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# WINDBLOWN WITNESS

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The official publication of the San Diego Region Porsche Club of America  
February 2018

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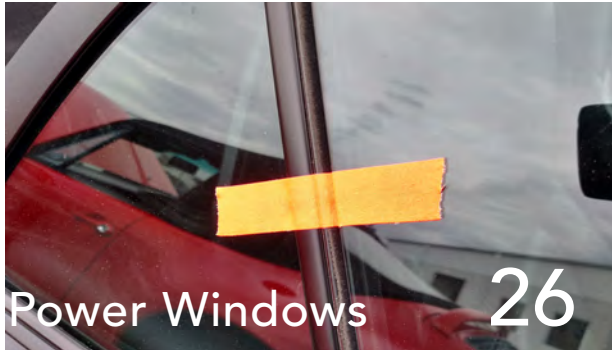
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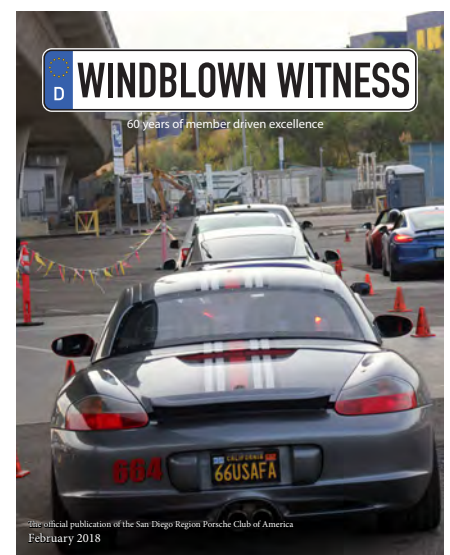
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## On the Cover



At the January AX - photo by Greg Phillips

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board@pcasdr.org



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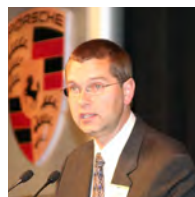
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# San Diego Region

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### Auto Museum

Michael Harris  
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John Straub

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Robert Schweizer  
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Katie Kinnering

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619.667.3826

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858.455.6898

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### Military Liaison

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Greg Phillips

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Russell Shon

### Rally

Eric Marc-Aurele

### Scrutineer

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Jim Binford

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Jim Mullady

Ulrick Matsunaga

### Tours

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### Volunteer Coordinator

Sara Gengler

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- Webmaster

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916.596.0385

-General

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Bev Gould

-Forum

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Tom Tweed

858.454.5446

## Autocross

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619.249.3513

### Chief Driving Instructors

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Andrew Raines

Rick Richardson

### Pre-registration

Julieann Billings-Riordan

Christopher Riordan

### Registration

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619.593.4053  
Dawn Grove

### Corner Working

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### Safety

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619.315.9184

### Tech Inspection

Steve Grosekemper

### Tech Advisor

Steve Grosekemper

### Timing

Herb Meeder

### Equipment

Roger Bush

Matt Sparks

### Logistics

Owen Coulman

Charles Gillespie

Eric Marc-Aurele

## Driver Education/Time Trials

### Chairs

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619.994.7695

Robert Baizer  
858.720.0425

### Chief Driving Instructor

Jack Miller

### Club Racing

Tom Brown

Greg Phillips

### CDI/DE Schools

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Bill Behun

### Equipment Chair

Frank Powell

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### Safety

Mark Rondeau  
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### Tech Inspection

Steve Grosekemper

### Tech Advisor

Steve Grosekemper

### Timing

Robert Baizer

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board

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concours

cornerworking  
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techinspectiontt-de  
techsessions  
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timingq  
tours  
treasurer  
tt  
webmaster  
witnessads  
witnessadvertiserdelivery  
witnessbilling  
yearbook



# From the Editor

The December Witness included a story about SDR's 9 day wine tour to central California. It was a rousing success, and a new tour is being planned for this Fall. In the meantime, those of us on the 2017 tour wanted a reunion! So in early January we convened at Lenora and Victor Wechter's home in Bonsall for champagne and appetizers then on to Mount Palomar Winery for a late lunch and more wine. A good time was had by all, and several people promised to sign up for the 2018 tour.



Victor and Lenora Wechter, with Tourmeister Tom Brown



Enjoying lunch at the Winery



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# From the Co-driver's Seat

Tom Gould  
SDR President

Come on out and say Hi!

I recently attended the PCA Zone 8 President's meeting, where the President's from the 13 regions of PCA Zone 8 gather to discuss PCA Club policies, rules, exchange ideas, and share information about the strengths and weaknesses of their regions. I'm glad to say that San Diego region is in really good shape. We are probably the most active region in the Southwest, with a wide variety of types of events. We are known for our outstanding driving events: autocross, Time Trial, DE, Club races and of course, our Performance Driving School. Yet we are also strong in our other Club events, as we put on numerous tours, rallies, tech sessions, concours and car gatherings, dinners, weekend events, and even week long get-away events.

If you haven't tried any of our events, try one. Come on out and say Hi! You will get introduced to this wonderful car club that has beautiful cars and great people that are passionate about Porsche.

Communicating with our members: The Windblown Witness is the Club's official newsletter, and every member of the region receives this award-winning regional newsletter. However, because of the nature of print media, you may not have the most up-to-date information about upcoming events. Make sure you visit our (also) award-winning regional website: [pcasdr.org](http://pcasdr.org) for the latest information, last minute changes or important information about upcoming events. We also send out information through the PCA e-mailer, where you will receive regional information through the email address that PCA National has on file for you. We try to limit these emails to important, relevant information, and not more than a couple a week.

If you are not getting the Windblown Witness, or our regional emails, you will need to check your address that is on file with PCA National. If you move, or change email addresses (or need to add an additional email for your affiliate member), you will need to update your information. You can go to [pca.org](http://pca.org) and update your information on file. You can also call the friendly staff at PCA National and they will be more than willing to assist you in updating your contact information.

Find an event near you and try us out. Come on out and say Hi!

*On a sad note, Dan Gurney passed away on January 14. Gurney drove a Porsche type 804 to first place in the 1962 French GP for the first, and still only, Formula 1 win for Porsche as a manufacturer. He, of course, was a successful driver in many types of cars, for many manufacturers, in many different disciplines of racing. A fast driver and innovative car builder. My father used to take me out to Riverside Raceway to watch many of the professional races during the 60's and 70's. It was Gurney's home track and the crowd was always rooting for him. I was the kid who had the 'All American Racers' patch on my jacket and the 'Dan Gurney for President' bumper sticker taped to the wall of my room next to the poster of Gurney's Can-am 'McLeagle'. He was my boyhood hero. RIP Mr. Gurney.*

Tom Gould

SDR President




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# DAY AWAY FROM WORK

**March 12, Monday  
Streets of Willow**

**Grand Prix Region  
Drivers ED & Zone 8 Autocross**



— **On-Line Registration** —  
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Late fees apply after March 5

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**For info OR HELP — contact:**  
**Suesan Carter, Registrar**  
[Suesan@pobox.com](mailto:Suesan@pobox.com) (619) 992-4287

or  
**Skip Carter, Event Chair**  
[SkipCarter@pobox.com](mailto:SkipCarter@pobox.com) (619) 992-9927

Gates open at 7am  
Mandatory drivers meeting at 8:15 am  
First run group 9am

**MotorsportReg**  
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**Registration fees: \$135.00 per driver**  
**\$150.00 if paid after March 5 Day of event — \$175.00**

Morning practice — 20 minute continuous lap DE sessions  
End of Day — Autocross timing (3 timed laps)  
Run groups determined by experience and performance  
Instructors available and required for all novices  
Entry level event — no special equipment needed for stock classes  
Open cars without built-in rollover protection need rollbar  
Required Sunday afternoon Ground School for novices (5-7 pm at hotel)  
Registration and Tech Inspection available at hotel Sunday afternoon  
Helmet required (available for rent) Snell 2010 and newer (M or SA)  
Breakfast & Lunch: coffee, donuts, breakfast & lunch available at concession stand



**INSURANCE NOTE:** Liability insurance is provided by PCA's traditional insurer. A copy of the Certificate of Insurance is available at registration. PCA insurance does NOT cover damage to your car or damage that YOU cause to the facility or other cars. You are responsible for this. Please see the PCA website ([www.pca.org](http://www.pca.org)) and go to the insurance page for more information. Please review your personal car insurance to verify what coverage it provides, if any.

# "THE" PORSCHE EVENT IN SoCal



## Time Trial

registration opens  
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[cfos.motorsportreg.com](http://cfos.motorsportreg.com)

## CLUB RACE

registration opens  
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## VOLUNTEERS NEEDED

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# January Board Meeting

**PCA-SDR Board of Directors Meeting 1/03/2018**

**Gould Home, 1548 Roma Drive, Vista, CA 92081**

**Attending: Board Members: Tom Gould, Victoria Varon, Tom Brown, Keith Rampmeier, Mike Miller, Jeni Noerenberg Bartley, Marc Matanza. Advisor: Karen Garcia Raines**

**Call to Order: 7:03pm**

President (Tom Gould): Reminder to committee chairs to read SDR Bylaws and Standing Rules. Vote to approve the new and returning committee chairs. M/S/P.

Secretary (Keith Rampmeier): Present meeting minutes from 12/6/2017 board meeting for both 2017 and 2018 Boards. M/S/P.

Treasurer (Tom Brown): Monthly Report submitted for approval. M/S/P. Budget request for printing costs for membership booklets. M/S/P.

60th Anniversary Committee (Tom Brown):

Thanks to Porsche of San Diego for a detail kit that was won by Ron Palmer of San Diego for the Every-60-Days drawing! No events in December had the required 60 members registered to win the 60th-Entrant-Free contest. Budget request for prizes for the 60 event attendance awards. M/S/P.

AX (Mark Curran): Zone 8 AX rep, Kathy Smalley, requests May 26th for a Zone 8 AX. M/S/P. December 2017 AX reconciliation submitted. Due to the wildfires in North County, the number of entrants dropped significantly in the week before the event and all late cancellation fees were waived.

Mark is stepping down as AX Chair. The Board offers a hearty THANKS to Mark for his tireless work. The new AX Chair will be Jerry Bumpus, assisted by Co-Chairs Scott Leslie and Eric Marc-Aurele. M/S/P.

Approved 2018 event dates secured from the Stadium (these dates are on the Web calendar): 1/6 AX, 2/17 AX, 3/11 AX, 4/14 (TBD), 4/28-29 PDS, 5/12 (TBD), 5/26 AX (Zone 8 event), 6/9 (TBD), 6/30 AX, 7/21 AX.

In a quest for new AX venues, OCR had an initial AX at Angel Stadium with 115 people in December where the fastest time was 44s.

Social (Victoria Varon): Request for approval for Parks tour budget and pricing. M/S/P. Winter Formal/Porsche Prom preparation update.

Tech Sessions (Jim Mullady, Ulrick Matsunaga): Recap of the 2017 Tech Sessions: 6 tech sessions and 510 members attending.

CDI-Q (Keith Verlaque, Andrew Raines, Rick Richardson): Budget submitted for the upcoming 4/27-29 PDS. M/S/P.

Concours (Karen Garcia Raines, John Bell): La Jolla Concours car club corral participation (April 8). Last year our participation was a great success with tremendous PR for the Club. Budget request approved. M/S/P.

Drivers' Awards Party (Carmen Lopez, Angela Avitt): Update from Carmen: 122 signed up already, raffle prizes secured.

Membership (Gisele Gonzales): Primary/Affiliate/Total members: 1721/1001/2722. YoY change: 86/34/120. Gisele thanks co-chair Genette, who is moving to the Social Committee, for her help over the last 3 years.


Charity (Lori Chesley, Carmen Richardson): Charity committee wants to thank everyone for the donations for Rady Children's Hospital.

Off-Road Tour (Garrett Guess): Approval of a February 3 Off-Road Tour. M/S/P. Advertisement will be solely via e-blast due to late notice.

Other Committees: No report submitted for this month.

Announcements: Thank you Bev and Tom for hosting!

Next Board Meetings: February: Katie and Mark Kinninger, March: Sara Gengler and Mike Miller, April: Mike and Carmen Brown

Adjournment: 8:58pm 



# Streets of Willow Springs

The (freshly repaved!) Streets of Willow Springs

Rosamond, CA

February 24-25

**ALL DRIVERS, ALL CARS ARE WELCOME, NO PRIOR EXPERIENCE REQUIRED!**

Run groups will be assigned based upon experience, with one group designated for novices with little to no experience at all (and includes classroom time and free instruction). Those with no prior performance driving experience and those who may have attended a Performance Driving School or have Autocrossed but have not yet driven on a purpose-built track are especially encouraged to attend. Autocrossers love The Streets with its rhythm of tight, twisting turns, along with fast straights and lack of cones to hit. And with a coating of fresh blacktop, it's as smooth as ever!

Experienced drivers should sign up for the Time Trial, which works much like an experienced driver DE but with timing for every lap. We will provide your lap times directly to your phone at this event, making it easy for you to track your progress. Driving prerequisites are required in order to participate in the Time Trial. Please see the link below for details.

Novice DE and TT Student driver space is limited and based upon Instructor availability – first come, first served. Our January Chuckwalla event is Waitlisted for Students, so Student spots are expected to be in especially high demand at Streets. Set a calendar reminder NOW for this coming Sunday at 9:00 am, read everything and follow the instructions on the registration site (link below) prior to Sunday, then sign up immediately when registration opens to improve your chances of getting a spot on the grid in February. Prices go up after February 9, but the event will in all likelihood be sold out long before then (many of our events sell out in less than one hour) as we limit both the number of run groups and the number of cars per run group in order to maximize safety and fun.

More info and registration are available now at <http://msreg.com/SOW18>. Please be sure to carefully read everything on the site prior to signing up to improve your chances of securing a spot. 🦅



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# PCASDR Porsche Prom

*By Bev Gould*

What an evening! The Porsche Prom (aka Winter Formal, Installation Dinner) was held on January 13th at the newly renovated Porsche of San Diego. The weather was on the chilly side outside, but perfect for the 160+ people attending.

At registration you got place cards, drink and raffle rickets. I was lucky to have Cathy Young, Jeni Bartley and Matt Schiller helping me out at registration. We got people checked in quickly, so they could enjoy themselves catching up with friends.

Cocktail hour was kicked off with a choice of 4 types of mixed drinks, beer and wine. The dealership coffee bar was turned into an alcohol bar for the evening and it was a busy spot all night. It was nice to have a choice of a beverage other than table wine, so I thoroughly enjoyed it. The volunteer servers were hopping all night, so thank you to all that helped.

We are lucky to have great sponsors and they were in attendance, Jae Lee from Mirage Intl, John Rickard from Black Forest, Sean Conner from Hoehn and Shawn Evans from Porsche of San Diego. Jim Binford said a few words about the Sponsors and gave each a thank you gift from the club. We appreciate all they do for us and were thrilled they could come out and join us for our annual celebration.

Speaking of Sponsors, a special thank you goes out to Shawn and Rebekah Evan for opening Porsche of San Diego for our event. It was spectacular to have the large screen TV for videos and slide shows and we fit 160 plus people and a band with plenty of room to spare. The cars on display were grand and added to the whole ambiance of the evening.

2017 President Karen Garica-Raines was the MC of the evening and was in great form. This is traditionally the outgoing Presidents party and she was having a great time. During the course of the evening door prizes were given out to lucky ticket holders. Enthusiast of the Year actually went to 2 people, Eric & Krishelle Marc-Aurele. They both can be found at most events and always have a smile on their face. Karen gave a special award to Keith Verlaque, the 60th Anniversary Volunteer Leadership Honoree. Her speech was so moving that it rendered Keith speechless, that was mic drop moment! Kudos to Keith, he does so much for this club and deserves

the recognition. John Straub was given the 60th Lifetime Enthusiast Award, John has been a very active member/volunteer in the club since he joined in the 60's. Tom Brown was the Chair of the 60th Anniversary activities and gave the awards to the people that attended the most events and turned in their signed cards. The top awards went to Mike Miller, Eric Marc-Aurele and Steve Eisler were the top three winners, in that order. Amazing how many events this club puts on in a year's time.

The food was great! Usually banquet food is OK, but our meal was tasty and cooked just right. Everyone had a chance to talk through dinner and enjoy one another's company. We had a number of new members attend the event and that is always great to see. We welcome them and hope they will come out again to an event soon.

Incoming 2018 President Tom Gould, my hubby, took over the reigns of the event and thanked Karen and the outgoing Board of Directors for their service and leadership. Karen was given a special thank you gift as outgoing President. John Straub will take a photograph of their car and present it to them. The evening rounded out with the introduction of the 2018 Board of Directors and more door prizes. After the final door prize the band started up and the dancing commenced.

A special thanks again to all who helped put the event together and Shawn & Rebekah Evans for opening the dealership for our special party! It was a grand night.







The new Board



Angela and Mike Avitt



Karen and Andrew Raines



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# February - March 2018

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## Feb 7 Wednesday

### Board & Member Meeting

**Time:** Dinner starts at 6:00PM. Meeting starts at 7:00PM.

**Place:** Kinninger home, 1629 Hillsmont Drive El Cajon, CA 92020 United States

**Details:** Bring your own beer and wine. Meet the board and see how the club operates and decisions are made

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## Feb 17 Saturday

### PCA-SDR Auto Cross West Lot

**Place:** Qualcomm Stadium

You will be required to show your PCA member card and driver license in the tech line.

-Autocross fee is \$60 pre-registered, Walk Up fee is \$90 (not available to PCA members with "student" status).

-No Show/Cancellation fee is \$20 if not cancelled online the Wednesday prior to the event by 11:59 PM  
Tech Inspection opens at 6:30 am and closes at 7:30. If you are not in line by 7:15, you will be charged a \$20 late fee.

Register on <http://pcasdr.motorsportreg.com/>

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## Feb 24-25 Sat/Sunday

### PCA-SDR Streets of Willow DE and TT

**Place:** Willow Springs, 3500 75th Street West  
Rosamond, CA 93560 United States

**Details:** In February we make our triumphant return to the twisty Streets of Willow Springs for a novice DE and experienced driver Time Trial running clockwise! Registration opens January 14 at 9:00 am at <http://pcasdr.motorsportreg.com>.

## Feb 25 Sunday

### Cars & SDR (Carmel Mt.)

**Time:** 8am-10am.

**Details:** This is a San Diego Region event where members meet informally to socialize, check out each other's cars, and discuss all things Porsche. Come out to socialize and hang out with other SDR members. Meet at: Jessie's Bake Shop in Carmel Mountain. 12075 Carmel Mountain Rd, San Diego, CA 92128 Cross Streets: Near the intersection of Carmel Mountain Rd and Conference Way (858) 675-0633 <https://local.yahoo.com/info-20898212-jessie-s-bake-shop-san-diego>

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## Feb 27 Wednesday

### PCA-SDR Last Tuesday Social

**Time:** Cocktails at 6:30, dinner at 7pm.

**Place:** 3810 Valley Center Dr. Ste 903, San Diego, CA, 92130 ,

**Details:** Meet up with your Porsche club social friends at Spices Thai Cafe (858) 259 0889

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## Mar 7 Wednesday

### Board & Member Meeting

**Time:** Dinner starts at 6:00PM. Meeting starts at 7:00PM.

**Place:** Miller/Gengler home in Vista. 1552 San Luis Rey, Vista CA 92084 / 760-240-9689s

**Details:** Bring your own beer and wine. Meet the board and see how the club operates and decisions are made

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## Mar 11 Sunday

### PCA-SDR Auto Cross West Lot

**Place:** Qualcomm Stadium

You will be required to show your PCA member card and driver license in the tech line.

-Autocross fee is \$60 pre-registered, Walk Up fee is \$90 (not available to PCA members with "student" status).

-No Show/Cancellation fee is \$20 if not cancelled online the Wednesday prior to the event by 11:59 PM  
Tech Inspection opens at 6:30 am and closes at 7:30. If you are not in line by 7:15, you will be charged a \$20 late fee.

Register on <http://pcasdr.motorsportreg.com/>



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## Mar 18 - Sunday

### Tour

**Time:** 8 AM - 12 PM

**Details:** PCA San Diego Region offers you the opportunity to enjoy driving your Porsche on some of San Diego Countys' truly great back roads on a Driving Tour. (which is probably the reason you bought a Porsche in the first place). Stay tuned for details.

---

## Mar 24-25 - Sat/Sunday

### PCA-SDR Chuckwalla Drivers Ed & Time Trial (CCW)

**Details:** In March we return to the newest track in Southern California for another novice DE and experienced driver Time Trial, this time running counter-clockwise! Registration opens February 11 at 9:00 am at <http://pcasdr.motorsportreg.com>.

---

## Mar 25 - Sunday

### Cars & SDR (Carmel Mt.)

**Time:** 8am-10am.

**Details:** This is a San Diego Region event where members meet informally to socialize, check out each other's cars, and discuss all things Porsche. Come out to socialize and hang out with other SDR members. Meet at: Jessie's Bake Shop in Carmel Mountain. 12075 Carmel Mountain Rd, San Diego, CA 92128 Cross Streets: Near the intersection of Carmel Mountain Rd and Conference Way (858) 675-0633 <https://local.yahoo.com/info-20898212-jessie-s-bake-shop-san-diego>

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## Mar 27 - Wednesday

### PCA-SDR Last Tuesday Social - Luce

**Time:** Cocktails at 6:30, dinner at 7pm.

**Place:** 1959 Morena Blvd  
San Diego, CA 92110 United States

**Details:** Meet up with your Porsche club social friends. Luce (San Diego ) is a neighborhood "tavern-like" restaurant with a seasonal California and Italian Gastropub/Enoteca style menu with local and organic ingredients whenever possible.

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## Mar 31 - Saturday

### PCA-SDR Rally

**Time:** 8 am.12 pm

**Details:** Stay tuned!



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# February Auto Museum Report-SDAM New Display features "Rat Rods"

by Michael Harris

The new display at the San Diego Auto Museum features "Glorious Rat Rods: Diamonds in the Rust."

What is a "Rat Rod"? They are works of art but are not "Art Cars." Rat Rods are usually based on highly modified older model cars from the 1920s, 30s, 40s and 50s. They can be based on Ford, Chrysler or General Motors models or one of the smaller car companies such as Studebaker, Nash, Hudson or "other." Even Volkswagen Beetles are subject to Rat Rod treatment. Common features are radical lowering of the vehicle accomplished by chopping the top, sectioning the middle portion or channeling the vehicle by dropping the body over a radically reduced chassis under the auto. Using recycled parts in the construction are also common features. As the genesis of these cars tend toward really old cars, normally the engines and transmissions have been discarded in favor of more modern power plants. Most old cars of the 20s through 40s vintage were powered by four or six cylinder flat head designed engines. Rat Rods usually have a later model V-8 or V-6 or in-line six overhead valve engine with a three or four speed manual transmission. Custom crafted exhaust systems are also typical with straight through pipes and small mufflers to provide enhanced noise or "raspy" type exhaust systems. Intake manifolds are also often custom made.

Unlike custom cars, chrome is usually completely omitted in favor of matte type primer finishes. Road wheels come in all types. They can be antique wire types, custom hand made wheels, mag type or plain steel wheels. Steering wheels also tend to be unusual custom types or wheels from older or newer vehicles. One of a kind is still the watch word here. The end result is a very unique, different, and distinct vehicle that looks like a cross between a hot rod and an amalgamation of do-it-yourself artistic metal work that may have been left out in the rain to provide a rust colored primer patina. Some Rat Rods are not painted at all but feature the original worn out paint scheme of the car as it was obtained from a junk yard/recycle center. All body styles are used from coupes, two door sedans, four door sedans, pickups, VW bugs, and even motorcycles. Interior finish tends to the minimalistic. Some Rat Rods even feature old modified couches that have been squeezed into the interior space. Again, the themes here are innovation, imagination and artistic expression. Some car crafters have made model Rat Rods from little red wagons using small displacement lawn mower type engines with custom

made wheels and tires. Some art-ists have created imaginative names or labels for their works of art: "Cockroach" and "Chop\_Drop-and\_Roll" and "Volksrod" are such examples.

A reception for the cars and owners is scheduled for February 13th at the Museum located at 2080 Pan American Plaza in Balboa Park. Graphics and films feature various owners creating these art works. The cars and explanatory materials are guaranteed to bring a smile to your face. More photos and descriptions of these wonderful cars will be featured in a coming issue of the "Windblown Witness."



1938 Ford Pickup Rat



1929 Model A Bare Metal Rat Rod



1937 Ford Pickup Rat



# 2018 TIME TRIAL SCHEDULE



REGISTRATION  
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Jan 26-27	Chuckwalla Valley	CW	DE/TT	Dec 17
Feb 24-25	Streets of Willow	CW	DE/TT	Jan 14
Mar 24-25	Chuckwalla Valley	CCW	DE/TT	Feb 11
Apr 20-22	AAA Speedway	(roval)	TT/CR	Mar 11
Sep 22-23	Willow Springs 2.5 mi	CW	TT	Aug 12
Oct 13-14	Chuckwalla Valley	CW	DE/TT	Sep 2
Nov 10-11	Buttonwillow	CW	TT/CR	Sept 30

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# The View from the Back - January

by *Steve Eisler*

I was just reading a column in the BMW Car Club of America magazine, Roundel, concerning the hazards of driving on the freeway and the importance of concentrating on driving practices. Author Satch Carlson says San Diego is, "a town where if you're only going seventy, you will be passed on both sides. This is the home of the San Diego Exit, a maneuver which must be performed from at least one lane to the left of the exit lane itself, preferably with no signal to alert the unsuspecting." This reminded me that the most terrifying part of any autocross day or day at the track is getting on the freeway to drive home!

We have paid a premium price to drive some of the best engineered cars on the road today. We are surrounded by cars with inferior brakes and poorer accident avoidance capabilities, even if they are in good repair! In addition, they are piloted by people texting and talking on their phone, daydreaming, falling asleep and under the influence of who knows what. We can't do anything about those other drivers jeopardizing our safety but we can use the PCA programs to improve our driving skills and our knowledge of how to handle our cars.


Yes, autocrosses and Time Trials are competitions and there are winners which means that there must be losers. The Performance Driving School (April 27-29, sign-ups are open now) and the Drivers Education events (March 24-25, registration February 11) are not competitive, no timing is done and the total emphasis is on learning to control your car in a variety of driving situations. The theme of The View from the Back has been that the only real losers are those that do not take advantage of these learning opportunities.

January 6 was our first AX of the new season. Unlike last year, there were no major rule changes so most competitors remained in the same class. For the first time in 4 years, we had new AX chairmen taking over for Mark Curran. Jerry Bumpus was the man in charge for this event as co-chairmen Eric Marc-Aurele and Leslie Scott were not available. Other changes were a track walk prior to the start rather than a track tour at slow speeds that we had been using and a change to the Guess the Top Time contest. Since no one had won the contest for the last two years, the winner now will be the person closest to the actual TTOD and the winner will receive a free entry to a future AX. This month's winner was Joe Barrett who also was first in Class SS02. Joe is a recent Naval Academy graduate who just started campaigning his 2006 Boxster in July last year and has taken first place in every AX he has entered! (Obviously not View from the Back material.)

The January course ran counter-clockwise in the West lot and featured a very fast first half going north towards Friars Road followed by a tight and very technical section going south to the finish line. Corner workers were busy resetting cones at several areas of the course. TTOD was set by Erik Kinninger in a CC04 1981 911 SC with a time of 1:15.28. Erik also won the BRI trophy for the month. Jack Brennen, Ricardo Olimon and Vihn Ly were 1-2-3 in class CC11 but all three were in the top ten times. Class CC10 had Dave Malmberg and Murray Wunderly both in the top ten. I think CC10 and 11 are two classes prospective competitors might want to avoid!

I was fortunate to have Coach Jim Duncan ride with me in both practice sessions. In addition to being one of the top TT drivers and a great instructor, Jim is one of the most enthusiastic and positive people I have known. When I talked about making a mistake (like going off course or missing the timing gate at the end of the course) he always corrected me saying, "that is not a mistake it is a learning opportunity." I did my best time in the first practice session and did get close to that time in the timed runs in spite of going off course in two of the four tries. I finished with a 1:28.73, 13 seconds behind the leader.

While in line for Tech Inspection (NOTE: never get behind me in tech, I will always be in the slowest line) I saw a beautiful yellow GT3RS and introduced myself to the driver. John Cahalin had just purchased the car and it had 325 miles on the odometer. John finished first in CC15 in his first ever AX. (Also, obviously not VFTB material.) James Calkins, in his second AX, was 2nd in SS07 and Chun-Po Chang was 2nd in CC06 in his first AX. X Car regular's W.T. Wong and Robert Joe driving Miatas had the fastest times of the non-Porsche contingent with 1:14.68 and 1:14.86 respectively, both faster than the Porsche TTOD. W.T., Robert along with other X car drivers Keith LaRochelle, Andrew Simmons and Carl Lewis were all recognized at the Awards banquet for their contributions to PCASDR as volunteers, instructors and their excellent driving skills.

With the loss of the stadium parking lot on the horizon, members who want to really learn how to drive need to act now. Performance Driving schools may no longer be held and AX's will be different in the near future. Register for an event at [motorsportreg.com](http://motorsportreg.com) and join the fun. I can guarantee you will gain a great appreciation of what you and your Porsche can do, learn from some great instructors and meet some friendly, helpful and interesting people. Be prepared for the "San Diego Exit" and other maneuvers executed on our roads and highways by being the best Porsche driver that you can be! 



# Porsche of San Diego Tech Session

by

On Saturday, December 16 a Tech Session was hosted by Porsche of San Diego. Over 100 SDR members in attendance donated a variety of toys for the Rady Children's Hospital Holiday Toy Drive. Members were treated to food, drink and an incredible movie detailing Porsche from its beginnings to present day. Their boutique store was open and members enjoyed discounts and made their purchases for the holidays.

We were all surrounded by beautiful examples of classic Porsche automobiles including the 356, Speedsters, 993 Turbos as well as more current classics like 997 GT2's from their collection and inventory. Lucky members received a Classic Porsche book and/or won Porsche hats, as well as men's and women's shirts.

General Manager Shawn Evans and his staff provided our members with an outstanding tech session and all left looking forward to our next visit to Porsche of San Diego.



President Tom Gould



# Porsche Power Window – A little history and theory

*By Steven Grosekemper*

With all the electronic gadgetry in our cars today from ABS to PDK, it is hard to believe that when I started driving in the early '80s that power windows were such a big deal. That's right, you could actually open the passenger side window from the driver's seat with just the flick of a switch!

Back in the day, power windows were simply manual crank windows that had an electric motor attached to where the hand crank would normally be. There was a switch that reversed polarity to the motor and made the window go up or down.

These old systems were super simple and reliable, and rarely had a problem other than an occasional switch replacement. These systems were used all the way through the very late '90s in all US Porsche street car models.

For coupes with window frames there was not much to go wrong. But if you had a targa or cabriolet, there were always issues with window height and the glass getting caught against the seal. When you don't have a window frame, the glass must seal against a rubber seal with a lip. The glass must be tight enough against the seal to keep wind and water out but not so tight that the glass catches against the seal when you open/close the door.

It is not as easy as it sounds. In actuality, more times than not you had to have the glass adjusted very tight against the seal to keep the wind noise to a minimum. After closing the door many times, the glass would get caught on the outside of the seal. With this enormous air leak, you would lower the window, allowing the

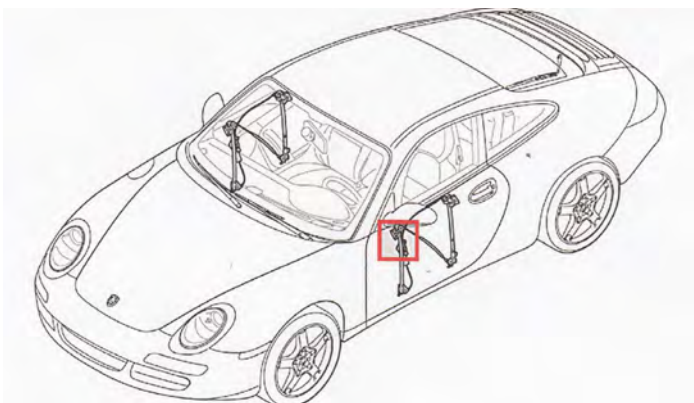
glass to pop back in under the seal, then you would put the window back up and the glass would be in just the right place.

When the Boxster and 996 emerged in the late '90s, Porsche completely changed their power window game. There were no more window frames, and with convertibles and coupes sharing the same window design, some Porsche magic was in order.

At this point, power windows were no longer directly controlled by a switch. They were now controlled by a computer. This had to be done because windows had to perform many tasks, not just lowering or raising from a switch. They must automatically drop down when the convertible top is raised or lowered. They must also raise or lower automatically from a remote or outside door key tumbler. But most importantly, they must lower slightly when the door is opened and then pop back into position when the door is closed for perfect door-glass-to-seal mating.

Let's look at how this magic trick is performed. So, you are sitting in your Porsche and you want to get out and go into the house after a long day at the office. The first thing you do is pull on the interior door handle. The handle has a micro switch that tells the computer, "Hey! He is about to open the door—hurry up and lower the window just a smidge!"

So, the computer lowers the window about a half of an inch the instant you move the inside door release. When you fully pull on the inside door release, a cable attached to the door latch releases the door and enables you to open the door and get out of the car. But wait! As soon as the door latch is open, it sends a signal to the computer to tell the window to stay down. "Hey window, stay down for a moment while my owner gets out of the car." The window complies, but only until the door is closed again, at which time the door latch signals the computer to tell the window to raise back up a half an inch to the normal position. We don't want any of those nasty wind noise air leaks!







Control unit as it sits under the driver's seat

Getting back in the car from the outside is the same procedure, but this time it starts with the outside door handle instead of the inside door handle.

But what about when this orchestra of cooperation fails? You will usually notice the window failing to drop that half inch and the glass catching on the seal. Sometimes the window will go down that little bit and just stay there.

Let's take a look at each circuit's job and how to determine what portion of this system is at fault. Starting from the driver's seat, pull gently on the interior door release. The window should make a noise for about 2 seconds, drop down, and then pop back up when released. If it makes no noise at all, you have a bad microswitch at the interior door handle. If it does make noise but doesn't drop or barely drops, you have a bad window regulator. (More on that later).

Now, open the door and stand outside the car. The glass should be dropped slightly, and when you close the latch the window should pop back up to the normal position. You can close the latch while the door is open with the tip of a Phillips screw driver.



Sliding the tip of the screw driver into the latch simulates a closed "latched" door

Now pull the outside door latch and listen to the latch click loudly and the window pop back down. If it doesn't do any of this stuff, you have a bad microswitch in the door latch and it must be replaced.

Now you can close the door. From the outside, pull gently on the door handle and the window should drop slightly before the door opens. If it is not working properly you have a bad latch just like in the paragraph above.

### Window regulators; new vs. old:

Window regulators are the most common failure for these newer window systems. Old systems used a huge gear-driven scissors of sorts to raise and lower windows, and they rarely failed. However, they took lots of power, were slow and heavy and fairly expensive to replace. The newer systems are much lighter and operate the window with much less drag and at greater speed.

Unfortunately, the new regulators are made of a long cable (the size of a bicycle derailleur cable) and plastic wheels. The down side with these newer systems is that they wear out much more quickly. Not only are they not as durable as before, but they are in use twice every time you open the door. In an older system, it might be years before a passenger side window is even used, and the drivers' side is only used when ordering a Frappuccino at the Starbucks drive-thru!

Even if you just drove your newer Porsche to work daily and made no extra stops or runs through the Starbucks drive-thru, you would be inadvertently operating the driver's side window over 1000 times each year! That is how they get worn out so quickly.

### Window regulator Testing and inspection

The most common failure is cable stretching and fraying. Put the window all the way up and down. Does it sound like it is grinding or jumping? If so, it means the cable is badly stretched or fraying and about to break. Replace it as soon as possible so it doesn't leave you stranded with a window that won't go up, leaving you with a car that can't be secured.

### The stretch test

Here is how we test the regulator cable that we can't see because it is deep inside the door. With the door closed, attach a piece of masking tape to the trailing edge of the window between the glass and the rear seal. Cut the tape with a razor blade right at the glass/seal border. (Don't cut the seal!)



A piece of tape cut in two, marks the resting position for the window

Now pull the door handle and measure the amount the window glass dropped. A new window regulator will drop the glass about 13mm.



The distance between the two top edges is your checking distance; which ideally is 13mm. use a small ruler or caliper to get your distance.

As the regulator wears, the amount the window drops will decrease. The reason is because the motor moves the cable a set distance. As the cable stretches and gets slack, the motor has to pull the slack out before it can move the window. At 13mm of slack there is just nothing left to move the window.

Once the drop distance becomes 4mm or less it is about time to think about window regulator replacement. When the back of the window tilts back and the front doesn't move, you are living on borrowed time. (The slack is mostly in the front edge of the glass).

Measure both left and right sides and you will notice a difference, as the driver's door usually gets so much more use. Well, unless you are really popular and have friends that want to go places with you. In that case, a worn out passenger-side regulator is kind of like being voted the most popular kid in high school.

Okay, so maybe it's just a window regulator and not a measurement of popularity....

Maybe.

Good luck.



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# Zone 8 Presidents Meeting, Concours & Awards Banquet

*By Bev Gould*

PCA divides the regions into Zones, there are 14 Zones across the Nation. Each Zone has many regions in their geographic area. The Zone San Diego region is in Zone 8. There are 13, soon to be 14, regions in Zone 8. And our Zone is one of the few Zones across the country that has competitive events in Auto Cross, Time Trial, and Concours.

On January 20th Zone 8 held a Presidents Meeting at the Doubletree Golf Resort in Cathedral City. The Presidents from all the regions come together to meet, share ideas, concerns, calendar items and get information from the Zone 8 Representative representing PCA National. Your President, Tom Gould, was at the meeting representing our region and getting information on any new policies, rule changes and concerns that were to be discussed. This is a great time for each of the regions to share what they are doing for their membership and brainstorm solutions if needed.

The Zone has an annual kickoff Concours, which is held the same day the Zone 8 Presidents meeting held. This Concours is the first of the Zone 8 series and brings contestants together from all the regions. There were 21 judged cars and approximately 20 on display. I had been asked to be the Scoring Chair for the Concours, so we packed up the laptop and printer to take with. The morning started off with a bit of rain, causing a bit of concern for some Concours participants. Having competed in Concours for many years, I can tell you rain is not your friend on show day. Luckily the rain was short lived and did not adversely affect too many of the contestants. To the delight of everyone on the Concours field, the sun came out as the wind picked up. It was nice in the sunshine, so most people took the opportunity to meet new people and view the beautiful cars. The Zone staff and Presidents were able to end their meeting in time to come and join everyone on the Concours field, it was like a party and we all had a great time!

That evening the Zone 8 Awards Banquet began at 6pm for cocktails with dinner following a bit later. Tom & I have been involved with the Zone for a long

time, so it was great to see so many people from around the Zone and catch up. During the Cocktail hours we were able to catch up with so many people, it was great! There were 130 people at the banquet, which kicked off with a photo slide show of the Concours. Our Special Guest Speaker was the new Editor of Panorama Rob Sass. Rob came to PCA from Crain Communications where he was the Executive Editorial Director, prior to that he worked at Hagerty Insurance for 6 years as their VP of Content. Rob was entertaining, down to earth and kept his talk short to allowing for interactive Q&A. The awards went quickly, group photos taken and hugs all around. Zone 8 Region of the Year went to Grand Prix Region, Zone 8 Enthusiast of the Year went to OCR member CL Jarusek, CL is a great guy and full of stories.

One fun part of the evening for me was when they asked Tom Brown (San Diego Region), Michael Dolphin (Grand Prix Region), myself (San Diego Region) and Dave Witteried (Cal Inland Region) to come up for a group photo. Rarely do you get so many Zone 8 Representatives together at the same time. The succession is Bev (Frohm) Gould 2004-07, Michael Dolphin 2008-2011, Tom Brown 2012-2015, and Dave Witteried 2016- present.

If you have the opportunity to attend another region's event, I encourage you to do so. You meet so many wonderful PCA members and new friends.





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# Membership

---

## New Members

Gary Adler  
San Diego, CA  
2018 911 Carrera 4S 911 Carrera 4S

Dave Ancora  
San Diego, CA  
2005 911 Carrera Cpe

Marc Attinasi  
Encinitas, CA  
2008 Boxster S Cabriolet

Austin Bell  
San Diego, CA  
2018 718 Boxster Convertible

Erik Bouchard  
Encinitas, CA  
2006 Cayman S Coupe

Jennifer Brown  
Carlsbad, CA  
2009 911 Carrera S Cabriolet 2 Door

Ron Carter  
Oceanside, CA  
2009 Boxster Convertible

Paul Coughill  
San Diego, CA  
2015 911 Carrera S Coupe

Allen Coulter  
San Marcos, CA  
2017 718 Boxster S 2 Dr Convert

Arthur Granfar  
San Diego, CA  
2016 911 Carrera Coupe

Kyle Grundmeyer  
San Diego, CA

Kitja Horpayak  
San Diego, CA  
2014 Cayman Coupe

Vincent Jahn  
Carlsbad, CA  
1974 911 Targa Targa

Jerry Napier  
San Diego, CA  
2016 Cayenne Gts Suv

Gil Noiman  
Ranch Santa Fe, CA  
2016 Cayenne Suv

John Owens  
San Diego, CA  
2017 911 Carrera Coupe

Steven J. Pindiak, M.D.  
Coronado, CA  
2014 Cayman

Erik Sherman  
Poway, CA  
2015 911 Gt3

Greg Smith  
Cardiff, CA  
2018 Macan S

Janet Tait  
San Diego, CA  
2018 Macan S

## Thirty Years

Tom Bilhorn  
John Rice

## Forty Years

Claus Lonning  
Jerry Wilson

---

## Current Membership

Primary Members: 1748  
Secondary Members: 1015  
Total Members: 2763

---

## Anniversaries

### Five Years

Steve Dunn  
Abbey Hallingby  
Paul Mckee  
Michael Milam  
Kris Roberts  
Richard Studer

### Ten Years

Kevin Lilley PhD  
Hassan Zaidi

### Fifteen Years

Kevin Burke  
Thomas Darcy  
Brian Leask  
Richard Pavelec  
Frank Scherer

### Twenty Years

Charles Becker  
Richard Caccese  
Andy Grimaud  
John Niedernhofer

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# Porsche Club of America – San Diego Region Spring 2018 – Performance Driving School



Learn the limits of your Porsche in a safe environment with the continued guidance of experienced instructors. No prior performance driving experience is required.

**Apr 27, 28, 29**

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***“Sometimes, in order to find your limits, you have to exceed them”***

There are normally two SDR Performance Driving Schools each year, one in the spring and one in the autumn.

**BUT**

**THIS COULD BE THE LAST YEAR OF OUR PERFORMANCE DRIVING SCHOOL AS THE STADIUM CLOSES END 2018**

**Cost:**

**\$475**

Including  
Meals

This Performance Driving School is not intended to teach attendees how to drive.

**Entry requirements:** you must be a PCA member, driving a Porsche and already be a fully competent driver.

This is an opportunity to learn Performance Driving techniques that can be applied to any driving situation. The driving skills you learn will significantly enhance your ability to enjoy driving your Porsche. When registering be sure to add your membership number and cel #

## PDS: 3-Day Schedule

<b>Friday</b>	<b>6 pm to 9 pm</b>	Black Forest	Chalk talk / class room
<b>Saturday</b>	<b>7 am to 5 pm</b>	Qualcomm Stadium	Driving exercises (including skid pad)
<b>Sunday</b>	<b>7 am to 5 pm</b>	Qualcomm Stadium	Non-Competitive autocross

**To Register:** <http://www.pcasdr.org/events/2018-APR-PDS>

**For More information:** [cdiq@pcasdr.org](mailto:cdiq@pcasdr.org)



# Classifieds

## Classified Ad Policies

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

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

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

The classified ads service is managed by the AD2AD Network ([www.ad2ad.com](http://www.ad2ad.com)).

## 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

## STREET CARS

**1995 Carrera Cabriolet** 69,800 miles. Triple Black Beautifully maintained \$39,000 (760) 845-1355

**1997 BOXSTER** Metallic Blue, Black top, Black Interior 83k miles. Second owner well maintained New IMF, Everyday car Must see \$8,500.00 Call Wendy (619) 838-0354

**1997 Carrera Cabriolet** Last era of air-cooled. triple black, very well maintained Beautiful car 69,773 miles \$47,500 Tiptronic (760) 845-1355

**2002 911 Carrera Cabriolet** Lapis blue/grey leather, 6 manual, 96K miles, meticulously maintained by certified Porsche mechanics, over 6000 dollars spent in upgrades including IMS, brakes, tires, bluetooth and more, all documented. Clean title and Carfax. (760) 445-1447

**2002 996 CABRIO** 49KMILES. Chrome OEM rims. 6CD Changer. Bose. BlackTop. PerfectCondition. \$26K WithCoverFrom Porsche. WindDeflector. SealGrey. ElectricLeatherSeats with Memory. (858) 500-2739

**2002 996 Carrera Cabriolet** Awesome condition, books and records, original mileage at 76,750. White with Black, Tiptronic, Factory Aero kit. No surprises!! \$23950.00 (619) 964-9719

**2006 Carrera S Cab** Red/blk 6sp, nav, sports chrono, loaded babied car, must see. \$39k (858) 350-4589

**2007 911 Turbo GT** Silver/blk 42K miles, RS171 wheels/blk GMG Exhaust, Flawless, 60K service complete, asking \$67K (619) 823-6210

**2009 911 Carrera Coupe** Manual, NAV, Bose High End Sound, Heated Ventilated Power Memory Seats, Blue Tooth, Excellent Condition, Garaged, Grey, 85,000 miles. \$39,990. (619) 294-7000

**2009 997.2 C2S Cab**, Very well maintained. Baby. Must sell. Daily driver 63k odo. \$60k OBO Call for photos. (858) 204-6473

## 2011 BOXSTER-PDK-WARRENTY

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Navigation, Sports Chrono, Heated seats

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call Mike (760) 529-2935 (760) 529-2935

**2012 Boxster Spyder** Silver w/ black interior. AC & Radio/Nav. PDK. Great Condition -small paint scrape on rear bumper. Auto-X twice. 24500miles. \$53k (858) 925-3890

**'13 Boxster 981S** Triple Blue Boxster S: 31k miles, Manual, CPO through December 18, 20" Carrera wheels, 14-way heated/cooled seats, PSE-on, needs tires. \$40,000 (858) 480-9113

## PARTS

**race car parts** Smurf back to street car sale. Pr Cobra Evolution Pro-Fit seats, fits 34-38 waist. No visible wear. \$950 obo. Rothsport quick release hub. \$200. 993 mirrors \$200pr. RSR tail and 3.8 RSR tail base with big wing. Make offers. Kinesis wheels 17" by 9" and 11" wide for pre 1990 911 \$1800 set. Fiberglass hood for 911 \$250. Mark Kinninger 619 733-5500 (619) 733-5500

**'97-'02 Boxster Taillights** Factory taillight assemblies. MINT CONDITION, no fading or scratches, taken off car at new+3yrs. \$180 OBO. Russell@LightningMotorsports.us (858) 442-7466

## Recaro Pole Position Seat \$650

Configured for Driver's side 2002 Porsche 996 (760) 710-1049

**HRE 19" FLOWFORM FF01 Wheels** Satin Black. Fronts 8.5 X 19, Rears 11 X 19. All 4 wheels \$1100 OBO. Fits 996/997/991/991S. More Pics Avail. Call or Text Angela 619-871-8111

**2 yokohama Neova ADO8R \$200** 245/40R18 size. Driven maybe 50 miles; nubs still on the tread. Pickup in La Jolla. endoguess@mac.com (858) 456-2480

**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



## WANTED

**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](http://www.johnstraub.blogspot.com)

**WTD 911 Ft Torsion Bars** Looking for a pair of stock 19mm 911 torsion bars from early 911, SC or Carrera (619) 562-0809

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## Display Advertising

For display advertising contracts and billing information, please contact:

Tom Gould

witnessads@pcasdr.org

### Rates

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

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

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

### Submissions

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

Deadline for submitting new ads or changing existing ads is the 15th of the month preceding the issue date.

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Zone 8 website: [zone8.pca.org/](http://zone8.pca.org/)

National website: [www.pca.org/](http://www.pca.org/)

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

Online registration: [pcasdr.motorsportreg.com/](http://pcasdr.motorsportreg.com/)

Forum: [forum.pcasdr.org/forum/](http://forum.pcasdr.org/forum/)

National Calendar: [www.pca.org/calendar/pcacalendar.aspx](http://www.pca.org/calendar/pcacalendar.aspx)

National Tech Q&A: [www.pca.org/techqa/techqa.aspx](http://www.pca.org/techqa/techqa.aspx)

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