto:president@pcasdr.org)) so we can update our email list to ensure you receive timely eblasts on our upcoming events and SDR region / Zone 8 news, and we can correspond with you if you have any suggestions for our club. The Zone 8 news provides notification of events conducted by all the regions, so if you don't attend the Parade you can attend some of the other June events in the Zone 8 area. Also the new PCA National website is up and running so check it out at [pca.org](http://pca.org).

That's about it for this month – hope to see you at an upcoming event.

Cheers Jim



Driver's meeting at CFOS

# June 2014

---

## 01 Sunday Back County Tour

Time:  
8:00 A.M.

Place:  
North County Fair Mall

Details:  
Meet at 8:00am at the southwest corner of the parking lot near Macaroni Grill. Driver's meeting is at 8:15am. Depart for back country road driving at 8:30AM sharp.

---

## 04 Wednesday Monthly Members and Board Meeting

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

Place:  
Cathy Young's Home  
12653 Crest Knolls Ct.  
San Diego, CA 92130

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.

---

## 07 Saturday Irvine Cars and Coffee

Time:  
5:30 A.M.

Place:  
Carrows Restaurant  
936 N. Coast Hwy  
Oceanside, CA 92054

Details:  
Greetings Early Bird Car Enthusiasts! A few members of the Porsche Club San Diego are organizing a highly anticipated tour to the Irvine Cars and Coffee on June 7th from 5:30 AM to approximately 10 AM. We will be meeting off the 5 fwy in Oceanside at Carrows Restaurant at 5:30AM sharp to caravan over to the Irvine Spectrum area for Cars and Coffee.

---

## 08 Sunday Village Walk

Time:  
4:00 P.M.

Place:  
Village Walk in Eastlake Village  
Chula Vista

Details:  
SDR members are invited to display their Porsches at Village Walk in Eastlake Village in Chula Vista.

Car setup time is 4PM – 4:30PM. Display time is 5PM – 7PM. JUST SHOW UP!! A portion of the parking lot will be flagged off specifically for our car club. Look for Rick R who will be directing traffic.

Village Walk is an enchanting village offering a delicious array of dining, a great selection of specialty shops and a full complement of services in the Eastlake / Chula Vista area.

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## 14 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.

---

## 24 Tuesday Last Tuesday Social

Time:  
6:30 P.M.

Place:  
Green Dragon Tavern & Museum  
6115 Paseo del Norte  
Carlsbad, CA 92011

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



---

## 28 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.

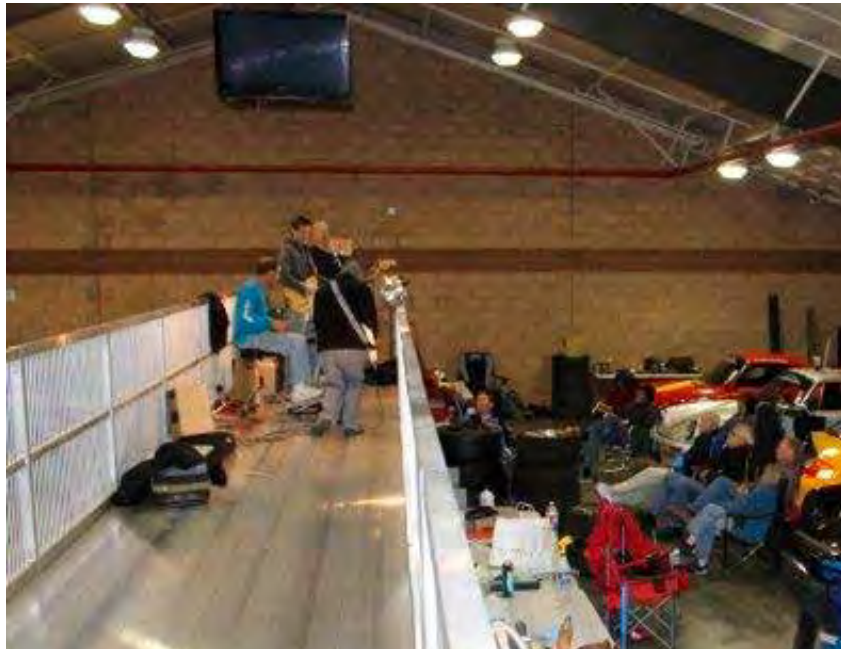
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## 28 Saturday Tech Session

Time:  
10:00 A.M.

Place:  
Autos International  
1236 Simpson Way  
Escondido, CA 92029  
(760) 737-3565

Details:  
Meet at Autos International who offer in-house interior and top restoration services. They have been manufacturing interiors, top, and carpet sets for most models of 356 and 900 series Porsches since 1977. Their facility can handle the complete interior restoration of your car on site.



Robert and Jack's band playing in the garage at CFOS



Nicolaos Perdikaris and Scott Fisher (11) on the track at CFOS

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# 2014 TRIAL TIME SEASON

DE &



## BUCKLE UP

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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)

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**8TH ANNUAL**  
**SOCKS AND UNDERWEAR DRIVE**  
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**This is the 8th "Sock and Underwear Drive" sponsored by PCA-SDR**

For the months of July and August, please bring  
**NEW socks, NEW underwear**  
and\*other stuff including body wash, shampoo, conditioner, lotion, and  
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Donations will be presented at the PCA-SDR sponsored Family Dinner  
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**CONTACT:**

**charity@pcasdr.org or Martha McGowan 619 938 2697**  
**or Lori Chesley 714 366 5098**

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

# From the Inbox of the Tech Advisor

*Text and Photos by Steve Grosekemper*

*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

I never know where my next article's featured car might come from and this one was the sweetest of all. You see it all started at a Krispy Kreme and Cars event that I attended recently. I drove to the shop, picked up the 911SC street/track car I share with Greg Phillips and headed west down Clairemont Mesa Blvd, for a quick 8 minutes (at the posted speed limit) and turned right at the smell of airy glazed doughnuts. I like going to this event because it can be as little as a 15 minute pop by to as much as a 3-hour Porsche-fueled gab fest; or anything in between. I saw racers, Concours champions, and a Parade-winning Rally team all at the same event, with people I have never met in my 25 years in the club. One of these is the subject of this article.

A gentleman with a 993 came up to me and started talking about an oil leak he had in his car. He was told the case seam or through bolt O-rings were leaking oil and was given a disturbingly high repair estimate. I walked over to the car to see if I could get a handle on what his leak was. After a quick look I told him things may not be as bad as he initially thought. I gave him a quick overview of his problem and the fix and mentioned that I had started writing a tech article on his problem years ago and never got around to finishing/publishing it. (I have a lot of those...) But now I had an excuse to finish it...

You see, back in the day...Porsches leaked oil to one extent or another and that was just the way it was; as seal technology just wasn't what it is today. Hopefully, it was just a small leak that made it smell like a Porsche and not something like the smoke screen behind an elusive James Bond driven DB-5.

993s are the last of the air-cooled 911s and as they age they too will leak some oil. Some of the leaks seem like

a major deal, but are easy to fix, like the lower valve covers. Some are not so easy to fix like the case through bolt O-rings.

But not everything is as it appears, and that is where we start our story today.

About the worst leak a 993 can have is leaking case through-bolts because that means almost complete disassembly of the motor top end for proper repair. The good news about this leak is that there is a relatively easy-to-repair item that tries to disguise itself as leaking case through-bolts. (Remember: when you find an oil leak, always look up).

This item is the lower intake resonance flap seal which can be found on 1996 and later 993s with the VarioRam intake system. The resonance flap can be found attached to the bottom side of the intake manifold just left of center. This unit looks like a standard vacuum operated throttle plate that simply changes the length of the intake air flow tract to give the engine a broader torque and horsepower curve.

The problem is that all engines have some amount of blow-by but as time marches on, the engine wears and creates a little more. Blow-by gas is made up of combustion gas that gets past the piston rings and oil vapor that is mixed up in the crank case. This vapor is then drawn into the intake system to be burned by the engine and cleaned by the emission control devices. Later Porsche engines and turbo engines have an air-oil separator to split the oil and combustion gases; but sadly a 993 dies not.

The older an engine gets, the higher the quantity of oil vapor created in the blow-by gas. A portion of this oil vapor mix will condense in the cooler intake manifold. This condensed oil vapor does not get immediately burned by the engine and will pool on the bottom of the intake manifold. Sometimes the oil will condense, drain down the intake runners and give you that quick puff of smoke upon start-up.

The oil pools right on top of the seal for the resonance flap and it leaks out onto the top of the motor (see image on the next page).



# 993 Intake Oil Leak



Leaking intake resonance flap with blower and ducting removed

As this item continues to leak, the oil cascades down the left side of the motor's fan shroud until it meets the top of the engine case. Once the oil makes its way to the top of the engine case it drips down the left side of the case around the cylinder bases and over the lower cylinder air plates where the case through bolts live. From the bottom of the engine it looks just like the left case through bolts are leaking. (Remember: always look for a leak higher than where you first find it).

Repair is not as difficult as it might seem. The flap is wedged between the intake manifold and the fan housing with about 5mm of clearance. The problem is the unit is about 75mm in height. The trick is to separate the intake manifold from the port flange on the left side so it can be raised high enough to be able to slide the flap out the bottom of the intake manifold. But before we get carried away, let's take a closer look to see if this is really the source of the oil leak. To start with, we need to get that big blower assembly on the left side of the engine out of the way.



The resonance flap is hiding under all that black plastic!

- Remove the 2 mounting screws on the blower air intake snorkel (10mm socket). Push this hard plastic air snorkel to the left and pull it up and out of the car.



One piece out, only a few more steps to go...

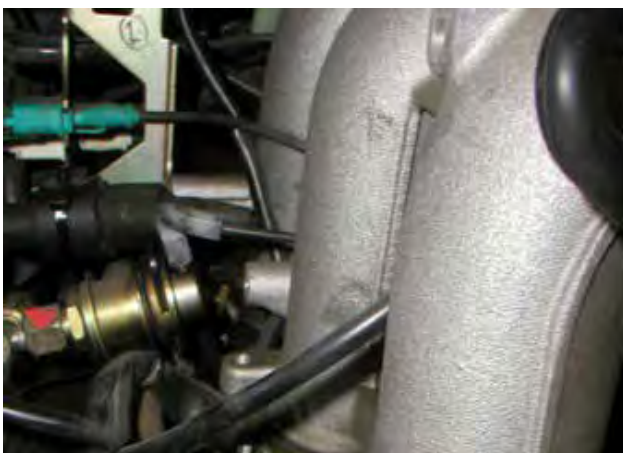
- Unplug the electrical connector from the front of the rubber elbow boot just below the two mounting screws you removed above. (Squeeze metal release bail on plug to unlock and pull off.)
- Loosen the forward hose clamp and pull the large rubber boot out of the car.
- Remove the electrical plug from the left side of the fan motor. (Carefully squeeze the top and bottom of this plug to release the plug locks.)

- Loosen the two long 6mm mounting bolts at the left side of the fan assembly (10mm socket). Be sure not to misplace the spacer between the fan and the intake manifold on the rear-most mounting bolt.
- Disconnect the electrical plug (2 red wires) and the lower vacuum line from the fan blower assembly. Gently twist and pull this vacuum elbow off as yanking it will break the delicate plastic vacuum switch. Air will rush in when the vacuum line is disconnected (if not, you have a vacuum leak and you need to fix it). Note: if you forget to plug this back on you will get an engine check light with an air injection system fault.
- To really see if the resonance flap is leaking we need to get a little better access by removing the rubber air boot on the top of the of the cooling fan housing. To do this, remove the two 6mm mounting bolts and pull the unit up and out towards you. There are clips holding the other end in place. If this part is cracked, replace it. They will eventually disintegrate and leave a large air hole for cooling air to escape. I guess you could call that a 993 coolant leak.
- Unbolt the metal sensor plug bracket attached to the #3 intake manifold leg.
- Using a prying device, gently lift the left side of the intake manifold up.
- After lifting the manifold, disconnect the vacuum hose from the resonance flap.
- Reach around the left side of the flap with your left hand and remove 6mm bolt from the back of the resonance flap assembly. (Using a ¼"-drive ratchet, 1-inch extension, and 10mm ¼"-drive socket will give you the best clearance and leverage to get this bolt out.) A small-handed child may come in handy right about now...
- After the rear bolt is out, remove the front 6mm mounting bolt and pull the resonance flap and gasket down and out of the intake manifold.
- With the unit removed, thoroughly clean the mounting surface of the intake manifold as well as the inside. Stuffing some high quality (absorbent) paper towels inside the manifold is the best way to get the oil puddles out. After several minutes of soaking, pull the towels out. Repeat until the towels come out clean. "Out" is the operative word here. Don't leave any part of the towel in the motor. I know, seems silly to even have to mention it, but...

Now you can get a good look at the resonance flap to see if that is where your leak is coming from. If it looks like the one in the beginning of this article, you have found the source of that oil leak.

Now that we can see the problem all we have to do is repair that faulty unit and our leak will be gone. Sound easy enough? Then read on...

- Loosen the hose clamps at the top of the rubber intake boots. Use an air nozzle to blow any dirt away from boots and/or manifolds as you don't want any dirt entering the engine when the manifold is lifted up. A long ¼"-drive extension, universal joint and socket work best for this. (as shown in picture below)



Loosening only the upper clamps will make reassembly easier.

## Repair or replacement

We now have two options. We can take the easy, yet more costly way out and just replace the entire resonance flap unit. The part number is 993.110.061.03 and costs several hundred dollars, and will likely have to be special ordered.

Or we can repair the leaking unit we have in front of us. The only problem with the unit is that it leaks oil out the lower shaft. Porsche is not very good at showing this replacement seal, but if you look through the parts program, you will find it listed at the end of the page. 999.201.371.01 is a shaft seal that looks like a tiny wheel bearing seal. (It is under \$20.) Some people may want to order two; one to practice with and one to actually install.

Replacement is fairly straight forward; just remove vacuum actuator and then the nut on the end of the shaft. Pull the unit apart making sure to keep all parts in order. Once disassembled, you will see the seal in the end of the housing. Remove the seal carefully using a pocket screwdriver or dental pic. Clean everything thoroughly and let it dry.

Carefully install the new seal. A long, partially-threaded 8mm bolt with the threaded section cut off makes an excellent seal driver, to make sure the part goes in straight and true. Lubricate the seal lightly when installing it. Once the new seal is installed the unit can be reassembled. Again use a light grease or lubricant when reassembling.

## Reassembly:

- Carefully install the newly repaired (or replaced) resonance flap and gasket (993.110.263.01), making sure the upper end of the shaft of the resonance flap is smoothly inserted into the top bushing. Do not force the assembly, as doing so could damage the bushing, requiring complete intake manifold removal for repair! The easiest way to do this is to open and close the flap as the shaft enters the bushing.
- After the flap is in place, install the mounting bolts and slowly tighten them alternating from the front to rear bolts and operating the flap at the same time. This will ensure nothing is damaged upon installation and will also avoid any bushing alignment or binding issues.
- Now lower the left side of the intake manifold back into the rubber boots. Wipe away any oil from these contact surfaces so they don't slip off when clamping or at a later date. Gently tighten all clamps, even the ones on the right side.
- Reattach the metal bracket at the #3 intake runner taking notice of the rubber 4-way connecting piece in the upper left corner of that bracket. If the connector looks oily, deteriorated or collapsed you should replace it with a new unit. (993.110.573.00)



The 4-way connector in this bracket becomes deteriorated with time and regularly needs replacement to avoid collapse failure (notice the start of collapse in the connector that only gets worse when the engine is running and vacuum is applied)

With the flap assembly replaced and the intake manifold re-attached, we will need to do some clean up. Remove the lower engine cover if you haven't already done so. Put a pan under the motor to catch all the dirt and oil as there will be plenty.

Find some good engine cleaner and soak the entire top of the motor so it can get everywhere the oil leak did.

Clean the top of the engine fan shroud and then spray your cleaner in the hole above the alternator. Always start cleaning from the top and move your way down.

I like to soak it and let it sit; then come back and spray it again. On the final round, I spray and then use compressed air to dry and check for residual oil.

After the top of the engine is shiny and clean, you can reassemble the top of the motor in reverse order. Just start by reading this article backwards. ;-)

Seriously, this is where your cell phone or digital camera comes in handy. Each part removed should have a picture. It will show how the parts layer together and how harnesses, hoses and bracket fit together at each step of the process. And as a bonus, your phone/camera will have them in chronological order.

Good Luck!

*To see this article with additional full sized color pictures, 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](mailto:techadvisor@pcasdr.org) and you just may find your story in an upcoming Windblown Witness article.*

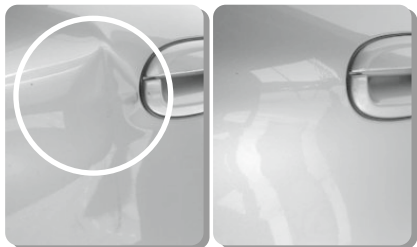




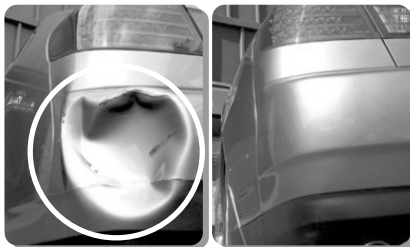
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# Disaster at Streets of Willow

*Text by Alexander Ehrath*

So I have been into cars pretty much all of my life. When I was 7 or so I got a Carrera Bahn with an Orange 911 that I understood was a fast car. Then at age 14 or so I got my first ride in a Camaro Z28 by a G.I. back in Germany. I said to myself “one day I will buy a Camaro!”. But it wasn’t until I met some of my best buddies in a new town we moved to when I really got exposed to working on cars. We would do everything ourselves. From fixing our cars on a per-need basis all the way to engine swaps. Stephan Neusel might remember this.

Then coming to the USA in 1989 I was kinda blindsided by how affordable muscle cars are in this country. So I got a ’65 Mustang with a 289 V8 that lived until the center divider decided to jump out in front of me in some “first of the season California rain.” Thinking back to my early life, I then settled for a 1989 V6 Camaro that I drove until I was able to afford my dream car: a brand spanking new 1995 Camaro Z28, which I bought in late 1994. I drove the wheels off that thing and tinkered and customized the crap out of it.

But then something happened—in 2009 I bought my first 911. It was a 2003 Targa.... Something about those cars was so mysterious. I thought about my dad and his love for Porsches, although after a brief stint with a 356, I believe it was, he was never to own one again. Being on a shoe string budget I managed to talk the dealer down \$3000 off the price he wanted—thanks to my wife for being pushy with me and getting them to finally budge after an hour of negotiating. I will never forget the test drive, when the sales person was

using his imaginary brake pedal a few times. But what I remember most is how well behaved the car was!

Needless to say I drove it home that night and that was the beginning of a wonderful journey. I joined the Porsche Club of America, specifically Porsche Club of America, San Diego Region, and went to the California Festival of Speed to get some track time riding shotgun with Curt Yaws. Doing 160mph in his GT3 was something else! That was it. I was hooked. And once again I thought “one day I will buy a GT3.” So I started auto-crossing my Targa, upgraded the suspension, and almost 2 years down the road thought “crap, Karin Ehrath needs a Porsche.” So I started looking and found this charming 2006 Cayman S. We drove up again, after mad negotiating with another dealer, to see the car. The car was almost perfect so...yes you guessed it...drove it off the lot! And then...the time came—I kinda fell into this GT3 for a very reasonable price...so here I was thinking, crap, just bought the Cayman...but I cannot pass up this deal! So scraping all pennies together we made it happen! Yup, I was now proud owner of a 2004 996 GT3! Unfortunately that meant I had to part with the Targa which I truly loved.

I started going to DE events with the PCA and eventually joined the Porsche Owners Club (POC). I can’t thank the PCA enough for getting me into this mess—kudos to Mark Rondeau and Katina Rondeau, the Kinnigers, Angela Avitt and her husband Mike, Martin Reinhardt and Jennifer Reinhardt, David Gardner, Jim and Jad Duncan, Greg Phillips, and all the rest of the gang that got me hopelessly hooked.

I also did some stints with Speed Ventures at California Speedway which was a lot of fun, but on my 3rd outing with the POC last november, something truly magical happened. I was at Streets of Willow Springs International Raceway in my 3rd run of the day...my best time so far 1:31.1, or more than 3 seconds faster than my previous best at the track. I am barreling down the straight, heading onto the skid pad, when about half way around the turn I saw some steam in my rear view mirror. I had already committed to the turn so I had to finish it before I could pull off the track safely. At this point I stopped racing, but my mind started racing. My first thought was “is the car on fire, do I need to get out?” I concluded it was steam and there were still cars coming down the track so I best stay in the car. Then the tow truck showed up and they yelled at me to get out of the car. Better safe than sorry. Going around the back they were standing there with extinguishers in hand but fortunately it appeared to be really just steam. So then I thought “damn... what about the cars behind me?” and sure enough they did a little dance as well but fortunately nothing happened. I got this sinking feeling of guilt in my stomach, I mean it is racing but still... everyone was so concerned and made sure I was ok. That felt really good!

Then the car was nearly returned to my pit by tow truck when 3 or 4 guys immediately just laid hands on the car and helped me push it the rest of the way into my pit. Now the bad news... AAA+ only pays for 100 miles towing and I was 186 miles away from home. At 5-10 bucks per mile it would have cost me a small fortune to get my car home. I was trying to find loopholes to get AAA to pick up the bill. All of



the sudden a knock on my car window while I was on the phone. This guy said: "Come and see me when you are done!" I thought to myself... "Uh ok, I better go see this guy, it sounded serious..."

So I eventually told AAA off and was curious what this guy wanted. I introduced myself to him and he said "I have some space in my trailer—if you want I can tow it to Orange County for you."

"Oh wow that would be great. How much would that be?"

"Nothing, that's being part of the club!" he said. I was completely floored. Orange County gets me to

the 100 mile limit so I don't have to pay for AAA to get me home! This guy is none other than Dwain Dement from Vision Motorsports in Orange County. Needless to say, I was a little overwhelmed with emotion and how welcomed I felt, even after messing up the track with my coolant (SO, SO SORRY GUYS!!!). So then David Gardener asks me if I could use a ride home. Again...this was really, really cool and generous, and to meet his sweet woman was also super nice. I really know now that this whole thing goes way beyond playing with cars on the track. Really great, really good people!

All I could think of was that I was paying it forward when I volunteered

with the PCA for one year. Here is a very special thanks to everyone at the POC and everyone who helped me, as well as Laurie Taylor, without whom none of the POC events are possible. If you want to go out and play with your car, go join the PCA or POC, or like I did, both! You are guaranteed to experience magic while you are out there. Very special thanks to my family for putting up with me and being so patient. I know it takes time away from home, and it damn near kills me every time I head out to the track. But it is a passion of mine.... Thank you all!



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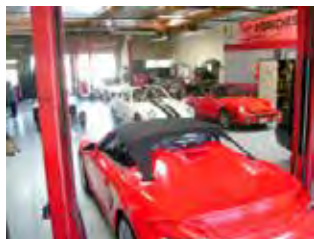


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# Track Tripper: A Guide to Roadside Assistance for DE & TT Participants

*Text by Robert Baizer*

With the dreaded off season (read: extremely hot weather where there are race tracks) upon us, now seems like a good time to think about what you can do over the next several months to prepare for an autumn that seems so very far away at present. Maybe some suspension upgrades, a new data acquisition system install, or even a motor refresh might be in the cards for you? Cheaper and easier than any of that is doing some planning to make sure your trip to and from the track is as smooth as your driving on the track.

Whether you are a regular Driver Ed/Time Trial participant or just starting to think about it, planning ahead is the key to getting the most out of your track weekends. Odds are you'll have a smooth trip to the track, a great time driving, and an easy trip home with a huge grin on your face. With no tracks in San Diego, by definition you'll be going out of town to drive, so you'll want to be certain that no matter what happens you can get back home easily. And in the unlikely event of a problem, you'll want to make sure you've taken steps ahead of time to ease the financial pain of an expensive tow.

Several years ago, Jack Miller, Otto Obrist and I were caravanning back from a track weekend in Nevada, each of us towing a trailer with our respective track cars on them. Smoke started coming out of the hub of one of Jack's trailer tires, which appeared to be a bit wobbly. It turned out one of his trailer bearings was shot. We pulled over on I-15 about 60 miles north of Barstow and Jack, who had

a Classic AAA membership (\$48 per year), called for assistance. The AAA operator informed him it would be approximately \$800 to tow his setup to Barstow, the nearest place where the trailer could be repaired. He hung up to consider other options. I also had the Classic AAA membership but with the Optional RV and Motorcycle Towing service (\$37 additional per year). We called back utilizing my membership and about 45 minutes later a 50 foot flatbed tow truck showed up, Jack drove his full setup—pickup truck with trailer hitched and track car on trailer—onto the flatbed and was towed to Barstow at no charge, an \$800 savings. About 90 minutes after arriving in Barstow he continued his tow home.

I was recently reminded of the above story when one of our TT participants, who drove his car to the track, had a drivetrain issue at Streets of Willow, ending his weekend early Sunday. Several regular SDR DE/TT participants trailer a street legal car to the track, and many times when another driver has had an issue, one of our helpful members has offered to trailer the injured car home while the other participant drives the normally-trailer (but street legal) car back. However, at Streets we were unable to make that happen and the driver with the disabled car had to call for a tow. He too had the Classic AAA membership, but that only covers a maximum 7 mile tow, barely enough to get to the highway from Streets. The cost to tow back to San Diego was quoted at \$500.

With the above in mind, a review of AAA memberships seems timely. This article is not an endorsement of AAA,

and I have no financial association with them other than simply being a long time member. There may be other organizations that provide the same or better service, perhaps for even less. But here's a brief summary of what they offer on an annual basis:

Classic  
\$48  
Four 7 mile tows

Plus  
\$78  
Four 100 mile tows

Premier  
\$104  
One 200 mile tow; Three 100 mile tows

If you drive your car to the track, consider at least the Plus membership, as there's likely a Porsche dealer or acceptable service facility within 100 miles of the tracks we visit. Better yet, splurge for the extra \$26 and get the Premier, so you can make it nearly all the way back home at no charge.

If you trailer your car, by all means add the Optional RV and Motorcycle Towing service for \$37 additional per year. This option includes tow service for trailers attached to any vehicle, either with or without a vehicle on the trailer. Regardless of the underlying membership you have, this option covers four 100 mile tows per year when you are trailering. So if your normal in-town needs are only for a maximum 7 mile tow, but you want that to expand to 100 miles when trailering, the Classic with the Option is pretty much a no-brainer at \$85 per year. One big tow cost avoided, like Jack, and you've paid for the



membership for nearly 10 years. Not to mention all the other benefits like jump starts, locksmith service, fuel delivery, DMV transactions, etc. For a detailed comparison of plans, see <http://tinyurl.com/AAACompare>.

Taking your Porsche to the track may be the most fun you can possibly have with it. We always provide participants with extremely detailed information ahead of time so that they can make the most of their weekend.

Reading all of the info you receive, along with doing some homework ahead of time, will maximize your enjoyment as you'll be very well prepared for just about anything. Sorting out your roadside assistance situation may not make you faster on the track, but it will certainly get you home faster (and cheaper) from the track should you have any problems.

*Robert Baizer, along with Jack Miller, is the long time co-chair of PCASDR's*

*track-based Driver Ed & Time Trial program. For information on participating in DE's or TT's, please e-mail Robert at [preregAway@pcasdr.org](mailto:preregAway@pcasdr.org).*



See Greg's article for the story on the axle...



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# CFOS—Want More Horsepower

*Text and Photos by Greg Phillips*

After skipping March for big track events, it was time for the 3 days at the California Festival of Speed at Auto Club Speedway—not just a track event but a full festival! Since Steve was helping with the tech inspection at the track, we left on Thursday and trailered up to Fontana. After gassing up at the Costco, we headed to the track and checked in for our garage assignments. We unloaded into the garage and waited for the rest of the compound, Dan Chambers, Cathy Young, Mark Rondeau, Ralph Linares, and Ethan Dahlkamp to arrive. Robert Baizer was handling registration in the paddock while tech was in progress, and the drivers slowly trickled in through the afternoon.

After Ethan arrived and set up his trailer, we could start preparing dinner arrangements with Mark and Steve handling the cooking chores. It was a beautiful spring evening with some recent snow still on the mountains but very comfortable, even after the sun set. After dinner I headed back to the hotel and checked in for the night. There was a little confusion about my reservation, but everything did get worked out and I was able to unpack and turn in early.

Friday morning was an early start, and after a quick breakfast at the neighboring hotel I stopped for Krispy Kreme donuts for the troops and headed to the track. At the track, Steve was prepping the 911SC and conducting more tech inspections, as many of the drivers were just checking in before the drivers meeting. At the drivers meeting, Jack Miller reviewed the weekend's procedures, then Robert Baizer paired up the instructors and students and I met my student Ryan Saylor. Ryan was from Oakley and was still learning his GT3RS.

Red was up first and I was buckling into the harnesses with Ryan and we headed out onto the track. The cool morning air made for good power, and even though the track was dusty the times started dropping as soon as the yellow flag laps were over. Steve picked up his pace but then had an off and had to come in to talk to the black flag station. After coming back out, he cleared traffic and had his best lap at the end of 1:59.44. Ryan was more consistent as he slowly worked down from 2:03 to 2:02 and then a 1:59 before his best lap of 1:57.81 as the checkered flag fell. Kevin Woods' X car was fastest at 1:50.72, with Mike Avitt's CC14 GT3 next at 1:52.86 and Jim Duncan's CC13 996 at 1:54.18.

The Club racers were out next for their practice sessions, with Blue and then the Green group out. I was up next in Yellow and we gridded up before being flagged off. The first two laps were under yellow flags as we checked out how they had coned off the track this year. They were trying out a new set of cones both inside and outside at the second chicane and had opened up the playground area, with only a single large apex cone for the entrance to the oval. The first green lap was fast, then we started catching back markers and slowed down the next few laps. Then on lap 5 most of the traffic was strung out and times started dropping with a 2:03, then 2:02, 2:01, and finally the last lap was 2:00.32 for my best time. Mike Clark's CC09 Cayman led at 1:59.07, followed by Jan Weir's CC13 at 1:59.37. Chip Romer's X at 1:59.44 and then Brian Holyk's CC13 at 1:59.58.

After our session, the Pirelli Cup cars were out for their practice session, and then Steve was back out in Red and I was out with Ryan. The pace was picking up as Chip Romer turned a 1:47.00 to lead the session. Ryan was learning quickly, and the power from his

GT3 was impressive with acceleration down the front straight to 150 mph as he slowed for turn 1. His best lap was a 1:57.16 and Steve's best was a 1:57.29. It was interesting to see the closing speeds as he closed up on Steve on the oval and then slipped back in turns 1 and 2, and then he finally passed Steve on the inside straight. James Buck was learning the track in his CC14 911 and had a 1:52.29, followed by Jim Duncan at 1:53.78, Mike Avitt at 1:54.10, and then Michael Brown's CC12 911 at 1:53.110 and Jack Miller's X Lotus at 1:54.40.

After the second Club Race practice sessions, I was back out in Yellow. I started near the front, but as we came down into the infield they were apparently still pulling a car off the track and they threw a red flag at us and we were stopped at the hairpin. After a short delay, they dropped the red flag and we started back up. It was not clear to me, so I came down through the hot pits and then started up again but was now at the back of the pack. It was a fun session, and although my lap times did suffer some, my best lap was still at 2:00.41.

As I drove back to the garage, I could see the track tours lining up to go out on the roval. And the other treat for lunch was the gourmet lunch truck. Although there was only one truck on Friday, a full fleet was scheduled for the weekend. My new wife Pat Corona-Phillips had also arrived after her drive up from San Diego to enjoy the events.

After lunch the Pirelli Cup racers had their qualifying session and then it was time for Red again. In the heat of the day the times dropped slightly, with Tom Ridings CC16 leading at 1:52.93. Ryan was running 1:58.27 as he got more comfortable with the oval as well as the infield. Steve was stable at

1:58.25, but some of the higher horsepower cars were picking up the pace, with Mike van Zandt's CC16 944 Turbo down to 1:54.93. In CC11, Daniel Carusillo's 911 at 1:56.88, Phil Strong's 996 at 1:57.10, Ethan Dahlkamp's Boxster at 1:57.85, and Dan Chambers' 3.6L 911SC at 1:57.74 had the makings a shootout on Sunday. Don Middleton's 911 Carrera in CC10 was right behind them at 1:57.86.

After the Club race practice session was my last session in Yellow. Jack Miller led the session in his Lotus at 1:55 and Jan Weir's CC13 997 Turbo was next at 1:59.51. Gerald DeLira's CC10 Cayman turned a 2:00.62 and my best was a 2:01.10, with Mike

Clark's CC09 Cayman S at 2:01.27. Although there were plenty of passing zones, with only two TT run groups traffic did slow the lap times for the faster drivers, as there was a 30 second disparity in lap times from fastest to slowest.

After our session, the Pirelli Cup had their first race. Did I mention the GT3 Cups are very fast? Platinum winner was Jesse Menczer with a best lap of 1:40.2, followed by Loren Beggs and David Donner. Gold winner was Robert Rodriguez and the Silver winner was Doug Baron, followed by Darrell Troester. For full results check online at: <http://www.competentmotorsport.com/series/>

[results/2014-event-1-fontana-ca/](http://www.competentmotorsport.com/series/results/2014-event-1-fontana-ca/)

The day ended with practice starts for each of the Club Race groups. But even though it was only practice, incidents happen. Vince Knauf ended up being a pinball when he was hit by one car and knocked into another car as they were coming through turn 5, ending his weekend.

While most of the 911SG compound would be enjoying BBQ, Pat and I would be having dinner at the Sycamore Inn Steak House with some of the Zone 8 volunteers. It was an enjoyable evening with good company and then we headed back to Rancho Cucamonga to the hotel, as Saturday



Robert Dalrymple, Tom Mueller and Bill Earon head out



would be another early day.

Day 2 started early with another drivers meeting, and then Red run group was out first again. Drivers took advantage of the cool weather and James Buck was down to 1:50.18, with Jim Duncan close behind at 1:51.00, Mike Avitt at 1:51.49, and Daniel Berlind's CC13 GT3 next at 1:51.64. Ryan was also picking up his pace and was now at an indicated 160mph at the end of the front straight, turning a 1:54.42. In CC09, Mark Rondeau's pace improved to 1:56.85, while Steve Grosekemper turned a 1:59.25, and a new CC09 competitor, Chris MacDuff, turned a 1:59.84 in his Boxster.

In my Yellow group it all went wrong. I went out and things seemed fine, but as I come off the oval on the first lap I heard a noise, and when I accelerated out of turn 4 there was a loud bang and then no power—the throttle was no longer working. The car was still running and I was able to coast it into the infield, where the safety crew came over and said they could see I had lost an axle. They towed me off the track and into the garage. It was very frustrating, since this was a new axle, replacing the one that had failed at Buttonwillow last November. Steve started surveying the damage and put together a plan. Luckily Dan Chambers had brought an extra axle, so we had that part, but when the axle let go it had taken the throttle rod and surrounding linkage with it. Steve sent his wife Sharon to find a wire coat hanger from a tent on vendor row, and after replacing the axle he was able to fabricate a new throttle rod! Later the safety crew picked up the axle from the track and dropped it off, with the throttle rod still wrapped around it! After the weekend Steve also found the header on that side had been damaged and partially crushed by the flailing axle.

Steve missed his next session and I

missed mine while repairs were in progress. I had signed off Ryan after the first session and let him run without my extra weight slowing him down. Apparently my weight is good for a couple of seconds as he dropped to 1:52.53. Stephanie Cemo led with a 1:45.83 in a Corvette ZR1, followed by James Buck, Michael Brown, Daniel Berlind, Mike Avitt, Dave Elsner, and Tom Ridings, who were all in the 1:50's.

Lunch was a time to check out the rest of the lunch trucks, along with the umbrella girls and the vendor row, while the track tour parade laps were going on. From California Grill to lobsters to Japanese to Mexican food or BBQ, there were lots of options.

As lunch ended, Steve had the car ready and actually running well, as he turned a 1:57.60 for his best lap. Another X car was fastest, with Alexander Marmureanu turning a 1:49.69 in his Mitsubishi Evo, with James Buck still close at 1:50.88. In CC10, Michael Cornelius's 944 Turbo and Kris Scheussler's 911 were neck and neck, 1:55.54 to 1:55.56.

Next up was the Blue Sprint race with Gary Wimmer winning in his J Stock GT3, followed by the Spec 911's of Robert Murillo and Behram Sonawala, and then Garret Guess and Bill Lusk rounding out the J Stock podium. Other class winners were Alex Bermudez in Spec Boxster, Bob Jones in F Stock, Paul Young in GT5, Chuck Sharp in Spec 944, and Phil Rochelle in C Stock.

My Yellow session was next, and although I had improved to 1:59.62, several other drivers had picked up time also, with Dennis Power in CC10 at 1:59.16, Chuck Bartolon in CC08 at 1:59.09, Mike Rozenblatt in CC14 at 1:58.10, and Greg Gotthardt in CC1 at 1:58.00. Jan Weir was the leader at 1:54.08, with Gerald DeLira next at

1:57.35.

Green Sprint race was next, with Chip Romer in GTA2 the winner with a best lap of 1:37.95, followed by Dan Aspesi and Bob Rodriguez. Other class winners were Ken Finch in GTC5, Joseph Fan in GT2, Doug Baron in GTC3, Bill Dawson in GT1, Bill Earon in GTA1, Gunter Enz in GT3, closely followed by Ron Palmer, Kent Harmon and then Roger Lai in GT4.

Yellow was up for my final session after the Pirelli Cup racing. My times were about the same at 1:59.32 but it was a fun session chasing faster cars. With my wing and a 3.2 liter motor, my top speed is about 130 mph, and I don't reach that until turn 2. So I have lots of cars gaining on the straights, and then I have to try and catch up in the curves, especially turns 1&2. It often made for interesting times coming into the braking zone for 3. Christopher Weir was out with the Turbo and was fastest at 1:52.24, and Dennis Power had improved to 1:57.54. Ryan Oehler was getting used to his Cayman and down to 2:00.36, while Rochelle B was down to 2:00.67 in her SS03 996.

The last race of the day was the Enduro with results as listed in the table on the following page.

Pos	PIC	No.	Name	Class	Laps	Total Tm	Best Tm	Color	Desc	Region
1	1	155	C ROMER / J SOFRONAS	GTA2	33	00:26.7	01:38.1	BLUE	GT 12 GT3R	AZ
2	2	29	TOM HAACKER	GTA2	33	00:32.5	01:38.4	YELLOW	GT 08 GT3 CUP	ORC
3	3	809	BRANDON GRIFFITH	GTA2	33	01:25.8	01:40.0	YELLOW/BLACK	GT 07 997 CUP	LA
4	1	84	JESSE MENCZER	GT2	32	00:43.1	01:41.1	BLACK/BLUE	GT 11 GT3 CUP	SDO
5	4	49	ALESSANDRO CHIOCCHETTI	GTA2	32	00:52.0	01:42.4	BL/SILVER/BLUE	GT 10 997.2 GT3 CUP	ORC
6	1	220	KEN FINCH	GTC5	32	01:11.4	01:43.1	RED/BLACK	GT 12 GT3 CUP	MAV
7	5	69	BOB RODRIGUEZ	GTA2	32	01:25.7	01:43.8	RED/YELLOW	GT 10 GT3 CUP	LA
8	2	85	ROBERT DALRYMPLE	GTC5	32	01:39.0	01:40.6	SILVER/BLACK	GT 13 911 CUP	GPX
9	3	668	DAN BURNHAM	GTC5	32	01:55.1	01:44.3	WHITE/BLACK	GT 12 GT3 CUP	SBA
10	4	90	CHRIS CHAMBERLAIN	GTC5	32	02:01.3	01:42.6	WHITE	GT 12 GT3 CUP	WRS
11	1	667	TOM MUELLER	GTA1	31	00:48.3	01:45.8	GREY	GT 04 GT3 CUP	GPX
12	2	95	BILL EARON	GTA1	31	01:05.9	01:46.3	PUTTY	GT 02 GT3 CUP	SDO
13	1	352	TYLER PALMER	GT3	31	01:24.5	01:46.6	YELLOW/PURPLE	GT 71 911 S	SDO
14	1	222	KLAUS VILJANMAA	GT1	31	01:59.3	01:40.6	WHITE/BLUE	GT 11 GT3 CUP	WIC
15	5	59	PIERCE MARSHALL	GTC5	31	02:03.0	01:43.6	BLACK	GT 12 GT3 CUP	MAV
16	1	66	CHRIS VIVOLO	GTC3	30	00:28.1	01:48.1	WHITE/BLUE	GT 04 GT3 CUP	ALP
17	2	98	F CHIN / E SKEER	GT3	30	01:15.7	01:50.3	SILVER	GT 97 BOXSTER	LA
18	1	511	JERRY HOFFMAN	GT4	30	03:06.7	01:51.6	TANGARINE	GT 70 911 T	SDO
19	3	814	KENT HARMON	GT3	29	00:37.6	01:50.6	GRAY/BLACK	GT 90 964 CARRERA	SDO
20	1	82	ROBERT MURILLO	SP911	29	01:20.7	01:54.5	GRAY	P 85 911 CARRERA	GG
21	1	376	GARRETT GUESS	J	29	01:48.5	01:55.3	SILVER	P 02 996 C2	SDO
22	2	81	BEHRAM SOONAWALA	SP911	29	01:58.4	01:54.6	SILVER	P 75 911	GG
23	1	11	SCOTT FISHER	SPB	28	00:40.4	01:56.6	YELLOW	P 97 BOXSTER	GG
24	2	158	DOUG BOCCIGNONE	SPB	28	01:00.0	01:57.6	GREEN	P 97 BOXSTER DIA	
25	3	705	NIGEL MAIDMENT	SPB	28	01:00.9	01:57.2	BLACK	P 99 BOXSTER	LA
26	1	17	PAUL YOUNG	GT5	28	01:35.0	01:58.0	BROWN	S 79 911 SC	SDO
27	1	58	CHARLES SHARP	SP1	27	01:52.5	02:04.1	RED/WHITE	P 86 944	SDO
28	4	314	JOHN SEIDELL	SPB	27	02:22.3	02:02.1	SILVER	P 99 BOXSTER	GG
29	2	39	M RIDDEL / S PECK	SP1	26	01:13.6	02:03.9	GREEN/RED	P 86 944	LV
30	1	2	PHIL ROCHELLE	C	26	01:20.8	02:06.9	BLACK	S 75 911 CARRERA	INW
DNF	DNF	293	ROGER LAI	GT4	21	45:05.9	01:49.7	YELLOW/RED	GT 80 911 SC	SDO
DNF	DNF	110	ANDREW ENZ	GT3	19	42:24.4	01:46.1	BLACK	GT 02 996	SDO
DNF	DNF	47	BEHROUZ SALEHI	GT3	11	20:38.3	01:51.2	BLACK	GT 73 911 S	SDO
DNF	DNF	271	D DAVIS / L BEGGS	GT1	10	19:15.6	01:46.0	GRAY	GT 06 911 GT3 CUP	ORC
DNF	DNF	99	GARY WIMMER	J	5	10:20.0	01:54.0	BLUE	S 99 GT3	INT



At the end of the day, Steve was checking the 911 to make sure it was ready for Sunday. Many of the drivers were going to the BBQ at the 911 Design tent, but Pat and I decided to have a change of pace and ended up going to Fuddruckers.

Sunday was a later start, as the club

racers were up with their warm-up sessions at 9AM. Steve was out first in Red but only took a couple of laps. After the Green group warm-up I was out in Yellow. We were using up old tires and I was running a little slower at 2:00.15. On the better looking end of the driver spectrum side, Jasmine Tripodi (CC07) turned a

2:00.38, Rochelle B (SS03) a 2:03.76, Jackie Lu (CC04) a 2:06.04, Aspasia Zouras (CC06) a 2:08.97, and Cathy Young (CC6) a 2:09.57.

Next up was a Blue sprint race:

Pos	PIC	No.	Name	Class	Laps	Total Tm	Best Tm	Color	Desc	Region
1	1	99	GARY WIMMER	J	15	28:38.9	01:52.7	BLUE	S 99 GT3	INT
2	1	81	BEHRAM SOONAWALA	SP911	15	28:57.2	01:54.5	SILVER	P 75 911	GG
3	2	82	ROBERT MURILLO	SP911	15	28:57.5	01:54.3	GRAY	P 85 911 CARRERA	GG
4	2	6	BILL LUSK	J	15	29:35.5	01:56.3	GREEN	S 99 GT3	LVS
5	1	909	ALEX BERMUDEZ	SPB	15	29:41.8	01:56.9	BLUE/GREEN	P 99 BOXSTER	SGB
6	2	11	SCOTT FISHER	SPB	15	29:42.8	01:57.6	YELLOW	P 97 BOXSTER	GG
7	3	705	NIGEL MAIDMENT	SPB	15	29:57.9	01:58.0	BLACK	P 99 BOXSTER	LA
8	4	254	TOM STONE	SPB	15	29:59.9	01:58.1	BLACK	P 97 BOXSTER	SGB
9	5	158	DOUG BOCCIGNONE	SPB	15	30:00.0	01:58.1	GREEN	P 97 BOXSTER	DIA
10	1	55	BOB JONES	F	15	30:01.2	01:58.1	BLUE	P 87 911	INT
11	6	14	ANDREW FORREST	SPB	15	30:32.2	01:59.2	WHITE	P 99 BOXSTER	GG
12	7	273	WALTER KAYE	SPB	14	28:47.0	02:00.5	BLACK/BLUE	P 98 BOXSTER	SDO
13	8	314	JOHN SEIDELL	SPB	14	28:50.9	02:01.3	SILVER	P 99 BOXSTER	GG
14	9	842	NICOLAOS PERDIKARIS	SPB	14	29:08.8	02:01.1	SILVER	P 98 BOXSTER	GPX
15	1	707	DON MATZ	D	14	29:32.0	02:00.5	RED	P 79 911 SC	GPX
16	1	58	CHARLES SHARP	SP1	14	29:37.4	02:03.7	RED/WHITE	P 86 944	SDO
17	1	17	PAUL YOUNG	GT5	14	29:53.0	02:02.0	BROWN	S 79 911 SC	SDO
18	1	2	PHIL ROCHELLE	C	14	30:09.4	02:05.9	BLACK	S 75 911	INW
19	2	39	MARY RIDDEL	SP1	14	30:32.1	02:08.5	GREEN/RED	P 86 944	LV

The last Red practice session had more people getting their tire choices for timed sessions ready. Mike Avitt dropped to 1:50.74 in his GT3, with Jim Duncan, Michael

Brown, and Dave Elsner close behind at 1:51. In CC09 Steve was still on used tires and in at 1:58.37, while Mark Rondeau at 1:55.86 and Chris MacDuff at 1:56.15 had both

improved.

Next up was the Green sprint race before lunch, with the results as follows:

Pos	PIC	No.	Name	Class	Laps	Total Tm	Best Tm	Color	Desc	Region
1	1	155	CHIP ROMER	GTA2	15	25:11.7	01:39.0	BLUE	GT 12 GT3R	AZ
2	1	222	KLAUS VILJANMAA	GT1	15	25:55.7	01:41.1	WHITE/BLUE	GT 11 GT3 CUP	WIC
3	2	275	BILL DAWSON	GT1	15	26:08.5	01:42.4	SILVER/RED	GT 97 993	SDO
4	1	220	KEN FINCH	GTC5	15	26:20.9	01:43.2	RED/BLACK	GT 12 GT3 CUP	MAV
5	2	90	CHRIS CHAMBERLAIN	GTA2	15	26:27.5	01:43.1	WHITE	GT 12 GT3 CUP	WRS
6	3	271	DANIEL DAVIS	GT1	15	26:49.3	01:45.2	GRAY	GT 06 911 GT3 CUP	ORC
7	2	668	DAN BURNHAM	GTC5	15	26:53.0	01:45.1	WHITE/BLACK	GT 12 GT3 CUP	SBA
8	3	115	ANNAND SHARMA	GTC5	15	26:53.3	01:44.8	WHITE	GT 10 GT3 CUP	GG
9	1	95	BILL EARON	GTA1	15	26:55.4	01:45.8	PUTTY	GT 02 GT3 CUP	SDO
10	1	110	ANDREW ENZ	GT3	14	25:23.3	01:46.8	BLACK	GT 02 996	SDO
11	2	667	TOM MUELLER	GTA1	14	25:47.6	01:46.0	GREY	GT 04 GT3 CUP	GPX
12	2	352	TYLER PALMER	GT3	14	25:54.2	01:49.1	YELLOW/PURPLE	GT 71 911 S	SDO
13	3	66	CHRIS VIVOLO	GTA1	14	25:59.0	01:49.0	WHITE/BLUE	GT 04 GT3 CUP	ALP
14	3	844	RON PALMER	GT3	14	26:13.3	01:50.6	SILVER	GT 78 911	SDO
15	4	814	KENT HARMON	GT3	14	26:27.2	01:51.3	GRAY/BLACK	GT 90 964 CARRERA	SDO
16	5	31	ROLAND SCHMIDT	GT3	14	26:36.3	01:52.2	BLACK	GT 81 911	SDO
17	6	952	FRANK POWELL	GT3	14	26:36.8	01:51.9	BLUE	GT 86 911	SDO
18	1	903	CHARLES WIRKEN	GTB1	14	27:01.1	01:53.5	GREEN	S 12 CAYMAN R	AZ
19	1	511	JERRY HOFFMAN	GT4	14	27:03.4	01:53.5	TANGARINE	GT 70 911 T	SDO
20	7	454	GEORGE TAYLOR	GT3	13	26:22.1	01:58.8	YELLOW	GT 74 911 S	SDO
DNF	DNF	59	PIERCE MARSHALL	GTC5	10	17:49.2	01:43.1	BLACK	GT 12 GT3 CUP	MAV
DNF	DNF	336	DAN ASPESI	GTA2	7	13:39.1	01:43.1	WHITE	GT 01 911 CUP	LA
DNF	DNF	98	FREDERICK CHIN	GT3	7	18:41.7	01:50.8	SILVER	GT 97 BOXSTER	LA
DNF	DNF	49	ALESSANDRO CHIOCCHETTI	GTA2	4	07:17.0	01:43.6	BL/SILVER/BLUE	GT 10 997.2 GT3 CUP	ORC
DNF	DNF	29	TOM HAACKER	GTA2	3	05:06.2	01:39.8	YELLOW	GT 08 GT3 CUP	ORC

After lunch was my last practice session and I ran a 1:59.98. Chis Weir led with 1:50.78, and Dennis Power was next at 1:55.37. Ryan Oehler had improved to 1:59.92. Jackie

Lu improved to 2:03.79 and Aspasia Zouras, Debby Sharp, and Cathy Young were all close together at 2:07.

While we had our final drivers meeting to review the timing procedures, the Club racers had a combined sprint race:

Pos	PIC	No.	Name	Class	Laps	Total Tm	Best Tm	Color	Desc	Region
1	1	275	BILL DAWSON	GT1	10	17:34.7	01:44.2	SILVER/RED	GT 97 993	SDO
2	1	115	ANNAND SHARMA	GTC5	10	17:35.6	01:43.7	WHITE	GT 10 GT3 CUP	GG
3	1	667	TOM MUELLER	GTA1	10	17:54.4	01:46.0	GREY	GT 04 GT3 CUP	GPX
4	2	95	BILL EARON	GTA1	10	17:58.3	01:46.4	PUTTY	GT 02 GT3 CUP	SDO
5	1	844	RON PALMER	GT3	10	18:44.4	01:51.1	SILVER	GT 78 911	SDO
6	2	31	ROLAND SCHMIDT	GT3	10	19:06.6	01:53.3	BLACK	GT 81 911	SDO
7	1	81	BEHRAM SOONAWALA	SP911	10	19:10.0	01:53.2	SILVER	P 75 911	GG
8	3	454	GEORGE TAYLOR	GT3	9	17:51.8	01:56.9	YELLOW	GT 74 911 S	SDO
9	1	842	NICOLAOS PERDIKARIS	SPB	9	18:24.2	02:00.7	SILVER	P 98 BOXSTER	GPX
10	1	6	BILL LUSK	J	9	18:32.6	01:57.3	GREEN	S 99 GT3 CLUBSPORT	LVS
11	1	58	CHARLES SHARP	SP1	9	18:53.8	02:03.7	RED/WHITE	P 86 944	SDO
DNF	DNF	952	FRANK POWELL	GT3	3	05:48.3	01:53.3	BLUE	GT 86 911	SDO
DNF	DNF	707	DON MATZ	D	2	04:11.1	02:01.3	RED	P 79 911 SC	GPX
DNF	DNF	2	PHIL ROCHELLE	C	1	02:17.3	02:09.7	BLACK	S 75 911 CARRERA	INW
DNF	DNF	39	SIMON PECK	SP1	1	02:17.9	02:09.3	GREEN/RED	P 86 944	LV
DNF	DNF	511	JERRY HOFFMAN	GT4	1	04:43.2	04:38.2	TANGARINE	GT 70 911 T	SDO



After the race, it was time to start the time trial. For this event we used a qualifying session format. The drivers were put in 3 groups by times and then flagged off individually to give space for a clean lap. Because many of the faster drivers were also coming over from the Club Race, they did not start with the fastest group, but my group was out first with me leading. It did work out well as I had a clear track on my out lap and my first timed lap was at 1:57.40. I did catch a car on my second timed lap but was able to pass without slowing and finished my second lap at 1:57.65, but now I was into more traffic and did not foresee any faster laps, so pulled back to the garage. Steve was up in the next group and had better luck with traffic. He started with a 1:57.56, and then a 1:56.22, and then a 1:55.89. His next 2 laps were both 1:56 and he then came in.

The big dogs were out last and included some of the Club racers. Top time went to Tom Ridings in his CC16 GT3 Cup at 1:49.18, with racer Ron Palmer close behind at 1:49.84, and then Mike Avitt finally breaking 1:50 with a 1:49.98. Racer Frank Powell's CC11 911 was next at 1:50.33, and then Jim Duncan's CC13 996 at


1:50.62, Michael Brown's CC12 911 at 1:50.84, and then 7th was Dave Elsner's CC15 GT3RS at 1:51.02. Rounding out the Top Ten were Jack Miller's X Lotus at 1:51.15, Christopher Weir's CC13 997 Turbo at 1:51.21, and then Jan Weir in the same car at 1:51.56.

In 944 Spec, racer Chuck Sharp beat wife Debby 2:03.70 to 2:06.44, with Matthew O'Donnell next at 2:06.67. Jackie Lu took CC04 at 2:03.19, and in CC05, the Hockett Brothers had Dan beating Dave 2:00.71 to 2:04.14. In CCC06, racer Paul Young just nipped Ralph Linares' Boxster 1:58.46 to 1:58.97, with Russ Pobanz next at 2:02.37. In CC07 Jasmine Tripodi turned a 1:59.96, and in CC08, Chuck Bartolon's 964 turned a 1:56.80 to beat the Caymans of Ryan Oehler at 2:00.69 and Derek Ferguson at 2:00.86.

In CC09, Mark Rondeau had his best lap and won with a 1:54.25, Steve was next at 1:55.89, Chris MacDuff turned a 1:56.29, and I was 4th at 1:57.40. In CC10, Don Middleton turned a 1:52.27 to beat Dennis Power's 1:55.66 and Greg Robertson's 1:55.78. In CC11, it was racer Frank Powell ahead of Philip Strong at 1:52.69 and Dan Chambers at

1:54.46, with Dan Carusillo next at 1:54.60. In CC12, it was Michael Brown ahead of Craig B at 1:53.30. In CC13, the top 3 were all top-ten runners, with racer Jerry Hoffman just behind at 1:51.92, just missing the top ten.

CC14 had Ron Palmer and Mike Avitt ahead of James Buck at 1:53.03 and Mike Rozenblatt at 1:53.43. CC15 was Dave Elsner and CC16 Tom Ridings from the top ten. SS02 went to Charley Wolk's Boxster S at 2:11.37, and Rochelle B took SS03 at 1:59.84, with Elizabeth Robertson's 991 taking SS07L at 2:00.76. In the X class, it was the Lotus brigade with Jack Miller leading Robert Baizer's Exige S Cup at 1:55.57 and Russell Shon's Elise at 1:57.44.

At the end of the day, as we loaded up the trailer, we felt lucky to have gotten through the event with our early mechanical problem, and started looking forward to the Chuckwalla event. 



Steve Grosekemper's much better half, Sharon



Cecelia Knauf getting everyone signed in

# CAR SHOW



**SUNDAY JUNE 8th**  
**VILLAGE WALK AT EASTLAKE**

**878 EAST LAKE PKWY**  
**CHULA VISTA, CA 91914**

PCA members are invited to display their Porsches at Village Walk in Eastlake

Car setup time is 4pm - 4:30 pm. Display time is 5pm - 7pm

**JUST SHOW UP!**

A portion of the parking lot will be flagged off specifically for our car club  
Village Walk is an enchanting village of shops, services, and restaurants  
in the Eastlake/ Chula Vista area

CONTACT: VICTORIA VARON [social@pcasdr.org](mailto:social@pcasdr.org)



# May Board Meeting

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## Board Minutes

The May Board of Directors meeting was held at the Binford's Home. In attendance were Jim, Keith, Don, Dan, Jerry, Mark, Bev (Paul unavailable). The meeting was called to order, and the April minutes were approved.

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## Treasurer's Report

Dan reported the results of the mid-year budget review conducted with Jim and Bev which compared current event income/expenses and planned budgeted events with the 2014 annual budget. The results indicate that the operating budget is expected to have a profit of at least \$5K for the year. Dan asked for BOD guidance in how we should apply these funds for the benefit of the SDR club members.

---

## President's Report

Jim explained that the intent was to conduct the same number/types of events in the second half of the year as we did in the first half and that the planned events were accounted for in the 2014 budget. We will finalize the dates of these events after we pin down the autocross schedule. Regarding the planned operating fund surplus, Jim stated that funds should be applied to further enhance rewards for our Volunteers, Instructor Recognition, and New Member Party. Jim asked the BOD and Chairs to provide recommendations at the next meeting for more specifics as to how the surplus funds might be expended given the general guidance.

Jim handed out the new membership cards for distribution to new members as well as to be placed at our sponsors and advertisers locations and

distributed key chain LED flashlights with PCA-SDR inscription to the BOD which will be one of the volunteer awards items.

Jim ask for recommended names for yearly PCA member awards and for the BOD to report at next meeting plans for achieving their club Goals for the second half of the year.

---

## Chair Reports

Autocross: 24 May AX is a Zone 8 Event. New computer and timing equipment have been purchased. Announcement to be made next AX that any individual missing the Drivers meeting will not be allowed to drive in the event.

Auto Museum: Last few weeks to see the American Muscle car display of the 1965-1970 era. Starting June 6th a new display "The Orphan Car Story-Gone but Not Forgotten" opens which depicts the demise of some past famous auto companies. There are also new autos on display, one of which is a 1915 San Diego Exposition Electric basket cart with a top speed of 3.5 mph.

CDIs: The PDS Improvement/Instructor Recognition Meeting for BOD/CDI members is scheduled 21 May at Black Forest.

Charity: Monarch School Family Dinners 23 May and 19 Sep. The School is dedicated to serving homeless and at-risk kids 5-18 years old. The School provides education, meals, medical and dental services and other enrichment programs. This is the 8th year SDR has participated in helping the School and all SDR members are encouraged to join this charitable event.

Car Shows: The 13 April Park & Party was a success and thanks to Hoehn Porsche for sponsor support funding of the event.

Eastlake Village Car Show - All SDR members are invited to display their Porsches June 8 in the annual Village Walk in Eastlake Village of Chula Vista. Car set up is 4PM with the car display 5-7PM.

Concours: Still no chair but Bev and Tom Gould have agreed to help coordinate the event given some of the club membership have stepped up to form a committee to conduct the event. The concours is scheduled for 2 Aug at Spanish Landing.

eMaster: Bev good job in getting the word out in a timely manner. Jim to email event chairs to provide Bev input on what is desired to be promulgated. Additional discussion evolved to having a description of the various types of events that can be linked to the event calendar dates so newer members have a better understanding of what a category of event entails - Martha to investigate feasibility.

Goodie Store: Sales good and merchandise moving

Insurance: May events covered

Membership: May report: 1,516 Primary; 1,060 Affiliate; Total Members 2,576; New Members 13; Non Renewals 29. Question asked why PCA national does not send notice of members up for renewal - Jim to research but new PCA web site which includes updated membership information may provide answer/ SDR New Member Letter looks good

Military Liaison: Don was asked to

research if SDR support for MCRD June 22nd Car Show on the Bay is warranted.

Rally: May 17 Rally School at Paul and Ruth Young home – 20 members have signed up.

Safety: No issues

Sponsor Liaison: Dealerships continue to sponsor our events. Now is time for sponsor team to move out in contacting next level of prospective sponsors for remaining year events. Jim to investigate sponsor recognition awards.

Social: Victoria reported on recent successful and upcoming events– Progressive Dinner was great! Padre Game 10 May good sign up. Movie Night 29 May X-Men still has seats available. Victoria suggested club further recognize volunteers by offering them opportunity to buy one ticket and get a second one free – M/S/P. Victoria to inform volunteers of plan.

Based on feedback from some of the women in the club, the club intends to provide a few women-only events. There is already planned a car tech session for women only (see Tech Sessions) and Victoria is planning for a Ladies night out at Skinsational Spa in Carsbad in July – details to follow.

Tech Sessions: 18 May for SDR members only in conjunction with the Macan introduction at Hoehn Porsche with casual lunch afterward. Autos International interior and top restoration 28 June. Charlie's Foreign Car 23 July women-only to discuss the basics of Porsche maintenance and service. Planned Porsche Performance Tech

Session at Porsche of San Diego. Swap meet 29 June (Chambers & Sharp). Swap Meet in August at Autobahn Parts.

TT/DE: Another good but hot 3-4 May Chuckwalla event.

Tours: 1 June – Keith to publish details. Victoria and Keith also collaborating on a non-PCASDR event to coordinate caravan Sat 7 June to the Irvine Cars and Coffee.

Vintage Racing: Starting to plan for 19-21 Sept. Coronado Vintage Race event – Porsche of San Diego will again sponsor.

Web/Forum: Jim coordinating with Steve Grosekemper and Tom Tweed to update Standing Rules for Forum postings.

Witness Billing: Tom reports Witness billings up to date with exception of Bumper Doc. Jim recently collected half of back billing owed and will see if BD catches up next month before taking further action.


Witness: About 10% of the May Witness issue had missing pages due to printer error. Additional copies of the Witness have been provided to distribution locations for members to pick up complete magazine.

SDR windshield banner/decal for the member cars. Keith suggested the slogan "We are SDR". Jim will investigate cost/feasibility. Also Keith will coordinate an informal group auto travel to Monterey for those that may desire to travel together, as well as an informal bar get together for drinks in conjunction with one of the Parade banquets (if it is possible to find a suitable location given there are over 1000 Parade attendees).

---

## Unfinished Business

Member Suggestion Box- Keith suggested updating member email addresses to facilitate eblast to solicit member suggestions. Bev and Javier informed that email listing is current for most primary members. Jim will add comment in Witness President Column for members to update email address as needed, Keith will provide short blurb for an eblast to members regarding submit of any suggestions for enhancing club activities.

Meeting adjourned 9:23PM. Thanks to Binforde for hosting, next meeting at the Cathy Young's home. 

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## New Business

There are currently over 125 SDR members registered to attend the Parade which will be the largest in PCA history. The consensus of the BOD, to have our Parade attendees recognized as SDR members, is to provide a



# Membership

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## New Members

Bret Becker & David Becker  
Carlsbad, CA  
1983 944 Coupe

Steve Bowman & Andre Chapman  
East Lake, CA  
2014 Cayman Coupe

Sean Callahan  
Solana Beach, CA  
1979 911 SC Coupe

Jay Gedanken & Mara Gedanken  
San Diego, CA  
2004 Boxster S Roadster

Claudia Gerwin & Jeffrey Gerwin  
Incline Village, NV  
1962 356B Coupe

Ben Gilbert  
San Diego, CA  
2003 911 Turbo Coupe

Judd Halenza  
Carlsbad, CA  
2006 Cayman S Coupe

Sun Joo  
San Diego, CA  
2001 Boxster S

Chuck Knauer & Carmen Knauer  
San Diego, CA  
2009 Cayman Coupe

Larswin Mendoza  
Chula Vista, CA  
2006 Cayman S Coupe

Kamran Moallemi & Keivan Moallemi  
Carlsbad, CA  
2012 911 S Coupe

Paul Williamson & Michelle  
Thompson  
San Diego, CA  
2014 Boxster S

Keith Zeber  
San Diego, CA  
2007 911 Coupe

---

## Anniversaries

### Five Years...

Sharon Laduke Laduke  
Mike Lagrasta  
David Payne  
Mike Weaver  
Mike Wilson  
Bill Woodfine

### Fifteen Years...

Lester Arndt  
David Heinen  
Joe Hofmann  
Jay Kahn  
Stephen Mann

### Twenty Years...

Michael Rosen  
Roland Schmidt

### Twenty five Years...

Eric Dorman  
David Roger

### Thirty Years...

Mark Mitchell  
Hollis Moyse

### Thirty Five Years...

John Ronis

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## Membership for May 2014

Primary Members:	1516
Secondary Members:	1060
Total Members:	2576

# Classifieds

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## Rentals

944 autocross rental Great gift idea. From street to full race, \$250-\$300. Instruction included. Arrive and drive. Call for details 619 994 0919

Car Trailer For Rent - great open top car trailer, has a tire rack, storage box, all equipment, ready to go. lewis.wise27@gmail.com or (619) 890-0756

Trailer for rent Open Carson Car Hauler. Complete system with tie-downs. Special ramps for low-profile cars. Great for track cars. Call for pricing. (619) 889-9331

---

## Street Cars

05 Boxster 90kmile well kept and no accident dark blue tan int. clear bra all stock 17in wheels 90k service done new clutch \$16.9k (858) 945-6254

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

1970 911T White/ Black. 42000 miles, COA, CA Car, flawless original paint, new interior factory materials, S options, 3000 miles on rebuild to 2.4 specs. Black Forest, Webers, new clutch, H-1 lights, Carrera cooler, pictures avail. A truly fine example of an early 911. Al Schlegel, Del Mar, CA 858-755-8838/ kaschlegel@san.rr.com

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

1980 911SC 142K Miles SOLD 3rd owner; lowered, red, good condition,

\$4K recent engine work. Nu Michelins \$10,000. SOLD! Russ or Melissa 404 4333992 619 540 9030

1982 911SC. White/tan. 95K miles. Immaculate. Complete exterior restoration by CPR. Maintained by Dieters. Upgraded AC, new: starter, tint, and tires. \$28K. (619) 564-9627

1984 Europ. Spec. 911 Carrera Immaculate Targa-231 hp 3.2 Liter Euro Spec 911. Black/Black Targa. 73k. Records, Collector owned. Fresh Yokohamas. Needs nothing. Not available for sale to CA residents due to ROW VIN. Price just reduce to \$USD 17,500 -Baby coming. Mike 858 337 5001

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

1993 928 GTS Auto., polar silver/ light grey exc. cond. new timing belt & water pump, 83000mi, 38,000 (619) 429-5328

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

2001 Carrera Coupe 46000 miles, 6 speed, Guards red/ black, sport exhaust, new Dunlop Direzas, immaculate ridiculously well maintained car. \$35k. (760) 436-7556

2002 996 Engine Complete engine, valve seat broke, scored cylinders 4,5, 92k miles, \$3k OBO John (858) 344-9924

2003 996TT X50, Tip Mint condition, one of a kind, aero pkg, Silver, Black leather, Good service history, Clean

Carfax, 71K mi, \$50K firm, mxnmtber@gmail.com (858) 663-2070

2005 Turbo S Cabriolet Atlas Gray/ Gray, 68K miles, 60K service, many upgrades, xInt condition, 2 owners, all records, COA, reduced to \$49,888. 858-692-9751

2006 Porsche Carrera S CPO Seal Gray, 6 sp, 32K mi. CPO thru 6/13, 2nd CA owner. 19" Carrera Sports, Sport Chrono, PASM. \$48.5K (818) 914-8516

2007 C2S w/X51 package! GT silver, turbo wheels, 6 speed, PASM, sport chrono, black full leather, bose, sport wheel, 21,500 miles, extended warranty, \$58,000 (951) 852-4712

2008 Boxster S, 55100 miles 2nd owner, 6-speed, meteor grey metallic, black interior, bose, CPO till 12/14, bi-xenon, new water pump, \$30,500. San Diego. rodney.j.chandler@gmail.com

2009 C2 Coupe, Artic Silver Met. with Blk std Leather. CPO thru 9/30/15. PDK, Bluetooth, Nav, universal audio interface. \$50.5K (858) 204-5982

2001 911 Carrera 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

WTB - pre-75 911. Project preferred. Recently got a '70T engine/ carbs and S gearbox, looking to build a car around it. Any condition! (760) 715-5095

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## Track/Race Cars

73 911S roller auto power cage brakes coil over fuel cell 18s and many more good stuff 3.6 engine and trans available at extra behrsalehi@gmail.com

---

## Parts

19" Sport design OEM wheels Set of factory 8 & 9.5 x 19 offsets 57 / 46 \$3200 optional wheels from Cayman S \$1,250 858-752-7357

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

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

Safety Devices 6 pt Roll Cage Boxster Cage. Used but with new mounting kit. Includes upgraded side door beams, and side window net. \$600 (714) 310-1729

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

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 :)

986Boxster RollBar Extension BreyKrause R3010, adds 1-3/4" to rollbar 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

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## 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

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## 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

Porche Varsity Jackets Two matching Porsche Varsity jackets, virtually brand new. Leather & wool. Large & Xlarge. Asking \$125 each. Purchased from Hoen. (760) 749-1485

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

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

All classified ads must be placed through the club's web site: [www.pcasdr.org](http://www.pcasdr.org).

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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

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

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AX & TT Results: [results.pcasdr.org/](http://results.pcasdr.org/)  
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WINDBLOWN  
WITNESS

PERIODICALS



To:

Susan Brown, Editor



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

PCA Executive Office, P.O. Box 5900, Springfield, VA 22150 or submit change via [WWW.PCA.ORG](http://WWW.PCA.ORG).

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