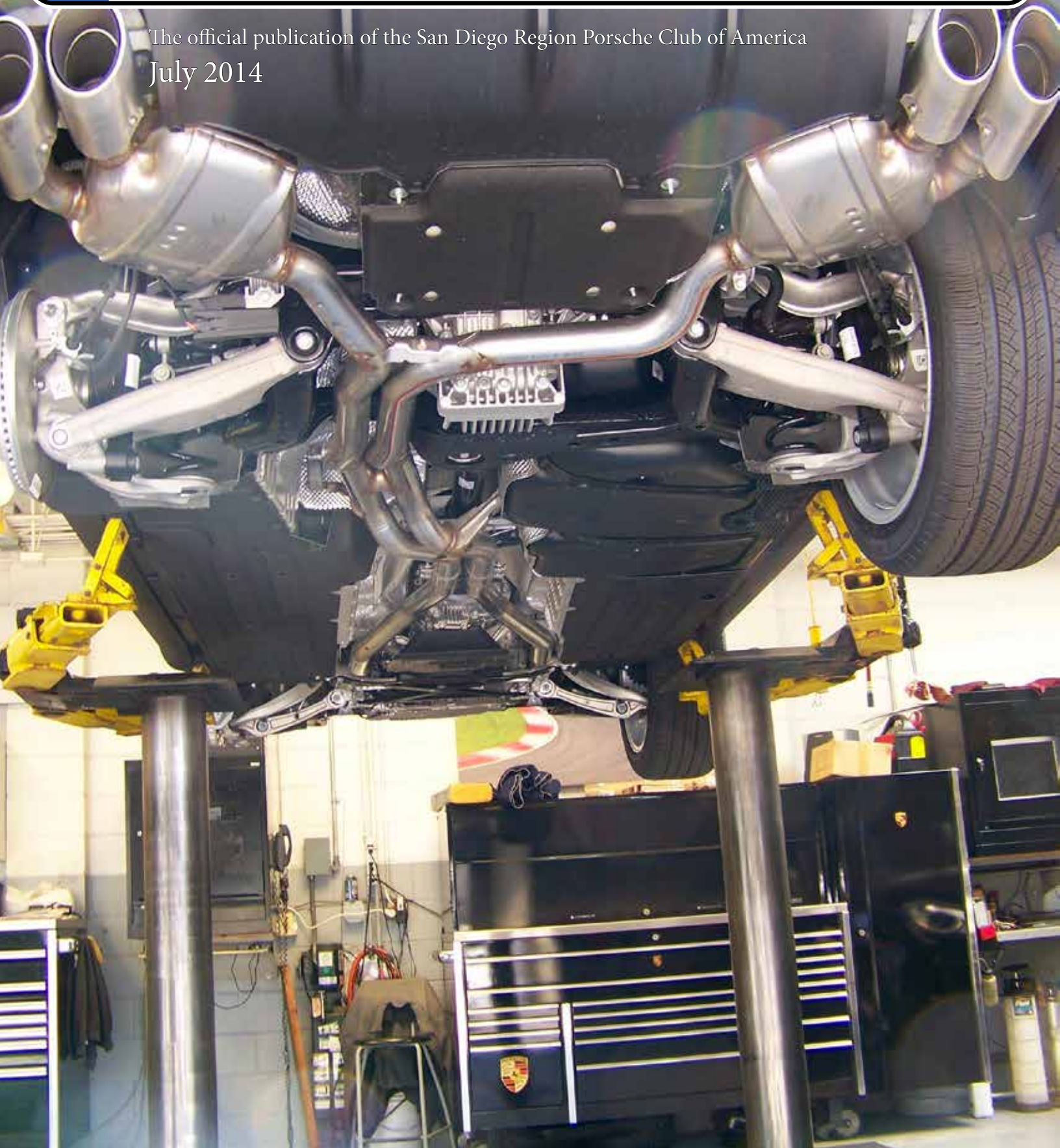




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WINDBLOWN WITNESS

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



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On the Cover



Macan on a lift at Hoehn. Photo by
Rich Fatuzzo

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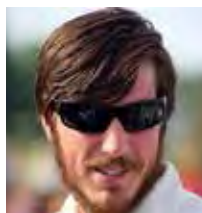
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Stay on Track

By Jim Binford, SDR President

I am writing this month's President's Column having just returned from the Monterey Parade, and what a Parade it was—the largest Parade in the history of PCA. Over 1100 beautiful Porsches and over 2500 registered members participating in Concours, Rally, Gimmick Rally, numerous Tours, an Autocross over two days, numerous Banquet and Hospitality get togethers, Tech Academy, Golf Tournament, 5K run events, Art Show, and more, plus events for the kids attending. My hat goes off to Susan Brown and her Parade Committee for organizing such a complex major event and for putting together a schedule that kept us all busy and entertained. Attending a Parade of this magnitude, and attending the national PCA Presidents meeting as well, also held during the Parade, makes me appreciate the volunteers such as Susan and Tom Brown and others who comprise the PCA National Staff and give so much of their time to coordinate the various events throughout the year that make being a member of PCA so enjoyable.

It was also good to meet some of our new SDR members attending a Parade for the first time. Unfortunately, attending a Parade of this size with so many events, plus renewing friendships with Parade attendees from other regions, I wasn't able to converse with many of you outside of the SDR social gathering we had early on. Hopefully I will see you at one of our upcoming SDR events in the near future and get to talk more. I was pleased to see the decal Keith and I had made for the windshield with our club logo and the words WE ARE SDR underneath affixed to your cars. Hopefully more of our members will like the decal and also put it on their

Porsches to demonstrate pride in our region club.

Speaking of club pride, it was good to see numerous competitive awards that were won by our SDR members. These winners will shortly be documented in the Panorama magazine. I would like to mention that Bev and Tom Gould won the prestigious Concours Honorary Judges Award for the display of their beautiful 911 Targa. Their hard work over the last couple of months getting the car ready for full concours (Restoration Group) judging was justly rewarded. I hope you all will attend our upcoming Concours event on August 2nd and view their car to see how one can preserve an older Porsche with over 400,000 miles.

Another rewarding event for me was attending an interview by Manny Alban (PCA President) of one of our own SDR members, Margie Smith Hass. Margie is an accomplished track racer, having driven in numerous major track race events, both in the United States and Europe, including LeMans. She is well known as an accomplished racer in Porsche circles, as well as a manufacturer of Porsche car pillows. She is the only person to sell a Porsche car to the Porsche family, even though it was a pillow model, plus allowed to use the Porsche crest on her car pillows. Margie and Paul, her husband, are a great team and I am proud they are SDR members.

Well, I am slowly coming off my high of attending the Parade and it's time to get back to our local SDR events. The Board has approved the autocross dates and we are building the schedule of events for the remainder of the year, which pretty much mirrors the events we held in the first

half of the year. We also have the additional events of the Coronado Speed Festival, Volunteer Party, and New Members Party scheduled. It will be another busy second half of the year, so keep tuned to the Windblown Witness and SDR website calendars so you don't miss an event. I would like to call your attention to the second Performance Driving School of the year on 15–17 August, since it is coming quickly, so sign up early to get a spot reserved. Also this year we have scheduled two "Ladies Only" events—a Spa night 16 July in Carlsbad and a Tech Session at Charlie's Foreign Car Service in Encinitas 23 July on basic car maintenance (both Wed. nights). Since I don't qualify to attend either of those events, I would appreciate some feedback from you ladies as to the value of continuing to schedule Ladies Only nights in the future. Or consider writing an article about either one of them for a future *Windblown Witness* and tell everyone about your experience!

Lastly, at this time of year we start the process of screening members for nomination/vote to serve on the 2015 Board, so if you are interested, or know of an SDR member who would like to serve on the Board, please contact Keith Verlaque, who is heading up the nominating committee. Also, it is not too early to be thinking of becoming a Chair or serving in a position under a Chair for 2015. Bring your talents to continue to make SDR the best region in PCA. Remember WE ARE SDR!

Cheers, Jim



July 2014

04 Friday 4th of July Party

Time:
5:00 P.M.

Place:
Avitt's home
2120 Brookhurst Drive
El Cajon, CA 92019,

Details:
Join your PCA-SDR friends to Celebrate the 4th of July!

Enjoy an "all you can eat" Taco Bar from 5-8PM sponsored by PCA-SDR and then be prepared to relax poolside at the Avitt's home and enjoy Spectacular Fireworks provided courtesy of the City of El Cajon at Kennedy Center only 1 block away.

Water will be provided but any other beverage of choice will be BYOB.

RSVP required so that we can give the caterer an accurate count. Please register at msreg.com/SDR4thofJuly by July 2nd.

Questions? Please send an email to: Angela.Avitt@gmail.com

05 Saturday Breakfast Social

Time:
9:00 A.M.

Place:
Mimi's
5180 Mission Center Rd
San Diego, CA, 92108

Details:
Join your friends at the Breakfast Social at 9AM. This monthly social breakfast meeting is designed to be a gathering where PCA members can get together once a month to catch up with fellow members

while meeting new members and gain more information on what our club has to offer and what is to come in the following months. We will make announcements on our upcoming events, field questions, sell Porsche swag/goodies and do what a social club does best...socialize and share stories...Porsche-related of course! Breakfast will be available at a great price so bring an empty stomach! RSVPs are requested, but not required, to victoria-varon@gmail.com.

06 Sunday Padres Game

Time:
1:00 P.M.

Details:
We're doing it again...Padres and Porsche fun! The most American pastime during one of the most American holiday weekends! Join the PCA-SDR for a day at the ballpark! We have organized a Sunday afternoon event on 4th of July weekend to mix with Porsche enthusiasts while honoring a favorite pastime. Overlooking 3rd base and adjacent to the Western Metal Building, Kona Cove is the perfect combination of prime baseball viewing at Petco Park and a lively atmosphere for our Porsche Club members to mix and mingle as we watch the game.

Our private party includes an all-you-can-eat food and soft drink package with your ticket, all for \$45/person. This event was a huge success last time, so act now and RSVP to reserve your spot. We have a limited number of seats available. Game begins at approximately 1:00PM, and the Padres will be playing the Giants.

To register please visit: msreg.com/padresvgiants

09 Wednesday Monthly Members and Board Meeting

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

Place:
Gould's Home
1548 Roma Drive
Vista, CA 92081

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.

A few members of the Porsche Club San Diego are organizing a highly anticipated tour to the Irvine Cars and Coffee on August 23rd 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.

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.

12 Saturday

SDR/Z8 Autocross

Time:
Gates open at 6:30 A.M

Place:
Qualcomm West lot

16 Wednesday

Ladies' Night

Time:
5:00 P.M

Details:
Oh yes...it's Ladies Night! Finally, a night to unwind with your fellow Porsche Club ladies. Whether you are an autocross babe, a wife of a Porsche Club member who wants to find out what this club is about, or just a socialista within the club, this night is for YOU!

For more information or to register please visit the following link:msreg.com/ladiesnight

Skinsational Spa is a full service spa in Carlsbad Village and offers anything from manis and pedis to facials to botox to makeup application to meditation, you name it! We have a special treat in store for you. Skinsational spa has coordinated an evening designed for you to float around between different pampering treatment stations... enjoy as many as you can in the 3 hours you are there!

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Your purchase is non refundable. Should you need to cancel, you can transfer your

ticket to someone else by letting Victoria Varon know at victoriavaron@gmail.com. We are requesting that all attendees register no later than JULY 14th but please do so ASAP as the spa will need to make sure they have enough pampering professionals booked to pamper us. Should you choose to mail in payment, please make checks payable to PCA SDR and send to: Victoria Varon, 5859 Ranch View Road, Oceanside, CA 92057

23 Wednesday

Tech Session

Time:
6:30 P.M

Place:
751 2nd Street
Encinitas, CA 92024

Details:
Meet at Charlie's Foreign Car Service, who offers award-winning service in all phases of auto repair, including tune-ups, oil changes, check engine light repair, transmissions, brakes, radiators, electrical systems, tires, and more.

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.

27 Sunday

SDR Autocross

Time:
Gates open at 6:30 A.M

Place:
Qualcomm West lot

24 Tuesday

Last Tuesday Social

Time:
6:30 P.M.

Place:
Bay Park Fish Company
4121 Ashton St
San Diego, CA 92111

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

Orphan Cars at the Auto Museum

Story and photos by Michael Harris

The new display at the San Diego Automotive Museum in Balboa Park features "Orphan Cars." An Orphan Car is defined as: "Any marque or brand of motor vehicle produced by a company that has discontinued business entirely." The display runs from June 6 to August 31, 2014 and features fifteen cars that range from the beautiful and sorely missed, to average functional cars, to cars most people have never heard of. The term "orphan car" is often confused with a brand that has been terminated while the parent company continues to exist. Examples include Pontiac and Oldsmobile with General Motors, and Edsel with Ford Motor Company. The sorely missed brands include a 1932 Auburn model 1260A 12-cylinder beauty, a 1929 Cord Brougham, a 1939 Packard Super 8 Touring and a 1933 Pierce-Arrow Silver Arrow two-door. The functional orphans include a 1951 Hudson Hornet, a 1951 Kaiser Manhattan, a 1956 Studebaker Commander, and a 1960 Rambler American. The unheard of include a 1910 Maxwell, 1905 Auto Vehicle Company of Los Angeles Tourist, and a 1915 Saxon Runabout. In addition to the cars, several videos display brief histories of the Tucker Company, Nash, Nash-Kelvinator, AMC and Studebaker. Large placards also provide art, photographs and information about the cars and the auto manufacturers. In retrospect, it is difficult to believe that companies such as Kaiser-Frazer, Studebaker, and Nash could have failed. Studebaker had been in business since 1852 when they started building wagons to haul people and cargo. Nash had been in the auto business starting in 1916 and survived under various re-organizations until Chrysler purchased them from

French car maker Renault in 1987, when Chrysler bought AMC in order to acquire the Jeep brand. Two of the small companies that tried and failed were Tucker and DeLorean. The story of John Z. DeLorean selling Ireland on the idea of financing and building his sporty coupes powered by Renault V-6 of questionable reliability is fascinating. And many people are familiar with Tucker's story that was made into a movie some years ago. How could Packard, Hudson, Kaiser-Frazer, and Studebaker all fail?

America in 1945 was in a unique and enviable position. In 1945 Europe and Asia were heavily damaged as a result of World War II. Japan, China, Indo-China, India, Germany, Italy, the Soviet Union, France, the United Kingdom, and many countries and economies around the globe were in shambles. The United States had become the Arsenal of Democracy and had built war materials to supply the Soviets and the UK with the tools needed to defeat the Axis powers. Our factories and machines were new and our companies had been well paid. We had a huge supply of skilled workers who had produced these goods, and young men and women returning from overseas with mechanical and construction skills necessary to turn war goods into civilian goods. As a result of war rationing, motor vehicles, rubber products (including tires), and oil and fuel had been unavailable. Because of rationing, most people had been forced to save their earnings as well. Henry J. Kaiser had been one of the biggest producers of war material with steel and ship production. Everyone wanted a new car and Kaiser joined with Auto Executive Joe Frazer to produce a new car line. Packard, Hudson, Studebaker, and Nash had also produced war products (as did General Motors, Ford, and others).

By 1951 Hudson had built a modern "step down" coupe and sedan that offered superior roadholding and performance. They were one of the big winners in stock car racing circles. Kaiser used a flathead in-line six to power its products and did not produce a V-8 motor. Nor did Hudson. Studebaker produced an overhead valve (OHV) V-8 in 1951, four years ahead of Chevrolet and three years ahead of Ford and Mercury. Why did these and other car companies fail? Hudson, Nash and Studebaker styling was always a little different. Quirky even. All these companies lacked the financial depth that Ford, GM and even Chrysler had. The reasons for failure, as summed up by the SDAM staff: "design flaws, a poor economy, lack of corporate support and vision, resistance to cultural trends, and competition simply better and more popular in the public's view." And none of these companies had Harley Earl as their head of automotive design. Remember, this was a period when every year a "new look" car was produced. Planned obsolescence. Every new model year had to be different. Ford's models were similar from 1949 through 1951 but totally new from the 1940s look. The 1952-1953 models were similar but 1954 was all new as was the 1955 model. Chevrolet had a similar style from 1949-1952. and 1953 and 1954 were different. The 1955 Chevrolet was totally new as was the 265cid OHV V-8. And every year thereafter the design was fresh and new. The smaller car companies simply could not absorb these huge yearly capital outlays. Chrome, two-tone paint schemes, and horsepower sold cars.

So let us look at some of the display cars and some specific car companies. The restored 1958 Packard Station Wagon in maroon is an extremely



1932 Auburn Model 1260A 12-cylinder sedan in stunning two-tone paint, with stripping. This car oozes class, money, and prestige



1910 Maxwell Model AA. Remember the old Jack Benny Program



1960 AMC Rambler American (Nash). George Romney's economical small car designed to save American Motors



1933 Pierce-Arrow hood ornament

rare example. Rare because it is one of the last Packard automobiles produced by the Packard-Studebaker Company. Packard and Studebaker merged their operations in the mid-1950s at a time when both companies were struggling. Studebaker took its standard station wagon and modified it by adding dual headlight pods, thus changing the front end look. In 1957 cars had dual head lights, but for 1958 American car companies were adding quad headlights. Studebaker could not afford to stamp out new bodies for its 1958 line so did the next best thing by adding on. The rear body was lengthened by moving the rear bumper rearward and extending the taillights back. The sweep of the tail lights reflected the then current fad of making the tail lights larger, culminating in the huge tail lights on 1959 Cadillacs. The 1958 Packard also had a faux hood scoop. It was powered by Studebaker's 289cid OHV V-8 that produced 225hp at 4,500rpm, running through a 3-speed automatic transmission. The vehicle weighed 3,505 pounds. Performance was

adequate for the size of the vehicle but the sales price of \$4,000 was excessive for an upgraded trim Studebaker. The tacked on updates for the Studebaker-Packard did not sell.

A real Packard, a 1939 Super 8 Touring four-door sedan in dark blue, is on display. The car is powered by a 320cid in-line flathead 8 that produces 130hp, weighs 3930 pounds, with a 3-speed manual transmission and electric overdrive. The car sold new for \$1,732. Packard had been one of the high-priced cars built for America's elite. With the coming of the Depression on Black Thursday, 1929, Packard sales began to fall. By 1935 Packard introduced a lower-priced "Junior" 120 Model at under \$1,000 and sales rebounded. America's entry into World War II in December 1941 caused auto production to stop. After the war Packard concentrated on Junior Models but their designs were considered out of date. Buyers wanted larger motors, more performance and more chrome. Packard closed their doors in 1958. A

nicely restored two-tone 1956 Studebaker Commander four-door is also on display. This car is powered by a 259cid OHV V-8 producing 170hp at 4,500rpm. The 3,085 pound car sold new for \$1,909. Studebakers were built in South Bend, Indiana until 1963. During the war years they built personnel carriers, aircraft engines, and trucks. In 1963 operations were moved to Ontario, Canada, where cars were built until March 17, 1966.

The story of Nash automobiles is another interesting story of a smaller American car company that managed to survive against tremendous odds. Nash started business in 1916 and in 1937 became the Nash-Kelvinator Company. In 1954 they merged with Hudson. The company became American Motors (AMC) in 1957. George Romney, company president, realized AMC could not compete as a full range car company against GM, Ford, and Chrysler. So he concentrated on building smaller, more economical vehicles. One such vehicle is the small 1960 Rambler American in a two-tone



1933 Pierce-Arrow "Silver Arrow." Beautiful car but another casualty of the Great Depression



1951 Hudson Hornet. Ahead of its time. But many prospective buyers preferred V-8 power and more chrome



1939 Packard Super 8 Touring. The less expensive "Junior Models" saved Packard from extinction during the Depression




1956 Studebaker Commander four-door sedan with 259cid OHV V-8. Not a bad car but most people preferred a 1956 Chevy

blue. Despite the success of smaller and more economical imported cars in America (Volkswagen being a good example) American manufacturers were slow to catch on. In 1960, Ford (Falcon), Chevrolet (Corvair), and others started building smaller, more fuel efficient cars. But as soon as smaller cars were built in America, American companies started "improving" them by building the cars "longer, lower, and wider." Rambler popularity did not last long. In 1974 AMC developed a strange looking two-door hatchback bubble car dubbed the Pacer. The design was an immediate hit with a portion of the public. In response to the strong public demand for the Pacer, AMC rushed the car into production. The 1970s was a decade of poor build quality for American cars. (Foreign competition was not immune either, as tightened smog standards, demands for improved mileage, and better safety standards resulted in heavier vehicles that were rapidly developed to cope with ever changing Federal standards). The

Pacer quickly developed a cult following. In response to diminishing sales in 1977, AMC added a V-8 motor option and a hatchback two-door style wagon but sales continued to slide. In 1979 AMC sold to French maker Renault. Renault wanted to return to the U.S. market and had established dealerships through the AMC brand. Renault planned on developing a joint venture vehicle, the Reliant, and selling small French economical cars, dubbed Le Car. Renault had issues with build quality and the union did not work out. In 1987 Chrysler was interested in acquiring the Jeep brand from AMC (which had purchased Jeep from Kaiser) and Renault sold their American company and Nash/AMC was history.

Also new to the museum is a 1977 Sachsenring Trabant 601 built in the DDR (German Democratic Republic or East Germany) from 1957-1990. "Trabant" means a moon or other celestial body, which is "Sputnik" in Russian. This model was first sold in

1977 to an East German citizen who had waited 8 years for delivery (he must have had some pull because the normal waiting period was 10 years.) Trabants were built from recycled materials. They had a reputation for rusting from the inside out. The chassis was built of poor quality steel that started rusting immediately in the damp German weather. The body was made from a plastic type Bakelite material which was nearly indestructible. The car was powered by a 2-cylinder/2 stroke 594cc engine with a four-speed manual transmission. The engine ran on an oil/gas mixture. After the reunification of the two Germanys, the West German government banned these cars due to the air pollution they caused. The subject vehicle is in amazingly good condition. One used to see Trabants in some of the old Soviet block countries. Also new to the museum is a DeTomaso Pantera. As to this and other Orphan Cars, we will have more information and photos next month. 

8TH ANNUAL
SOCKS AND UNDERWEAR DRIVE
*and other stuff**
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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

Porsche Air Conditioning...

Summer is in full swing in Southern California and has been for several weeks if you live east of the I-5.

I have been getting a lot of inquiries about air conditioning since the beginning of May as everyone starts reaching for those controls and getting something other than what they expect.

If you drive a 911 built after 1989 or a 944 variant built after 1985 or a 928, you have Climate control. And it probably works great right now!

For those of us who drive earlier 911's and 944's we have a heating system and a separate air conditioning system. This is because these cars were originally designed without air conditioning and Porsche added it at some point later in production.

If your A/C doesn't work at all there are just too many options to cover in this short tech article; but if it is cool, and just not as cold as you would like it to be; we can probably make it better. Let's start with the basics (over-simplified):

There is refrigerant in the system and a compressor that moves it through the system.

The compressor creates a high pressure and the refrigerant gets hot.

It goes to the condenser which is like a radiator where heat is removed from the refrigerant as ambient air passes through it.

Then it goes to a filter/storage unit. This is called a receiver/drier.

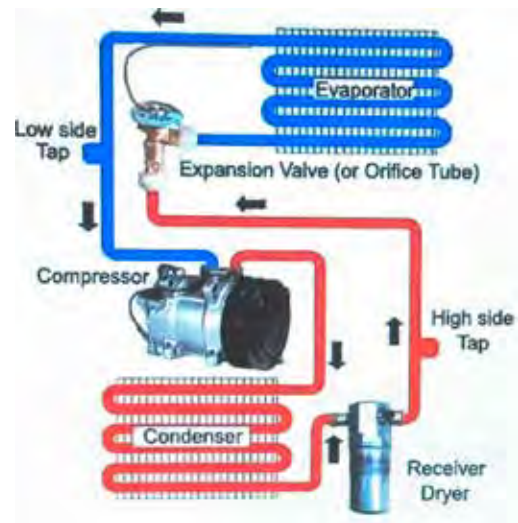
Then it travels to the thermal expansion valve (TXV). This is like a spray nozzle on your garden hose.

There is lots of pressure on one side of the TXV from the compressor discharge port and super low pressure on the other side from the compressor suction port.

Next is the evaporator, which also looks like a radiator. But the TXV is the game changer in the system. That is where the refrigerant goes from hot to cold. The pressure drop lowers the temperature dramatically and we blow air across the cold evaporator and into the car to cool off the passengers.

Then back to the compressor to do this all over again...

Essentially the refrigerant is a medium to transfer heat from inside the car to outside the car.



Simple refrigerant circuit schematic

Now everybody does not have access to all the fancy tools and equipment that professional A/C shops have, but there are a lot of things that you can check and modify or adjust to make your system work better all on your own. So let's jump into it!

77-89 911's that have factory air conditioning are probably the most problematic of all Porsche air conditioning so let's start here. (Pre-77 cars have aftermarket and dealer installed systems that vary too greatly to address here, but some points will still apply). There is a lot of refrigerant hose on these cars because the AC is stretched

Porsche Air Conditioning

all over the car, not like a 944 where it is all in the front. Therefore, the biggest issue with these cars are leaks in the refrigerant system. So let's look at the refrigerant level in the car. Test drive the car with the A/C on full cold and high fan speed. Pull the car into the driveway and turn the wheel all the way to the left. Now let it sit 2-3 minutes at idle. We are going to check the refrigerant level by checking a floating white ball in the receiver/drier. If it is floating, there is plenty of refrigerant. The receiver/drier lives in the left front wheel well to rear of the tire. It will have a yellow threaded cap on it (If it hasn't been misplaced over the last 35 years...)



This receiver/dryer is new; yours will not be as clean and shiny

Unscrew the plastic yellow cap and under that cap will be a glass window with a white plastic ball inside. As you can see from the photo above the sight glass is slightly hidden behind the fender and is difficult to get a straight shot for viewing the ball. Here is a picture of the sight glass on a receiver/drier that is removed from the car for better clarification.



Straight shot of the sight glass out of the car.

You can see the white plastic ball on the bottom of the window because this unit is empty. If it were full, the ball would be floating in a liquid that may be clear or have a red or green coloring. The colored refrigerant is just a dye added to the system to aid in leak detection. When installed in the car this is a little harder to see, but not impossible. You can loosen the clamps and try to turn the unit sight glass toward you for better viewing, but the following picture is about as good as it gets. You can use a flashlight and a small mirror to get a better look around the corner.



As installed, it is a little harder to get a good look.

So, if you have a floating ball in your sight glass, that is fantastic; if it is just bobbing around, that is still pretty good. If you don't have any sign of liquid in the sight glass, the system is low on refrigerant and needs to be charged to be its coldest. The exception: If your car has been converted from R-12 to R-134a you may not see liquid in the sight glass even with a full system as the system only gets filled to 80% of the original capacity when the conversion is done.

If you still are not 100% confident of the state of charge of the system and want to delve into the system a little deeper, just read on. This next step will require acquisition of two test tools, but they can be had very inexpensively and have a multitude of additional household and automotive/industrial uses. First is a digital thermometer to test the center vent outlet air temperature. Do not use an analog unit as it reacts too slowly for some of the tests we will be performing. The second is an infrared thermometer to test temperatures at various places along the refrigerant system. These items can be purchased easily and inexpensively at Harbor Freight or Amazon. A quick look at Harbor Freight and I see an infrared unit for \$20 with laser pointer feature which is preferred, and the digital thermometer is a blistering \$6. (And don't forget to use your 20% off Super Coupon! My total cost was \$21.98 plus tax.)



Here are the units I bought at Harbor Freight. (Digital thermometer/Infrared)

Now that you have these high tech tools let's take your car's temperature. The first test is going to be on a freeway test drive of 3-5 miles. This will get everything regulated and the freeway speeds will make sure there is enough air running over the condensers for optimum cooling.

Test 1: (Vent outlet temperature)

Drive the car at freeway speeds with the digital thermometer (out of protection tube) inserted into the center vent. Put the fan speed on high and the temperature knob to max cooling (Both knobs full clockwise position). This will make the system work at full capacity. (We are going to assume we have an 85° sunny summer day).



Testing center vent temperature on my optimized '83 911SC, which swings between 39° and 46° on an 85-90° day. (Your results may vary)

Running down the road, the vent temperature should drop and settle in around 45° in a perfect world. Once it gets to its coldest point, let's say 44°, it may pop back up to 49° and then down to 45° again repeating this cycle over and over. If it does this, consider yourself lucky, as the evaporator temperature switch is turning the compressor off and then back on to avoid freezing up. This means your system is as cold as it can get, within reason. If your temperature only gets to say 55° and stays there, the system likely just doesn't have enough cooling capacity (possibly needs to be re-charged). To test this theory, turn the fan speed down to the lowest setting. This will greatly lower the load on the system, and if the temperature lowers and starts cycling like mentioned above then the system just needs to be recharged.

The temperature/pressure relation:

To know if your system needs to be charged we would usually hook up a set of air conditioning gauges, but most people don't have these as they are very expensive. Fortunately there is a direct correlation between temperature and pressure so we can use the infra-red thermometer on the refrigerant lines to estimate our pressures. We are looking for pressures around 25psi on the suction side and 175psi on the discharge side of the compressor with the car at idle. This correlates to 30° at the suction side and 130° at the discharge side. But there will be heat transfer

and other factors to alter these temps so 50/125° is a good ball park measure.

The next step on the temperature path takes us back to the receiver/drier. It should be about the same temperature as the discharge side of the compressor fitting (125-130°). Measure all over the receiver/drier. If there are cold spots you have a restriction, which happens when the drying agent breaks up in the unit. If you have a cold receiver/drier, turn the air conditioning off and replace the unit. Continued running could contaminate the entire system.

The next place to take temperatures is at the TXV which is attached to the evaporator housing and lives in the smuggler's box in the trunk. Pull up the trunk carpet and open the smuggler's door by releasing the latch just under the large black cardboard cover. Getting the door open past the cardboard cover may be tight, but just push it back a little; this is normal. Using the laser pointer feature of your infrared thermometer, take temperatures of the lines going in and out of the TXV. The smaller line is the hot discharge line and the larger one is the cooler suction line. Look for 50/95° at these fittings.



TXV and lines attached to the evaporator housing inside the smuggler's box.

Since we are already in the trunk of the car let's look at the front condenser fan. There is a condenser on the rear deck lid that has lots of air running across it when we are rolling down the road. But when stopped in traffic there is just not enough air flow. For those conditions, there is a second smaller condenser in the very front of the car with an electric blower on it. The blower is neatly tucked between the battery and the spare tire. With the ignition in the "on" position and the A/C on low, check that the condenser blower is running. You should hear it and feel it running. There will also be a light stream of warm air coming out from below the car at the blower location.



Front condenser blower motor helps keep things cool when sitting in traffic.

If it is not running, the motor has probably failed. This will cause the refrigerant pressure to be very high at low road speeds which can cause collateral damage to the rest of the system. But if you only have the A/C on while running down the freeway, the lack of cooling here will be barely noticeable.

For a complete pressure/temperature chart just do a Google image search of "A/C temperature pressure chart" and you will find a complete graph of pressure/temperature relations for R12 and R134a refrigerants:

Temp	Pres	Pres	Temp	Pres	Pres	Temp	Pres	Pres
°F	R134	R12	°F	R134	R12	°F	R134	R12
-60	21.6	19.0	29	25.3	27.7	70	71.2	70.2
-55	20.1	17.3	30	26.1	28.6	75	76.8	77.0
-50	18.7	15.4	31	26.9	29.3	80	86.6	84.2
-45	16.9	13.3	32	27.8	30.1	85	95.4	91.8
-40	14.8	11.0	33	28.6	30.9	90	104.0	99.8
-35	12.5	8.4	34	29.5	31.7	95	114.0	108.3
-30	9.8	5.5	35	30.4	32.6	100	124.0	117.2
-25	6.9	2.3	36	31.3	33.4	105	135.0	126.6
-20	3.7	0.6	37	32.2	34.3	110	147.0	136.4
-15	0.1	-2.4	38	33.1	35.2	115	159.0	146.8
-10	-1.9	-4.5	39	34.1	36.1	120	171.0	157.7
-5	-4.1	-6.7	40	35.0	37.0	125	185.0	168.6
0	-6.5	-9.2	41	36.0	37.9	130	199.0	181.0
5	-9.1	-11.8	42	37.0	38.8	135	214.0	193.5
10	-11.9	-14.6	43	38.0	39.7	140	229.0	206.6
15	-15.0	-17.7	44	39.0	40.7	145	246.0	220.9
20	-18.4	-21.0	45	40.1	41.7	150	263.0	234.6
21	-19.2	-21.7	46	41.1	42.6	155	281.0	249.6
22	-19.9	-22.4	47	42.2	43.6	160	299.3	265.1
23	-20.6	-23.2	48	43.2	44.6	170	340.8	297.3
24	-21.3	-23.9	49	44.3	45.7	180	385.6	333.2
25	-22.1	-24.6	50	45.4	46.7	190	434.8	372.2
26	-22.9	-25.4	55	51.3	52.0	200	486.9	414.3
27	-23.7	-26.1	60	57.5	57.7			
28	-24.5	-26.9	65	64.1	63.6			

So the air is cold... but it's only coming out of that tiny center vent!! And here is our second biggest problem with these early 911's—air flow. The blower motor actually makes quite a bit of volume but makes very little pressure. So having such small vents drastically reduces the air volume into the car. For the 1986 model year the dash vent

size was drastically increased but there was still a lot of room for improvement.

At first glance, it looks like the only vents are at the center dash and ridiculously small vents at the sides of the dash, but there is a vent below the dash as well. Most people don't even know it is there because it really doesn't do much. The good thing about this vent is that it has enormous potential. It is called the "bow tie" vent for obvious reasons, which is its problem as well as its name.



The bow tie cover is supposed to direct air left and right but instead it really just blocks the air flow.

The bow tie vent is under the dash and just forward of the shifter. It is a cover that looks like a bow tie and is intended to direct air left and right but really just ends up blocking about 80% of the air flow. Upgrade #1 is as simple as it gets, costs nothing and takes less than 30 seconds to do. Remove the vent cover screws (8mm socket or Phillips head screw depending on year) and take the vent cover off. This will uncover a 1.25 inch hole that goes directly into the evaporator housing. Turn the fan on and stand back! This increase in airflow is just amazing.



Removing the bow tie cover exposes the large unobstructed vent from the evaporator housing.

You can leave this vent just like this if you want and enjoy a huge increase in cooling volume. The cold air will rush out and head straight for the shifter. The one downside to this modification is that there is no way to control the air

flow. It just comes out at full volume straight ahead. If you remove your bow tie cover and like the results but want some more air control, there is kit out there for about \$150 from Griffiths air conditioning. Just Google "Kuehl vent." It consists of a hose and a vent that mounts above the center console and below the ash tray. In my opinion the single vent is the way to go. There is a 3-vent system but I find it "visually displeasing" and not a huge improvement over the single vent. The Kuehl vent is an improvement upon the original vent kit made by Performance-Aire that mounted to the bulkhead.



The no longer available Performance-Aire vent kit in my 911SC.

This lower vent modification will drastically increase the amount of flow out of the blower motor, but why stop there? By increasing the air coming into the blower motor we can get even greater air output. The air intake for the air conditioning is located under the passenger floorboard. In 1986 the dash vent size was doubled and the fan wheel was increased in size so the air intake had to be modified. Even unmodified pre-86 cars can benefit from this upgrade.

Got a pre-86 911? Well then let's take a look...

Remove the passenger side floor mats and carpeting. Under the carpet is a black wooden floorboard that is attached with a single 6mm nut and clamp. Remove these with a 10mm socket and pull the floorboard up and out of the way. Once removed, you will find the air intake which is a plastic quadrilateral insert into the bulkhead. In the middle of the insert is a resistor pack that blocks about 75% of the air flow. This resistor pack gets very hot when the fan is on the first and second fan speeds so it was put in the direct airflow of the intake. Works great to cool the resistor pack but blocks the airflow horribly. A simple problem deserves a simple solution; just move the resistor pack 90°. To do so, unplug the resistor pack and remove the 4 Phillips head screws. Pull the intake insert out of the car. Drill the rivets out of the bracket and remount the resistor pack, turned 90°. Some units will also have side plates to the bracket that will need to be removed.

Reinstall the insert and enjoy even more air flow from the vents. Your newly modified unit should look like this one on an '89 Carrera I recently did A/C repairs on in preparation for summer.



Here is the factory updated post-85 air intake with resistor pack turned 90°

Hopefully these improvements will add to the enjoyment of driving your early 911 even as the thermometer starts to make its way north. But really... enough about those pesky 911's.

944 and 968 models have much more efficient and reliable air conditioning systems; but not perfect. The early 924/944 cars up to 1985.5 are very similar to 911's in that they have two completely different systems; one for heating and one for cooling. But they have an electric switching interface between the two that is quite complicated but also quite reliable.

These cars usually have extremely cold air conditioning systems; if yours is not, there is an issue. First check the center vent temperature as outlined in the earlier 911 section of this article. The same temperature range and temperature cycling applies. Then check the receiver/drier for charge level in the sight glass. 924/944/968 cars have a different style sight glass from the 911. Instead of having a plastic ball that floats in the liquid refrigerant, there is simply a window at the top instead of the side of the receiver/drier. This window should show a clear liquid when running and maybe a few bubbles when the compressor cycles on and off. If the sight glass has a steady stream of foamy bubbles, that indicates a low charge and the system will need to be recharged.



This is a sight glass in a 968 that sits right in front of the coolant reservoir.

924/944 cars use a similar location.

If the A/C works and the sight glass shows clear liquid but you think it could be a little colder (or wish it could be), there is still one trick left up our sleeve. Earlier in the article we talked about the evaporator temperature switch in the 911 controlling the minimum vent outlet temperature. Well, 1985.5 and later 944 cars and all 968's have full climate control systems and these systems have a de-icing valve. Basically this is a valve that measures the temperature of the evaporator core and keeps it from freezing in high humidity conditions. This usually happens in higher humidity settings with lower temperatures which is not really the Southern California setting. Porsche also sets these within a very conservative range. By pushing the envelope a bit on the standard adjustment you can greatly improve the maximum cooling of the A/C. The de-icing valve lives under the dash just to the right and above the gas pedal. (See image below)



De-icing valve adjustment will give you a few extra degrees of much appreciated cooling.

Stick your head under the dash and look for the small silver box within that sea of black plastic. It's the one with two wires sticking out the back and a brass screw slot facing toward you and down. That brass screw slot is where we are going to make the adjustment. Take a very long skinny flat blade screwdriver and put it in the brass screw slot. Move the screw back and forth after making note of its original position. It has about one full turn of adjustment. Turning it to the right (CW) will lower the temperature at which the compressor is shut off to avoid freezing. Turning it left (CCW) will increase the temperature. These switches are usually set in the middle of the adjustment from the factory and I usually just turn them CW to the full cold position. I have made this adjustment on countless 944/968 cars during the A/C servicing process and have never had an evaporator freeze up. If you did experience a frozen evaporator you would get restricted air flow out of the dash and then decreased cooling as the air would not be able to pass through the frozen evaporator. If this occurred, you could just turn back your adjustment 1/8 turn at a time. But as I said, I have never had this problem after an adjustment.

944/968 hot/cold flashes – No your car is not starting early menopause; you just have a broken plastic clip on the temperature mixing flap door linkage. As you drive over bumps and such the door pops open and closed... but usually defaults to HOT! This is a super easy fix with two parts costing around 3 dollars. But that is a story for another day! Check it out here. <http://911sg.com/944-968-climate-control-failure/>

928, cool as can be – 928's of all years have great air conditioning. There is plenty of room to put all of the components in the sizes they need to be (unlike a 911). The only thing you can do is check the sight glass which is in front of the radiator on the passenger side of the car. Checking is the same as 944 above. The rest of the system is super complicated, so if it's not cold or the air volume changes as you climb a long hill or accelerate onto the freeway, you will need to seek professional help.

964/993 – Great at speed, not so much in traffic. This pretty much describes the entire 964/993 line up or any Porsche for that matter, but I was actually just referring to the A/C. These cars can get refrigerant leaks just like earlier 911's but it is far less common. The problem is the lines are hidden under multiple plastic covers, as is the receiver/drier and sight glass, so checking the state of charge is not really a DIY endeavor. But if the A/C works great on the road and as soon as you get in stop and go traffic the temperature out of the vents increases noticeably, you likely

have a condenser fan problem. Here's a quick test: Start the car and let it idle with the A/C on high. After a very short time, depending on a lot of factors, the condenser fan should come on. Go to the left front wheel; do you hear a fan running? Listen carefully as it is pretty quiet. Put your hand under the bodywork just in front of the tire. You should feel a stream of warm air being pushed toward the ground. No air? Then you likely have a bad fan resister. This fan runs on low speed through the resister 95% of the time and it overheats and fails. But the replacement resister is improved and you will only have to do that repair once in the lifetime of the vehicle. If while standing there the fan comes on after 10 or 15 minutes and is LOUD, the pressure has gotten high enough to turn on the high speed fan. Full voltage is routed around the resister and that is the best confirmation for a bad resister and a good fan. This condition is very hard on the system and should be repaired sooner rather than later. That is also a story for another day. Check it out here. <http://911sg.com/964-993-Condenser-fan-resister/>

Well, I think that is more than enough air conditioning talk for one day! If your car was not mentioned here it was probably produced before Porsche succumbed to the demands of Americans to have A/C in everything. But it is probably increasing in value faster than your 401K, so you have that to comfort yourself on hot days. Either that or it was produced after 993's and will likely always blow out cold refreshing air. Now go out and drive your car even if it is east county hot—95° summer days ending with a 70° midnight return home with top down and sunroof open... and isn't that really why you bought the car?

This article was originally written with over a dozen full color pictures that make it easier to follow but we don't have room for all of them here.

To see this article with 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 and you just may find your story in an upcoming Windblown Witness article.

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OFFER EXPIRES 11/1/2010

2015 Macan S and Turbo Arrive!

Text and Photos By Rich Fatuzzo

On, Sunday, May 18, the all-new models of the Macan S and Macan Turbo were revealed to over 100 PCA-SDR members and guests at the Hoehn Porsche dealership, 6800 Avenida Encinas, Carlsbad. Isaac's Café and Catering beautifully catered this event and another Hoehn Porsche Macan Launch the night before the tech session presented by Matt O'Berry, Hoehn Service Manager, with support from Brent Marsh, a PCNA Field Technical Manager.

Prior to these two events, I had the opportunity to see eight (8) of these beautiful new Macan S and Macan Turbos being unloaded from an auto transporter on the morning of Wednesday, May 14th. But what was even better for me was that on Friday morning, I was able to get "up close and personal" and photograph a new Macan Turbo in the detail shop and then better yet, a white Macan S that was in the showroom.

It has been 11 years since the debut of a Porsche SUV, the Cayenne, and since then that model had gone through some significant design/engineering model changes. And, from a distance, the new Macan models might be mistaken for their "big brothers" the Cayennes, but, these all-new Macan S and Turbos models have definite design, styling, and performance differences which places these vehicles in the ever-expanding line of compact luxury-brand vehicles known as Compact Utility Vehicles (CUVs).

So, what makes these Macans, so special? Well, at first glance, the uniqueness of this new vehicle has to be in

its well-engineered new styling designs both inside and out. This is most evident in the distinctively styled, dynamic front end with large air intakes and the characteristic headlights recessed in the hood. The side view reveals a stylish and contoured roofline with a low raked windshield design, but the rear reflects its wide track and utility vehicle stance. Additional unique exterior rear styling can be found in the LED taillights, which have a three-dimensional quality to them, and the very distinctively designed dual twin exhausts (Sport Exhaust- optional) on the Macan S and the Turbo models. And, at 184.3 inches long, the Macan S is 5.7 inches shorter than a Cayenne with a 3.5inch shorter wheelbase. Its minimum curb weight is also 286 pounds lighter than the lightest Cayenne. However, the large wheels, up to 21" in size, and that wide track reinforce a "sleeker sporty look" of this model.

The uniqueness of this vehicle's styling is not just limited to the exterior. The interior is designed with an uncluttered appearance similar to the new Cayennes and Panameras, and is fully functional to the driver in a "cockpit-like" format. The instrument gauge cluster is distinctively Porsche and has a new oil level graphics display, and to the right of these gauges is a well-designed large 4.6" TFT screen that shows an array of information from the onboard computer and the audio system, where both Bose and Burmester systems are optional. In addition, the ergonomic and multi-functional center console is elevated towards the dashboard that includes a Universal Audio Interface, which supports IPOD and USB interface, standard on all Macans. On

Line Services available as an option include Web Radio and Music, News Feeds, Podcasts and Audio Magazine, and Google, Facebook, and Twitter. In addition, dual-zone climate control is standard.

In Matt's presentation to our PCA-SDR members and guests, he highlighted the many unique technical and engineering features of these new Macans. Some of these were:

Both Macan models have V6 twin turbos; Fuel Economy averages 19mpg.

Each engine is equipped with a balance shaft for smooth operation and features a forged crankshaft and forged pistons and includes an electromechanical controlled engine oil pump.

Each engine is equipped with Vario-Cam Plus, which allows for both intake and exhaust valve timing adjustments.

New, more powerful ignition coils and spark plugs are on these Macans to increase engine efficiency.

An enhanced Auto Start/Stop system with additional start/stop functions.

Macans are equipped with a seven-speed PDK transmission which has a new enhanced Mechatronics shifting control ensuring improved gear selection over all gear changes.

Macans have electromechanical steering that improves engine efficiency.



Exterior view of this showroom Macan S



A view of the Macan S' beautifully-styled interior



Jim Binford, PCA-SDR President, and Matt O'Berry, Hoehn Service Manager, greeting attendees



Over 100 PCA-SDR members and guests attend the Macan Reveal

New and improved Tire Pressure Management System.

Sport Button- standard; Sport Chrono- optional.

Vehicle Electrical Regeneration System is standard, which allows the kinetic energy generated under braking to help charge the battery (reduces load on alternator, increases engine efficiency).

Another highlight of this tech session was when we all had the opportunity to actually view the undercarriage of one of these Macans on a lift in the service department. We all could easily observe the excellent quality of construction Porsche puts into its vehicles, and also observe how clean and well-organized the undercarriage parts are that make up this Macan model.

Where the Macan outshines its competition is in the upgraded performance of its twin-turbo V6 engines, with the S model engine being a 3.0L producing 340hp at 5,500 rpm and 0-60mph in 5.2 seconds. The Macan Turbo 3.6L engine is even more impressive, producing 400hp at 6000 rpm and a maximum torque of 406lb.-ft. at 1,350-4,500 rpm, capable of 0-60 mph in a mere 4.6 secs. The Sport Chrono package improves the 0-60 mph to 5.0 seconds for the S Model and 4.4 secs for the Turbo. What also helps these new Macans in the speed department is the greater use of high-strength steel and aluminum alloys in their construction, creating a lighter, but stronger, body structure.

All of this extra horsepower on these Macans demands extra stopping

power, and the front disc brakes, finished in silver, are equipped with six-piston aluminum monobloc brake calipers, and in the rear are single-piston calipers with discs internally vented. Porsche vehicles, year after year, are usually the leader in this category, and the Macan vehicle seems to be no exception.

The ultimate part about admiring the release of any new Porsche vehicle is to be given the opportunity of taking one out for a test drive. For me, that opportunity was on Friday morning, May 16th, with Roger Wood, a Hoehn Porsche Sales Ambassador, in a new, white Macan S. To put it mildly, I was very impressed with everything that this new Macan S offers as a CUV-type vehicle. Its performance can only be described with very high marks, especially the 7-speed PDK transmission with the optional Sports Chrono package. The steering is tight and the overall handling is very responsive in all shift modes, but is most enjoyable when the Sports Plus button is activated and this new Macan S "launches you" with tiger-like acceleration off the line (thus the name—Macan, which means tiger). To me, this Porsche was fun to drive, as it had great stability and cornering dynamics, and as a utility vehicle, still has a wide track with a low profile and long wheelbase. The braking on this Macan S was tight and precise, and instantaneously responsive, making you feel safe when "panic braking" is required.

The base price of the Macan S is \$49,900 and the Turbo is \$72,300. Major options that were listed on the white Macan S model that I drove are: 21" 911 Turbo Design Wheels \$3,300; Infotainment package \$2,990;

Premium Package Plus \$5,990; Bose Surround Sound \$1,400; Lane Change Assist \$690; and some other less costly options, making the total MSRP cost of this vehicle \$66,320. Fully equipped Turbos have MSRPs slightly over \$80,000.

A very gracious "thank you" goes to Jim Binford, PCA-SDR President, and Martin Lipp, Tech Session Chair, for helping to set-up this Macan Tech Session; to all those club members and their guests that attended; to Isaac's Café and Catering for their great selection of food items for our members; but especially to Sean Conner, Hoehn General Manager, and Matt O'Berry, Service Manager, and all of the Hoehn Porsche staff who made this event an overwhelming success!

So, come and test-drive one of these beauties soon at a Porsche dealership near you. You will be glad that you did!



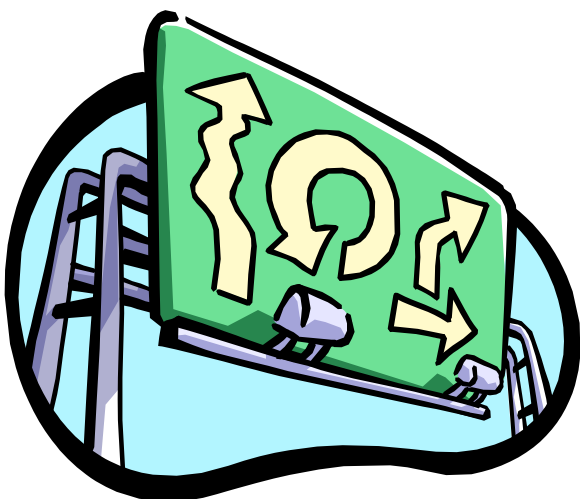


PCA San Diego Region Zone 8 Rally

Saturday, Sept 13, 2014

Sponsored by

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More info: Paul Young 619 884-4739
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**A Time-Speed-Distance Rally on
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Tour Instructions Available (no Traps)**

Check In:	9:00-9:20 AM
Driver Meeting:	9:20 AM
First Car Out:	10:01 AM
Duration:	About 4 hrs

Registration: msreg.com/PCASDRRally2014

Opens July 1 Please use the above link for registering
(requires MotorSportReg account - safe, easy, free)

If mailing, send Driver, Navigator and class, plus \$30

Check payable to "PCA SDR" to;

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Cost: \$30 Pre-Register paid on-line (Link Above)
\$40 after September 8

Rules: <http://www.zone8.org/assets/docs/2014/2014Z8Rules.pdf>
All Zone 8 competitive classes, including touring class

Start Location at our Sponsor, Hoehn Porsche:

Interstate 5 to Palomar Airport Road exit in Carlsbad
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Encinas. Hoehn Porsche will be on your left after
about a mile. 6800 Avenida Encinas, 760-438-4434.

(Rally End location at restaurant not far from the Start)



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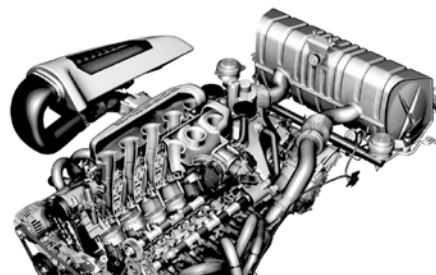
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Sunday	7 am to 5 pm	Qualcomm Stadium	Non-Competitive autocross

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San Diego Region
and Black Forest Automotive

To register : <http://pcasdr.motorsportreg.com/>

No prior performance driving experience is required. Current PCA membership is a requirement. 16 and 17 year old children of PCA members may participate with a valid driver's license and a parent consent form. Meals are included.

**For more info :
CDIQ@pcasdr.org**



June Board Meeting

Board Minutes

The June Board of Directors meeting was held at Cathy Young's Home. In attendance were Jim, Keith, Don, Dan, Jerry, Mark, Paul, Bev. The meeting was called to order at 7:04 PM.

Treasurer's Report

Dan reported that with regard to expenses for club activities, we are currently \$3,300 under budget with good income flow. Rally School with 30 people attended and under budget; Monarch Dinner - on budget and received a nice donation; AX Motor Sport income - \$5,600 income and \$1,600 profit; X-Men movie event - on budget but required subsidy; recent tour - a smashing success and on budget. Financially - we are doing very well! In review - everything seems to be a hit. Bev reported slightly under budget with taxes. Motion to approve budget - M/S/A

President's Report

Jim - time to start process to identify 2015 Board candidates - Keith as VP assigned task to head committee to identify and nominate candidates for election. Jim also stated Board needs to consider Chair position candidates for 2015.

Jim - asked what is the best way to get info out to the club??? He would like recommendations at next Board meeting. Initial ideas included: Mark - e-mail blast; Paul - banner flash on the side of the webpage to announce important info; Tom - could be in the Witness as well; Keith - Electronically using the Witness to back the info up.

Zone Rep Report

Tom - Zone 8 many events. The big National event is the Monterey Porsche Parade 15-21 Jun. Details in Witness.

Chair Reports

Jim - kicked off Chair Reports stating that as available AX dates are promulgated, other Chairs will need to schedule planned events for the remainder of year. Given the favorable financial status of the club, Chairs have the opportunity to look at increasing their respective budgets for their events, and submit recommended budgets to the Board. Chairs can inquire as to what was previously budgeted for their events from Jim / Dan.

Auto Museum: new display at the Auto Museum features "Orphan Cars". Will have a full report in upcoming Witness.

Autocross: Jerry - The May AX had 123 drivers, but we had to readjust the track to avoid a break-up in asphalt after timing was initiated. Greg - has concerns over releasing cars before full manning of the corners. General Board consensus is that we should not open the track until we have the corners manned.

Jim - The stadium track is not in good shape. In time, it will only get worse. What came from this lesson is that we should implement following procedures: (1) Announce at the drivers meeting that there is a risk that the track will break up - be prepared for delays and anticipate that we may have to make changes in the track during timed runs for safety of driver and car; (2) AX Chair, Safety, CDI will

jointly examine track and make adjustments as may be required before we begin timed runs; (3) AX Chair has final responsibility for AX track, but track modification decisions on day of AX should be made in corroboration with CDIs and Safety Chair - must evaluate those conditions which may dictate a change in the track. To be implemented at next AX.

Bill - In July, Stadium hopefully is laying 400 tons of asphalt to repair the lot. Area coverage and effective track improvement is unknown. Cannot do club patching until Stadium completes their lot repairs.

Bill - submitted proposed AX dates for remainder of year: 12 July, 27 July, 16&17 Aug PDS, 7 Sep, 9 Nov, 22 Nov, 13 Dec Instructor Day Motion to pass - M/S/A

CDIs: Feedback AX & Instructor Recognition Meeting / 2nd half year plans.

Jim - proposes that we have 4 CDIs for next year - Jackie plus Dan Chambers, Dave Malmberg, and Martha nominated. Proposed CDIs still need to be approved but will evaluate them at the next PDS.

Jim - Pete Ward's inputs concerning cones to ensure all corner workers understand what constitutes a "hit cone" to be incorporated when feasible during AX Corner Working Driver's meeting brief.

Jackie - Instructor recognition - recommended one social event per quarter for instructors - a motivational gathering to discuss instructional techniques, procedures, and teaching skills. Anticipate \$500 (NTE) per event. 1st event will follow the PDS.

Jackie - We will have our own DE instructor day in future.

Jackie - AX Instructor recognition – we want to have Jackets – NTE \$3,200 (more information required next Board meeting)

Jackie – Also want to pass out stickers for instructors.

Jackie – Insufficient time available to incorporate all changes addressed in the PDS / Instructor recognition meeting 21 May. (All items to be re-addressed at next board meeting.)

Mike – does not like the existing AX sticker. Debbie has redesign FORAC.

Charity: Martha – Monarch School Family Dinner well received by attendees; 300 people for next dinner; budget submission request increased to \$1100 for Sep 19. M/S/A

Sock & Underwear drive in July and Aug will be announced in the Witness.

Car Shows: Numerous events - 6 Jun at Eastlake Village Chula Vista; Eastlake Village Car Show (Chula Vista) 8 Jun;

Jim - Due to the many car show requests for SDR participation, only considering those car shows SDR has historically participated in and those that benefit the military. Jim – Annual Hot Summer Nights series in Fallbrook - 8 Aug new venue titled The Groovy Sixties – recommended for SDR participation - M/S/A

Concours: Bev - 2 Aug Spanish Landing Budget submission. Recommend that we keep entry fee low - \$35 to

expand attendance. Lunch would be separate - \$15. Parking corral to show cars charge - \$10. They are looking for track cars. Anticipating about \$5,890 income. Prepaying lunches = \$165. Cost of awards - \$45. Projected expenses - \$5,400. Steve Lopez – interface with Port Authority. We will have vendors. Will rent tables and chairs for spectators. Hoping for 50 display cars. Schedule is planned. Need to advertise the heck out of this. Budget M/S/P.

Insurance: Concours coordination effected and insurance up to date.

Membership: New National Web site procedure in effect. Victoria for Javier- As of 1 Jun, 2014: New Members: 9; Transfers In: 3; Transfers Out: 8; Non Renewals: 30; All Renewals: 101

Military Liaison: Don - Wounded Warrior Tour: Request activity name change to “Warrior Tour”. Jim – okay for the name change but we need to keep the guest base small - initially SEALs and WWs from Balboa so we don’t get saturated with all the military in area. Don - Identify/recommend date of tour.

Rally: Good Rally School 17 May. Next Rally 13 Sep Hoehn start

Sponsor Liaison: Jim intends for sponsor team to move out to contact next level of prospective sponsors to support SDR events.

Social: Victoria reported on recent social events

Movie night - 54 attended.

Padre Game - Sold 64 out of 66 possible tickets. Profit \$160. Another event in fall.

4th of Jul at the Avitt’s; Budget NTE \$500. Board sanctioned event - M/S/A

Ladies night Wed, 16 Jul – Potpurri at Skinsational. Ticket price \$75 PP.

Last Tue social, 24 Jun at the Green Dragon Tavern and Museum in Carlsbad.

Aug 23 Sat now planned for informal Cars and Coffee tour to Irvine

Progressive dinner 27 Sep, or 11 Oct.

Volunteer Party 4Oct – proposal to hold it at Rancho Sante Fe Motor Club – PCA is an associated partner so no cost to us and discounted rates for Porsche storage. We can have board meetings there! Jim to investigate facility.

24-26 Oct proposed for the Mystery Weekend Tour but this may conflict with other events. (Jim/Victoria resolve)

Padre Game \$40 - Tue night; date TBA; suggested to shift to weekend

New idea – Fun cars and coffee at the AX (9-11). Possible good exposure event for both AX and display people - rescheduled for 12 Jul.

New Member Party – Proposed dates of 30 Aug, 6 Sep, or 13 Sep. (Jim / Victoria resolve)

M/S/P for all dates with caveat Jim wants Victoria to provide hardcopy of proposed event dates for final review

to resolve any conflict with already scheduled SDR events.

Martha – Breakfast w/ Santa – proposed for Sun 14 Dec for Rady's Children's Hospital; M/S/A

Tech Sessions: Jim – Martin no longer desires to function as Chair due CFOS involvement. Jim will continue as Chair until replacement found. Autos International event slated for 28 Jun – married with Carlsbad Cars and Coffee so drivers can come to Autos International after Carlsbad event.

Swap meets: 29 June Chambers & Sharp / 23 Aug Autobahn Parts

Tours: Keith - report on 1 Jun tour - exceptional turn out!

Next tour proposed for Sun, 31 Aug (Labor Day) – this would be for our Summer tour

Looking at 30 Nov for the Winter Tour M/S/P

Possible date for the Warrior Tour in Oct

Vintage Racing: Coronado plans for 21-22 Sep; Katie - Need Swooper flags

– Bev FORAC.

Fleet Week catering with vendor approved budget NTE \$940 M/S/P

Tom – will be Timing Chair for Parade AX. Request to borrow SDR timing equip for back up. No objection from the board.

Web/Forum: Jim - New Standing Rules on Forum Postings approved

New Business


Keith – AX entries – participation is up! Expect closure of El Toro to have big impact on our growing numbers. Recommend relook at nonmember X-car policy or have drivers join the club as associate members. Paul suggests that X-cars be sponsored by a member in order to participate in our AX events. Tom - concerned about loyalty of our X-car participants – they've helped carry us when times were rough. Mark concurs with the idea of NOT forcing drivers of X-cars to be members. Will review the X-car issue next Board meeting. Dan – recommend that we have a registration cancellation policy: you sign up, you pay, if you must cancel, do so by the

appropriate time. This will allow better awareness on number of slots available. Again, review next meeting with registration chair. Jim – state in Motorsportreg 130 max sign up number for SDR AX to be consistent with Standing Rules with Registration allowed to apply common sense.

Unfinished Business

Jim - Parade preparations: convoy / decal / informal get together planning. Keith has put out notice on the convoy to the parade already. Tom suggests we get insurance from National for this tour – there is no reason not to do this. Vote to make this a club sanctioned event – M/S/P. All participants will need to sign a waiver.

Jim - Windshield decals to ID SDR parade cars. All drivers attending the Parade will be given one; Modern Image is producing decal. Jim - Informal get together at Parade may be difficult due to large number of Parade attendees. Keith will scope pubs for join-up before one of the banquets.

Meeting adjourned 10:15 PM. Thanks to Cathy Young for hosting, next meeting at the Gould's home. 

New Members

Chris Lingel
San Diego, CA
1999 911 Carrera Carrera

Phillip Reuter
Flagstaff, AZ
2008 Cayman Coupe

Craig Levier
Steven Murray
Phil Thearle
Rick Von Gottberg
Craig Wright

Ten Years...

Richard Andrews
Kevin Atkins
Ben Bond
Darren Bradley

Fifteen Years...

Miles Smith
Thomas Voth
Michael Wyatt

Anniversaries

Five Years...

Ahmad Izadi

Twenty five Years...

P Nudo

Thirty Years...

Mark Mitchell
Hollis Moyse

Thirty Five Years...

Laurence Yamada

Forty Years...

Douglas Clarke

Porsche Club of America, San Diego Region

Zone 8 Concours by the Bay



Saturday, August 2, 2014

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ALL Club Racers, Time Trailers and Autocrossers
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Schedule

Car Placement

Concours - Judges:	8:30 - 9:30 am
Display - Non Judged:	9:15 am - 10:30 am

Judging begins	11:30 am
Lunch	11:45 am

Awards Ceramony	2:30 pm
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Pre Register at <http://msreg.com/SDRConcours2014>

You can pay with your American Express card, by contacting Bev Gould at bev@tcsgarage.com. Please provide a number where you can be reached so we can take down your cc information over the phone.

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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

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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 Boxster Seal Grey/ Black, Excellent Condition, glass window top, Bilstein PSS9 coilovers, 18" factory BBS, Xenons, upgrades, 133K miles, \$13.5k obo Stan cademas@hotmail.com (310) 947-4124

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2008 Boxster S, 55100 miles 2nd owner, 6-speed, meteor grey metallic, black interior, bose, CPO till 12/14, bi-xenon, new water pump, \$29,000. San Diego. rodney.j.chandler@gmail.com

2008 Boxster 2008 Boxster Silver convertible, one owner, garage kept, dealer and Black Forest serviced, excellent condition, tiptronic S trans, heated seats, power soft top, extra set tires, cover. 60,500 mi. \$25,500. sladuke@san.rr.com. (858) 521-8095

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

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Track/Race Cars

1996 993 Arena Red 49k miles on original stock engine with 2nd oil cooler. Rebuilt transmission with shorter gears and Guard LSD. Bilstein PSS9 coilovers, racing springs, GT2 front uprights, adjustable sway bars and front camber plates. GT2 Evo2 front bumper, GT2 rear deck with carbon wing and fender flares. Full racing cage. Weights 2550 lbs. \$39k Glenn (619) 987-3288

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

993 RSR spec track car Built on '95 chassis by Mark Kinner @ Black Forest. Have receipts for over \$100k to build. 3.8 RSR spec motor with Carillo rods. 332 wheel hp at 7100rpm. Close ratio six speed with Guard LSD and cooler. JRZ shocks and full mono ball susp. 3.8 RSR brakes. Autopower cage and two race seats. Fuel safe drop in cell. fiberglass fenders, bumpers and doors. 2500lbs. has run 126.1 at Willow. 147.@Fontana Two sets 18" CCW wheels. \$40k or offer(mark) (619) 733-5500

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

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. \$500 (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 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

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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 Kinner (619)733-5500 kinner@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 914 2.0 WTB 914 2.0, 74/75. Decent condition please. Any clr but black. Local car. Thanks! (760) 521-6543

WTB REAR DECK & WING For 911. Prefer 3.8 RSR or Duck Tail with carbon fiber wing, also interested in other set-ups. Dan C. (858) 967-6266

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

WTB: 997 SmartTop Module For 2009 Carrera S Cab. Kit Cheves (858) 485-9191

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

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Tom Gould
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