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

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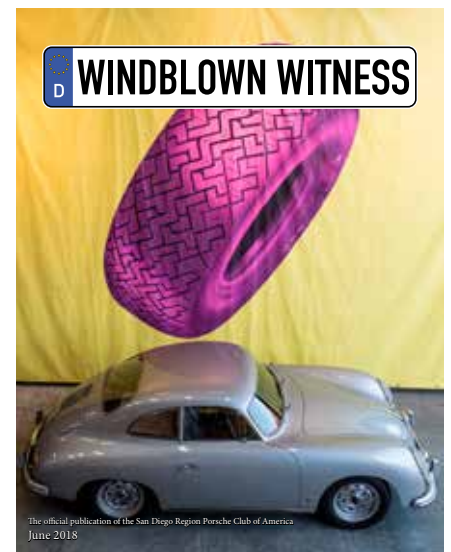


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Photo by Eric Hanauer

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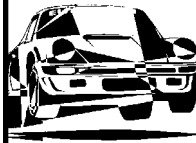
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From the Co-driver's Seat

Tom Gould
SDR President

Summer arrives this month, so how are you going to take advantage of the longer days? What are your Porsche plans this Summer?

How about:

Attend a car show with your Porsche. There are many events in San Diego and Southern California. Porsche Club or not. Whether it is a casual coffee gathering, an organized car display event, or a full blown concours, get out there and enjoy the show. Talk cars, look at cars. Many of us are not just Porsche people, but car people. We can appreciate cars as a culture and enjoy seeing how others show their passion for the automobile.

Go for a drive. Explore. Get out there and drive your favorite road; go to your favorite destination. Go on a club tour. Attend an autocross, or finally take the next step up to a big track events.

Go for a ride. Sit in the passenger seat and enjoy the sights and the sounds. Yes, take a ride in somebody else's car. You don't always need to be the driver. I recently got to run a night road rallye in a friend's Cobra. I couldn't help but smile the whole time (and yes, I did get to take it for a drive afterwards)!

Clean your car. Wash it, wax it, detail it. Not only do you get the enjoyment of a clean car, you may finally get rid of that spot on the carpet that has been bugging you since last summer. It's also a great way to notice little wear and tear items, or items that are wearing out – items you might be able to fix now before they become bigger problems.

Talk Porsche. Go to a club social event. Okay, we don't always talk Porsche's at club social events, but we do have great people to get to know!

Volunteer. Help the club. Help your community. Help those that need it.

Most importantly this Summer, be with friends and family. Take the time make the connections that mean the most (and yes, you can include your Porsche family here). Enjoy your summer by making the most of it.

Tom Gould
2018 President - PCA-SDR 



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Griot's Garage Tech Session

Story and photos by Ulrick Matsunaga

On March 23rd at Detail Supply Plaza, over forty club members attended a session on detailing their beloved Porsche. Club members were taught by John Keeling of Griot's garage about Griot's latest products (towels and different cleaners) they could use to keep their Porsche looking showroom clean.

Ten lucky club members walked away with gifts from Griot's. Everyone walked away with new knowledge and confidence in their ability to clean, clay and even use a dual action polisher to give their cars that "mirror like" finish.

Big thanks to Griot's Garage, Detail Supply Plaza and John Keeling for letting us use the space for this great experience. 🐦






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May Board Meeting

PCA-SDR Board of Directors Meeting 5/2/2018

Bill and Vida's Home, Rancho Santa Fe, CA 92067

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

Call to Order: 7:18PM

President (Tom Gould): National webinar coming up on Regional Bylaws on Wednesday 5/23/18.

Secretary (Keith Rampmeier): Approval of April Meeting minutes. M/S/P.

Treasurer (Tom Brown): April financial report. M/S/P.

Tech Sessions (Jim Mullady and Ulrick Matsunaga): Request for Tech Session at Hohen Saturday 9/15/18. M/S/P. Upcoming: Charlie's Foreign May 5, Makellos May 23 and planning for more in progress.

Membership (Gisele Gonzales): SDR April 2018(Primary/Affiliate/Total): 1710/990/2700, YoY:40/6/46. New member party will be November 3. M/S/P.

Social (Victoria Varon): Recap on Parks and Porsches was a rousing success. Thanks to Hoehn for the starting point hospitality. Upcoming: Petersen Museum trip May 12 is sold out! It will visit San Clemente Car & Coffee, have a very special lunch and includes the Petersen Museum & a Vault tour. June 2 - Progressive Dinner-North County, October 27- Progressive Dinner-South County, June 9-10 Mystery weekend is nearly full. The last Cars & SDR had a record turnout with lots of new members.

(Tom Brown): Oct Wine Tour update, only 4 spots remaining.

(Angela Avitt): Planning for the Porsche Prom/Winter Formal on New Year's Eve is underway.

Other events:

June 9 is Porsche Heritage Day for their 70th Anniversary. Both dealerships will have events.

(Jim Binford): Fallbrook Vintage Car Show Sunday May 27. California Porsche Restoration is bringing cars and trying

to increase the Porsche content of the show. CPR is also looking to start a Coffee & Cars event in Fallbrook.

(Tom Gould): Next Cars and SDR last Sunday gathering Sunday May 27 8-10AM and the Last Tuesday Social – May 29 in Lakeside.

(Angela Avitt) Saturday July 28 is the Main Street America car show. Corvette Club has invited us to participate. Request for an eBlast & forum post, however this is not a PCA event. M/S/P.

(Tom G for Garrett Guess): Off-road Tour Next off-road tour will be August 4th. M/S/P.

CDIsQ (Keith Verlaque): PDS once again was a great success and 38 students had a great time.

AX (Jerry Bumpus): Upcoming Saturday May 26 AX (Zone 8 event). Discussion of allowing 10 cars from SCCA, BMW club at each event with membership card verification, but continuing with no X-car students. Left up to the discretion of the AX chair how to manage this.

AX relocation committee (Jim Binford and Julieann Billings-Riordan): The PCA team continues to partner with BMW & SCCA. Ream Field Helicopter base ran into bureaucratic issues and is now off the list. Meetings continue with Cal State-San Marcos for use of a large student parking lot. Several other areas continue to be pursued. The Board offers a HUGE thanks to Jim & Julieann for the extensive work on this time-consuming task.

Goodie Store (Tom G): Was at PDS and will be at Charlies Foreign and Makellos Tech Sessions.

Concours (Tom G, John Bell): The Booth at the La Jolla Concours was busy with PCA members from San Diego and all around the country stopping by. Two new Windblown Witness advertisers were signed up.

Auto Museum (Michael Harris): Automotive Museum in Balboa Park features Rat Rods until the end of May. The new display features "Steam Punk." Think of the story "20,000 Leagues Under the Sea" with the 19th century ideas of modern conveyances and you get the idea. The exhibit, which will have both cars and bikes as author Jules Verne would have imagined them, opens Friday, June 8th.

WW: Deadline this month is May 20.

Other Committees: No report submitted for this month.

New Business:

Tom Brown – New PCA requirements for DE/TT for 2019 REQUIRE a HANS type device for anyone using harness type belt (5/6-point). Also, if 2 people are in the car, they must be using equivalent restraint systems (5/6-point with HANS or both using 3-point stock belts). Later this year, the club will have to consider investing in some rental helmets & HANS type devices to be ready for the 2019 season.

Announcements: Thank you Bill and Vida for hosting!

Next Board Meetings: June 6 meeting: Varon home in Oceanside.

July meeting is moved to July 11 (2nd Wednesday): Tierney's home in Escondido.

August 1 meeting: Wendy Gillespie in Point Loma

September 5: John Noerenberg in Rancho Santa Fe

Adjournment: 9:35PM



PCA Chief Driving Instructors and Region Officials,

The number one priority of PCA's HPDE Program is track safety. A core belief in the DE program is that a person can purchase a stock Porsche and take it to the track for an HPDE weekend, after an appropriate tech inspection of course.

Some people choose to modify their cars to increase performance and others to increase safety. A popular modification made to track cars is the addition of a multi-point harness system. Starting January 1, 2019, the DE Minimum Standards will be expanded to state that if a driver uses a harness system, he or she will ALSO be required to utilize a head and neck restraint system, commonly referred to as a HANS device.

A head and neck restraint device is an integral part of the harness system. Because the rule of equal restraint always applies, if a driver uses a harness system there must also be a harness system available and used by the passenger. Thus, both the driver and passenger will be required to use a HANS device. We highly encourage all DE participants to not wait until 2019 to comply with this new minimum standard. Head and neck restraint system devices are now more affordable and easily purchased online.

The DE Committee's decision was made over the course of two years after careful review of options, conversations with DE participants and discussion of a variety of perspectives. Please pass on this information to your DE drivers and instructors as soon as possible to avoid any confusion.

As a reminder, members of the DE Committee can be found here: <https://www.pca.org/national-driver-education-committee>

Thank you for all your time and effort to make your region's DE program a safe and successful one. If you have feedback, please let me know!

Catch you in the Curves!

John Krecek
Great Plains Region – Porsche Club of America
Chief Driving Instructor
PCA National DE Committee Chair
402-995-1470
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April Cars and Coffee #1

Story and photos by Jim Kreifeldt

Well, last month at the March Cars & Coffee when I was doing Doug Dill's beautiful 911 E, I noticed parked next to him was an amazing looking 1971 911S with a stunning green paint job. It was owned by Dan Swanson, who personally had done the nut and bolt restoration. I could see perfection and I was torn, but I had already started with Doug's article, and in fact Doug had even suggested "why don't you do Dan's car instead?" I thought to myself, I hope Dan brings his car to the next C & C so I could do an article on his car next, and he did, so I got to learn a lot about it in detail.

But before I get going on Dan's beautiful car, I have to say April 29th was probably the largest turnout at Jessie's Bakery in CMR that I have seen in a while, so many cars, so many "NICE" cars! Parked right next to me was an awesome looking orange '72 911 S/T, so this month, I just had to do two articles—read on!

Okay, first up is Dan's "NICE" '71 911S 2.2, which received a lot of deserved attention, as can be seen in the first picture with everyone gathered around, coffee in hand, checking it out. Dan is to the far left in the white shirt. A really nice guy, great to talk to, and if you have not seen Dan's car, then you need to. The car was a Euro delivery that came to the U.S. in 1975 and is numbers matching. The restoration took him about three years, and remember that beautiful Conda Green original color paint? Turns out, it was no accident, as it had been painted twice by two

different painters to get it "right," and that alone took almost three years! You quickly learn Dan is a stickler for detail and full of info on the car, for instance, it was 9th from the last '71 911S made. His car currently has 96,480 kilometers, a low-mile car.

Before you know it, Dan's cell phone is out and he has a ton of in process pictures that he is more than willing to share. He showed me a picture of the bottom of the car where he had made sure the body color overspray was correctly done, just like it came off the line. The body gaps and panels are perfect! Details, details, and more details—he did everything right, telling me about meticulously removing, cleaning, and reinstalling every wire. Dan made a special point of telling me about his threshold rivets which are NLA, so he hand painted each one to make them look original. The engine looks perfect, and he rebuilt that himself too! All original engine parts still there but with a lot of upgrade machining work completed. The interior is immaculate with the factory Recaro's beautifully done by Thomas's Upholstery. The amazing fact here is the center basket weave panels are in fact the original ones and reused in the recover.

Towards the end I asked what's with the Porsche mud flaps? As I had never seen them on a 911 before. His response was "I dig 'em" and then explained they were an option. 🦅





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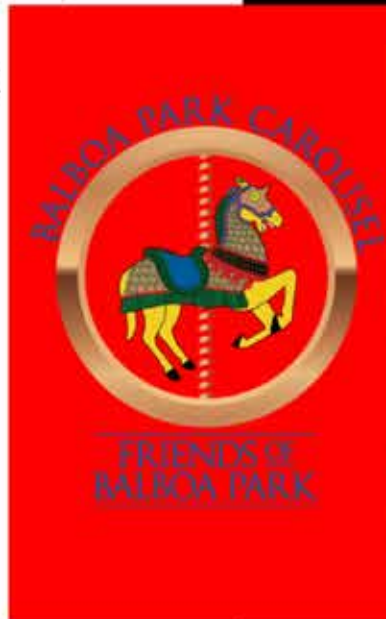


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June - July 2018

June 2 - Saturday PCA-SDR Progressive Dinner

Details: You don't want to miss this night of great food and drink, a tour of North County San Diego, and fantastic company!

Our progressive dinner will begin at 5:00 PM at a secret location (to be announced closer to the event date) for appetizers and wine. We will then caravan over to our next location for a delicious dinner with more wine (drivers please drink responsibly, or designate a driver). We will then take one more tour and finish off at a third location for dessert. The progressive dinner is a great way to make new friends, share stories with old and new friends, and over all have fun!

The cost of the event is \$50 per person, which includes a 4-course meal with an open wine bar. Non-alcoholic beverages will also be available upon request. Registration fee is non-refundable for catering and planning purposes. Should you need to cancel, you can transfer your tickets to someone else who is willing to take your place. We are requesting that all attendees register no later than May 25th, but act fast as these events do SELL OUT.

PLEASE NOTE: We have limited space, so please register asap. msreg.com/2018northcountypd

June 6 - Wednesday Board & Member Meeting

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

Place: Varon Home, 5859 Ranch View Rd , Oceanside, CA 92057

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

June 9 - Saturday PCA-SDR Autocross, SE Lot

Place: SDCCU (formerly Qualcomm) Stadium

Details: 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 on-line the Wednesday prior to the event by 11:59PM Tech Inspection opens at 6:30AM 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/>

June 9-10 - Saturday/Sunday Mystery Weekend

Details: Back by popular demand is the infamous Mystery Weekend! YOU DO NOT WANT TO MISS THIS ONE! We will be hosting a weekend tour to a super-secret destination beginning at 8AM on Saturday, June 9th to Sunday, June 10th. Here's what the weekend will look like: we will start off at a location that will be announced (in San Diego) and begin our caravan tour through some of California's most beautiful roads to a super-secret destination, making fun and exciting pit stops along the way. Although we will pick fun roads when we can, there will be some freeway driving so that we can fully maximize our experience. (Our weekends usually cover over 200 and under 300 miles each way.) Once we arrive at our destination, we will check in to our already settled place of lodging, freshen up, and hit the town. We will head over to a nearby restaurant to dine together, and share experiences past and present.

After dinner, you are free to continue your evening as you choose, alone or with your new Porsche friends. On Sunday, you and any new (or old) Porsche friends can head out and enjoy the day together. Or head out and explore on your own! See the sights and take a tour, get some shopping in, or continue to cruise around in your Porsche and simply find your way around town. You are on your own on Sunday, and can make your way back home whenever you choose, or extend your stay if you're having too much fun to end the trip. :-)

The cost of the weekend is \$450 per couple or \$395 for a single driver. (Single drivers—contact Victoria for registration instructions.) Price includes the tour, a one night hotel stay, lunch, dinner, and fun, fun, fun! Because this event has been highly anticipated and sold out last time, it is sure to sell out again (we have limited spaces available!) Please register NOW by following this link: msreg.com/mysteryweekend2018

June 17 - Sunday

Father's Day Tour

Details: PCA San Diego Region offers you the opportunity to enjoy driving your Porsche on some of San Diego County's truly great back roads on a Driving Tour.

(Which is probably the reason you bought a Porsche in the first place.)

June 24 - Sunday

Cars & SDR (Carmel Mtn.)

Time: 8 AM-10 AM

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>

June 26 - Tuesday

PCA-SDR Last Tuesday Social - The Landings

Time: Cocktails at 6:30, dinner at 7 PM

Place: The Landings at Carlsbad, 2198 Palomar Airport Rd Carlsbad, CA 92011

June 30 - Saturday

PCA-SDR Autocross, West Lot

Place: SDCCU (formerly Qualcomm) Stadium

July 11 - Wednesday

Board & Member Meeting

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

Place: Tierney Home, 29574 Welk Highland Drive, Escondido, CA 92026

July 21 - Saturday

PCA-SDR Autocross, West Lot

Place: SDCCU (formerly Qualcomm) Stadium

July 29 - Sunday

Tech Session

Place: 5 Point Auto Spa, 5745 Kearny Villa Road Suite #107 San Diego 92123

Details: 5 Point Auto Spa is San Diego's premier automotive paint correction and paint protection facility. 5 Point has been preserving the value of Porsches in San Diego since 2003. Born a detail company, 5 Point has evolved over the last 15 years into an auto spa (paint correction, clear bra, and custom vinyl wraps all in one place).

During this tech session they will showcase both in progress and completed cars. They will also host paint correction demos so that we can see how 5 Point transforms our Porsches with their technique and special products.

Food and drink will be served during the Tech Session. Additionally, 5 Point has prepared goodies and giveaways that you won't want to miss. Pre-register for the event here: <http://msreg.com/7-18-5pt-tech>

July 31 - Tuesday

PCA-SDR Last Tuesday Social

Time: Cocktails at 6:30, dinner at 7 PM

Place: Farmers Table, 8141 La Mesa Blvd, La Mesa, CA 91942

Wanted: The Club needs to purchase one AMB TranX 260 battery powered transponder. This model has four screws in the top at the corners. Dead battery is no problem, and the charger is not needed. Help yourself and your Club by selling your transponder that you're no longer using. Contact preregAway@pcasdr.org.




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JUNE 15-AUGUST 3

please bring NEW socks, NEW underwear and other stuff including body wash, shampoo, conditioner, lotion, and gently used shoes, to any SDR event.

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CONTACT:

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or

Lori Chesley 714 366 5098 / Carmen Richardson 619 855 9201

The View from the Back: Volunteer Driving School

Text by Steve Eisler, pictures by Greg Phillips

On my afternoon walk I passed some neighbors and their 5-year-old son. The boy was driving his new electric car. Mom was about 30 feet ahead, and Dad was following behind giving him instructions. The boy was weaving back and forth like a NASCAR driver warming up his tires before a restart. We stopped and talked for a bit and I told the youngster, "Don't look right in front of your car when you are driving. That is what is making you go back and forth. Look up ahead where your Mom is walking because that is where you want your car to go." He looked at me, looked ahead to where his Mom was, and drove straight up the road. "Keep reminding him of that and remember it yourself, Dad. That is one of the first things we learn in Performance Driving School."

The PCASDR Spring Performance Driving School (PDS) was held on the last weekend of April. Keith Verlaque wrote several excellent articles in previous issues of the Witness describing the benefits of the event, and we had 35 students on Saturday morning ready to go from "Putz to Porsche Pilot" in the two-and-a-half-day school. We had an even larger group of club members volunteering their time and expertise to help these students discover how much there was to learn about the seemingly simple act of driving a car!

Although the students' entry fee paid for parking lot rental, rental of the water trucks, food and water, and other expenses, instructors, group leaders, autocross and exercise workers were all volunteers.

There was at least one club-certified instructor for each student. On Saturday morning each skid pad had a leader, instructors and at least 2 volunteers to direct students onto and off of the skid pad, count laps, and reset displaced traffic cones. I started cone duty in the middle of the skid pad circle and noticed one lady who looked very uncomfortable on her first 2 orbits. She had a death grip on the wheel, her jaw was set, and there was not a trace of a smile on her face. She was intently listening to her instructor who was, I am sure, encouraging her to go faster. As she began to relax, the rear end started to slide, and she caught it, and I saw the beginning of a smile. On her second session she spun, got the car going, and came past me with a big smile. As the session progressed so did the size of her smile. During the next break for the water truck to wet down the pad, I went over and told her what I had observed and how much better she was

doing in such a short amount of time. She agreed that she had been terrified at the beginning, but that she was really starting to enjoy herself. Every time I saw her the rest of the weekend she was always smiling. This is what the PDS is all about!

We were less than 40 minutes into a full weekend of instruction and students were already negotiating the tight circle much faster, had experienced a spin, and were learning to drive in a circle with their hands off of the wheel! Later in the morning the circular skid pad was turned into an oval to teach the Pitch and Catch technique. By noon of the first day students had learned a whole new way to drive their car around a corner.

During the Pitch and Catch phase, even more volunteers were needed as we began to set up cones for some of the afternoon exercises. The instructors were all riding with the students, but any club member, whether you have been to a PDS or not, can help with some of the many other tasks required to successfully run this event. The afternoon exercises require starters, people to get the cars lined up, cone setters, as well as people working in the trailer to make announcements and handle questions, logistics helpers, volunteers to work at the gate to get visitors to sign waivers, and many other jobs. If you have done the PDS, please volunteer and help make the experience as enjoyable for the new students as it was for you. If you are not sure you want to try the PDS, volunteer and see what it is all about. Listen to what the instructors are saying and watch what the other drivers are doing so it will be easier when you do decide to take the school. Remember, the PCA is an all-volunteer club and there is a place for everyone to help.

On Saturday afternoon, I worked on the Dynamic Exercise, one of four different exercises that each group of students would experience. In this exercise cars are staged in two lanes. The car in the left lane is about 40 feet in front of the car in the right lane. They both start on the green flag and the car on the right attempts to keep the same 40 foot spacing as they accelerate down the track. The instructor in the left lane tells his student to 'Brake', and the student brakes as hard as they can, initiating the ABS if their car is equipped with it. The student on the right must react to the brake lights on the left and try to get their car stopped before they draw even with the car on



Driving the Skid Pad



the left. Most of the students have never braked that hard before, and seeing how hard it is to stop even with seemingly adequate spacing is a serious lesson into the perils of tail-gating!

After stopping, the students accelerate into an off camber, wet, 180-degree turn to the left for cars in the left lane and to the right for cars in the right lane. As they go up the hill they have a series of slalom turns or gated turns and then must come to a stop within a chalked box. From there they proceed to the staging area where it was my job to teach them to stop even with the staging cones, switch their attention from the instructor to the starter, and crossover to the opposite lane when signaled to do so. Even the simple act of stopping with the front of the car even with a candlestick cone is difficult at the beginning. Some students are so focused on what the instructor is saying they forget to stop. (I have to literally stay on my toes when doing this job.) As in the morning exercises, the improvement in the 35 minutes of driving is amazing. Cars are going faster but in better control. Students are more aware of their surroundings and are soon asking questions instead of just following the instructors directions.


In the debrief period, Exercise Captain Mark Curran always asks, "Was this exercise the most fun of all?" and the answer is always a unanimous, "YES." Of course, they probably say that at the end of the other exercises too.

At 5:00 PM, 10 hours and 15 minutes after the start of the morning Tech inspection, the exhausted students go through a quick tire and brake inspection before the final debrief and their trip home. Dedicated members of the autocross team stayed for another 3 hours to setup Sunday's autocross (AX) course! Elements of each

of the four Saturday exercises are incorporated into the layout of the AX track.

The Sunday PDS schedule is very similar to a regular AX schedule. Students walk the course, attend the drivers meeting, and are paired with their new instructors. The instructor will be with them all day! In addition to being their coach and mentor, the instructors introduce their students to other instructors and auto crossers so they have a group of new friends to connect with at their next PCA event. Each group learns how to corner work and has two sessions to drive the course. In my position as the starter, it is again amazing to see how much all of the students improve.

Patrick Bodine, driving a Turbo, has been involved in several types of action sports, and was fast in all of the exercises on Saturday. On Sunday, he started faster than most of the students and still improved noticeably by the end of the day. Eric Marc-Aurele has done more than ten AX events and had a great experience. He said, "The event is a great split between lessons that help you extract maximum performance from your Porsche, giving you a great foundation for competitive driving, and those focused on safety and street-oriented skills, like the accident avoidance and threshold braking exercises. I highly recommend it to everyone in the club."

Most of the 35 students were like many of you readers, and had not had any driver training since they were 16! The smiles on their faces and the comments that they made validated the importance of this course. If every driver in the state were required to take a similar driver training course periodically, I would feel a lot safer on the freeway, and there would be fewer automobile accidents. 



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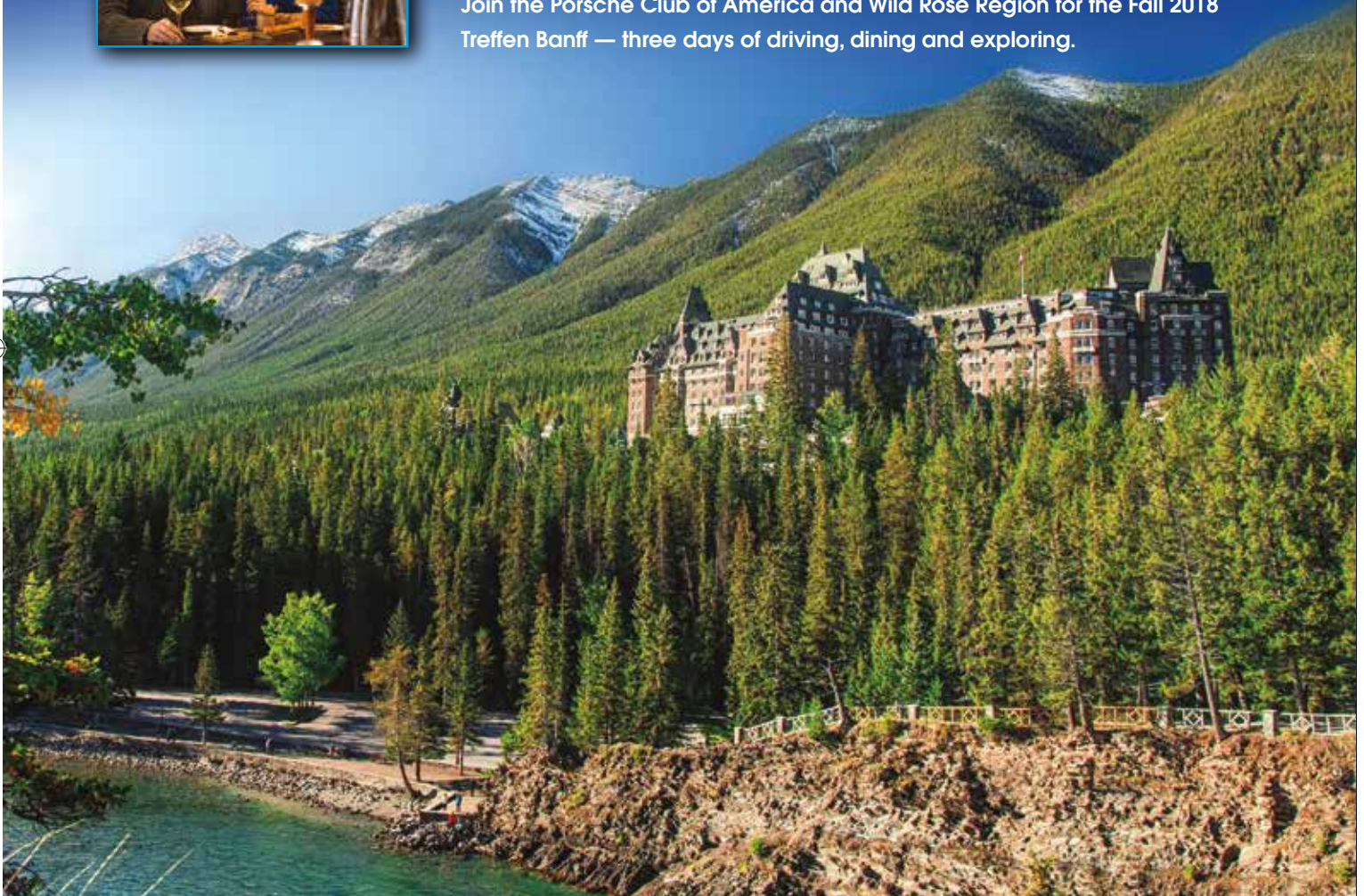




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Luftgekühlt 5

Text and photos by Eric Hanauer

Luftgekühlt is German for “air cooled.” But you already knew that. Luftgekühlt is also an annual celebration of air cooled Porsches that’s been going on in the Los Angeles area for five years now. It attracts several hundred cars ranging from Gmünd coupes to 993 Turbos, along with thousands of spectators, limited only by local fire marshal regulations. It’s the brainchild of Patrick Long, the only American on Porsche’s factory racing team, who is also an aficionado and collector of air cooled Porsches. His partner in planning is Howie Idelson, a creative-design director based in Pacific Palisades. The event is usually held at an industrial venue that has lots of space to display cars, and for visitors to stroll around and appreciate them. It’s been described as cars and coffee on steroids, but that’s not giving it the credit it deserves. The informal vibe attracts the full gamut of cars and spectators, from patina’d outlaws to gleaming supercars, from celebrities to backyard mechanics.

I first became aware of Luftgekühlt last year, when the event was held at the Port of Los Angeles, but was unable to attend due to a prior commitment. You see, the date and the venue aren’t publicized until a couple of months beforehand. Last year an overnight rainstorm deluged southern California on that day, unleashing an unwelcome carwash on Porsches that

had been meticulously detailed. A limited number of special cars were displayed inside a warehouse, but the rest were outdoors. However, the weather did little to dampen the enthusiasm of owners or spectators. There were even celebrity sightings, including Jerry Seinfeld and Jay Leno.

After having missed out, I was all the more determined to make it to Luftgekühlt 5. The date was finally announced online: April 22, 2018. As soon as I opened the email, I logged in to register my 993. Too late. Registration had been open just two hours, but the 500 or so allotted display spaces were already sold out. Apparently I wasn’t the only one disappointed. A couple of my PCA-SDR friends were shut out as well. Plan B was to score a couple of spectator reservations before they too were gone. That was successful. As the date drew nearer, online discussion forums were full of plaintive requests for spare tickets from people who had waited too long to sign on. The fire marshals prevailed again.

The venue for 2018 was Ganahl Lumber Yard in Torrance. That’s not as far fetched as it seems. Remember, the first Porsches were manufactured at an abandoned sawmill in Gmünd, Austria.



Because my 993 had been rejected, we drove our Audi e-tron to Torrance. The organizers had set up a remote parking lot about a mile from Ganahl, with free shuttle buses to the venue. Being new to the

experience, I was skeptical. A long line of cars crept along the streets leading to the parking lot, but once inside, we were quickly directed to the nearest space. The line for shuttle buses was long as well,

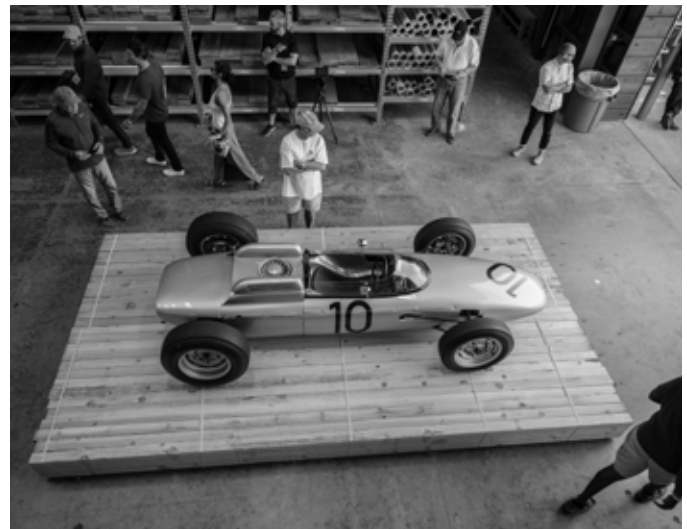
but it moved quickly as the buses kept coming. Entry scans and bag searches displayed the same level of Teutonic efficiency.

If Porsches in a lumber yard seems incongruous, you obviously weren't there. It was more like an outdoor exhibition of rolling sculpture, as Porsches of all vintages were strategically displayed among the racks of wood, some indoors, a featured few on flatbed trucks or wooden pallets, others randomly parked throughout the facility. According to later accounts, there were some 500 cars and six thousand spectators. It didn't really seem that crowded, except in lines for lunch and t-shirts. Like Cars and Coffee, there was

no agenda or ceremony. People just wandered at leisure through the nooks and crannies, rested, ate, and talked Porsche with owners and fellow enthusiasts. A covered dining area afforded shade and a place to rest before venturing out again among the Porsches. I was impressed by the good nature of the crowds, never seeing anyone pushing or complaining, and even patiently waiting for photographers to get clear shots.

Every car on display was special to its owner, but a few were especially significant. Later research revealed just how significant they were. Following are some that made an impression on me.

Dan Gurney's Formula One Porsche: This is the car he drove to victory at the Solitude circuit, Stuttgart, in 1962, a non championship race. A week earlier, Gurney had achieved Porsche's only F1 victory at Rouen, France, in another 8 cylinder 804. What struck me most about this car was how tiny and simple it looked compared to today's F1 racers. Driver protection then was limited to Nomex underwear and a helmet.



Singer Mulholland: Singer has become renowned for its top end restomods of 964 coupes. Their spare-no-expense designs are usually restrained and elegant. Spectators have to look twice to realize the car isn't really a long nose 911. That's not the case with this Mulholland special. The owner loves to drive the twisties of Mulholland Drive, so he requested the paint job to represent a topographical map of the area. Rally lights and a huge rear wing top off the aggressive design.



Le Mans Winner: This is the car that started it all for Porsche racing. The aluminum bodied Gmünd coupe won the 1100cc class at Le Mans in 1950. It finished 20th overall, beating the winner of the 1500cc class as well. It was Porsche's first factory entry and first victory, a debut that set the pattern for countless wins to come. Old race cars weren't considered historic then, so it was shipped to the United States. The roof was chopped off to lighten it, and the car competed in club

races for many years. It was finally bought by collector Cameron Healey, who hired 356 Outlaw designer Rod Emory to restore it. Two years of meticulous research preceded turning of the first screw. 3D scans led to fabrication of a wooden buck, over which the new roof was hammered just like they did at the original factory. Porsche has recognized the car as authentic, it was featured on Jay Leno's Garage, and displayed at Rennsport Reunion and Pebble Beach.




959SC: In the mid-1980s, Porsche built its first supercar for the road, the four wheel drive, turbocharged 959. It wasn't approved for US streets, but even Bill Gates bought one for track and display. Although it's considered gauche to discuss prices, there's no getting away from dollars where 959s are concerned. Only 300 were made, and on the rare occasions one comes up for sale, it goes for over a million. Bruce Canepa, a former Porsche racer, owns a restoration facility that not only makes 959s street legal, but boosts horsepower to 763 ponies. It's neither easy nor cheap. \$750,000 covers some 4,000 hours of labor which starts by stripping the car down to a bare tub, zinc plating, and painting to the owner's specs. The resulting supercar updates the 30 year old classic to run with the fastest of today's beasts.



904: Butzi Porsche's first design for his grandfather's company wasn't the 911. It was the fiberglass-bodied race car, 904, considered by many the most beautiful of its kind ever. Its official name was the Carrera GTS because of the same Peugeot patent that caused the 901 name change. Just over 100 904s were built between 1962 and 1965. Most of them ran with the 2-liter 356 engine, because the six wasn't ready for prime time racing. A few later models had the 911 engine, and two or three had the flat 8 from Porsche's F1 car. Its best Le Mans finish was fourth overall in 1965. The same year it took second in the Monte Carlo Rally. Many were later converted to street use because of their exquisite shape.



Not every Porsche at Luftgekühlt was historic or valuable. There were rusty 356 outlaws, high mileage 914s, and a wide range of 911s dating from 1964 to 1998, when the last 993 left the Zuffenhausen assembly line.

For over half a century, Porsche produced air cooled cars, beginning with the first 356 in 1946. Luftgekühlt, along with thousands of proud owners around the world, keeps their spirit alive. 



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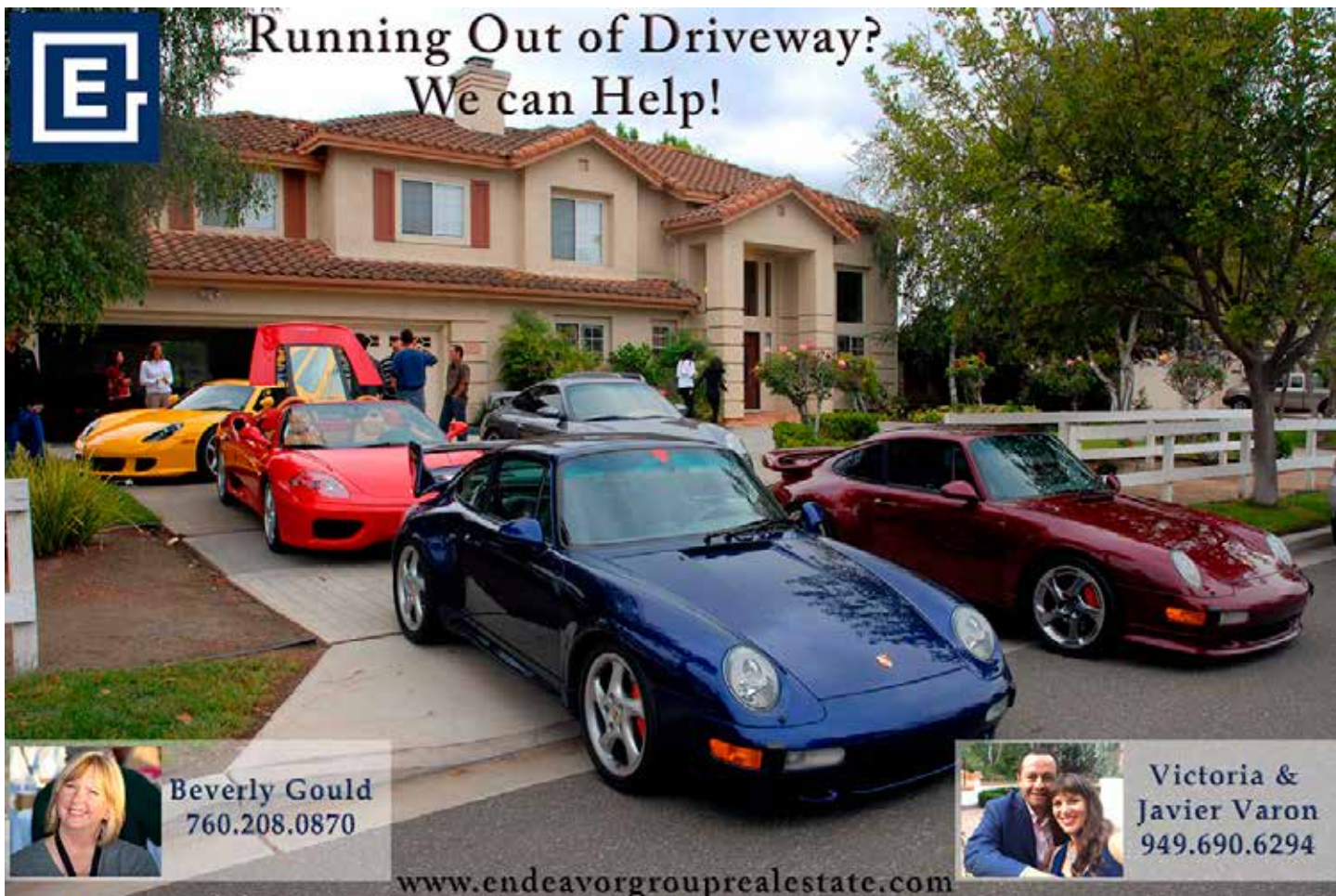
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Refuge for 996 Lovers

Text by Dallas Green

Back in January of this year, I registered the site “996Outpost.com” and started working on the forums. A number of users from other forum sites have joined me; we continue to slowly accumulate users and build a community around the 911 underdog... the Porsche 996.

We all know the 996 story—it’s the Porsche that saved Porsche (wait, I thought the Boxster was the Porsche that saved Porsche?!?), but it’s also maligned as the “poor man’s 911,” criticized for everything from reliability issues to the quality of the cabin.

If you haven’t had the opportunity to drive a 996, I highly recommend giving it a try. Even though the earliest 996s were made 20 years ago, the 996 was an evolutionary change from the air-cooled cars preceding them. Driving aids, or “nannies,” are often badmouthed, but PSM goes a long way to help the 911 shake its “widowmaker” reputation. Early 996’s were optioned with PSM, Porsche’s intermediate step between no driving aids, and PASM and other more modern stability management suites. Using a combination of tricks like active brake differential and retarding engine timing, PSM does a great job of keeping 996s out of ditches without constantly interfering with the fun.

It’s hard to imagine that a car that left the factory with just under 300 horsepower would be considered a supercar. The 996 offered seriously impressive performance when it was introduced in 1998. Reviewers of the day almost universally decided it was the “best Porsche ever.” The 4.9 second 0-60 time put the 996 into rarefied air; other cars of the era turning similar acceleration numbers include the Aston Martin DB7, Lamborghini Diablo, and the TVR Chimera. Top Gear commentator Tiff Needell was nearly giddy during his review of the 996, declaring the 996 a “use-it-every-day supercar.”

Of course, 0-60 times aren’t what we Porsche lovers live for. Curves are always more fun than straight lines, and the 996 shines in this regard. The 996 was the most forgiving 911, much less prone to lift-off oversteer than its air-cooled older brothers. In fact, my 1999 Carrera 4 was nearly impossible to spin during our PCA region’s 3-day Performance Driving School, but a truckload of soapy water finally made it possible to hang the end out. Throttle steering requires

some serious skill in an air-cooled 911, but the 996’s redesigned chassis and driver aids make it easier than ever to keep the pointy end forward. Coincidentally, I cannot recommend highly enough PCA-SDR’s Performance Driving School. I’ve taken the course twice, once with my 986 Boxster and again when I purchased my 996 about six years ago. The school is a fantastic way to learn the limits of your new (or new-to-you) Porsche without endangering you, your car, and other roadgoing folks.

The 996’s denigrators point at the intermediate shaft bearing (IMS) failures, rear main seal oil leaks, cold-climate cylinder bore scoring, and a few other issues as proof that the 996 is a lemon. While it’s true that the 996 has its share of mechanical foibles, Porsche and the aftermarket have addressed them. The nay-sayers also find fault with the interior finish. True, full leather and wood would be nicer than soft-touch plastics, but the 996 cockpit is a great place to do the business of driving. The controls are simple compared to the 997 and subsequent 911 iterations. I feel that the interior of a “real” sports car should be somewhat spartan rather than dripping with switches and lights, and the 996 offers a fantastic blend of creature comforts and simplicity.

Because so many 996’s were produced (over 175,000, including all variants), and because of the negative press generated by the IMS bearing and other mechanical issues, you can get into a 996 for less than you’d pay for an entry-level Nissan. “Handyman specials” can be had for less than \$15,000, and low-mileage garage queens are out there starting at \$25,000 and up. 996’s aren’t cheap to maintain—what 911 is? But their low cost of entry has made the 911 available to folks who previously only dreamed of driving the car of their childhood dreams.

996Outpost.com is, I hope, a second home for those of us who know and love the 996. Every Porsche owner is welcome—we have subforums for all of you—but the heart of the site belongs to the 996. If you have a 996, I hope you’ll come visit us. If you don’t have a 996, I encourage you to try one on. If you’re willing to overlook the funny headlights, I guarantee that you’ll fall in love. After all, you can’t see the headlights from the driver’s seat.



April Cars and Coffee #2

Story and photos by Jim Kreifeldt

One thing I learned with doing these two cars this month is that I really wish we had color for our pictures! Both of the cars unfortunately, look to be the same color in B&W pictures, but are just gorgeous in color. :(

Up next is a Tangerine Orange 1972 S/T Tribute. I had met Nick Psyllos at Cruzin' Grand last year at European Night. I have seen him at a few other Cars and Coffee's and events but this month he parked this beauty right next to my 914. I now had the chance to learn in detail about this amazing re-creation, which he started on five years ago.


The 1972 911 S/T is one of those "Holy Grail" cars, as there were only about 29 built for factory race teams. The thing is, the race teams each had their own little nuances, so in reality no two cars were exactly the same. He explained that finding a specific example to replicate left him some latitude with the choices he made, but he quickly added he wanted to be "as correct as possible".

Some of those "correct" choices Nick selected included the front fenders. Nick told me they were hand formed in England. The fenders are different than turbo fenders, and look to have smoother rounder lines. Beautiful! One other "correct" choice

I noted was an aluminum rear deck lid. He did, however, deviate from all the "correctness" with his seats, going with black leather and plaid tartan center panels.

One of Nick's favorite things about this car is the double crossover tubes in the trunk for the twin oil coolers. The tubes are definitely a noticeable addition, perfectly done in gold zinc plate.

The 2.5L twin plug engine looks just amazing as well, with Dougherty DC 40 cams, MFI, and JE 10.3 to 1 pistons. Built by Glenn Roberts at Personalized Autohaus, it sure has a great sound. Nick told me that when first fired up, Glenn revved it up much higher than Nick anticipated, but knowing Glenn had built a very large number of engines, Nick figured he knew what he was doing. Guess so!

I had also seen this car at Luftgekuhlt 5 (a great event if you have not had the opportunity to attend), but missed seeing Nick there. It's a beauty that he keeps exceptionally clean but certainly drives and enjoys. Toward the end, he closed his hood and took some extra time to perfectly adjust his front latches, remarking something about having to have them be just so. Let's just say he's extra "attentive" and leave it at that. Nice car Nick! 







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Charlie's Tech Session

Story and photos by Jim Mullady

On May 5th, Charlie's foreign car service hosted a Tech Session at their garage at 751 2nd Street in Encinitas. Owner Niko Sougias spent over three hours with club members going over various Porsche models (including some members' own cars), which he put on lifts and reviewed in detail.

Working with both classic air cooled Porsches and modern day water cooled cars, Niko took members through their varied components. We had the opportunity to view an IMS bearing in detail and understand the problem with it's design as well as understand the various fixes that exist.

New member Ted Lange had his new Macan put on a lift for all to explore, and Rich Polito's 2000 Boxster also was raised for review. All members had the opportunity to talk with Niko and ask specific questions about their cars as well as general Porsche questions.

Club President Tom and Bev Gould were present and brought the "Goodie Store" with them, so members were able to purchase various items from car badges to clothing.

Time went by quickly, but Niko made sure he stayed until everyone's questions were answered. Again, a big thank you to the staff at Charlie's for another great session! 🦅



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.

The classified ads service is managed by the AD2AD Network (www.ad2ad.com).

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Frank (619) 985-2997

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1 set- 9"x7"x16", BFG R1

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NEW Boxster S Wheel New in box/ never used/ never mounted 8.5Jx17ET50 Boxster S (00-03) Rear Wheel. Concourse quality. \$380 Russell@lightningmotorsports.us (858) 442-7466

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Membership

New Members

Steven Arentz
Brett Alexander
Oceanside, CA
2001 911 Carrera Cabriolet

Adam Austin
Carlsbad, CA
2014 Panamera S 4-Door Sedan

Nandeep Devendra
San Diego, CA
2014 Cayman

Brian Forssman
Carlsbad, CA
2018 911 Carrera Coupe

Jodi Jenner
Fallbrook, CA
2013 Boxster S Convertible

William Kammer
San Diego, CA
2011 Cayenne S Cayenne S

Ted Lange Sr
Carlsbad, CA
2015 Macan S SUV

Alexander Miller
San Diego, CA
1997 911 Turbo Coupe

Alen Mojaver
Escondido, CA
2013 Boxster

Gerrit Osborne
Honolulu, HI
2017 Macan S

Steve Straitiff
Encinitas, CA
2008 Boxster

Anthony Wilder
Chula Vista, CA
2008 Boxster

James Windsor
San Diego, CA
1981 911 SC Coupe

Anniversaries

Five Years

Sandra Amison
Chris Bergeron
Michael Floerchinger
Stephen Hedrick
Kyle Isbell
Timothy Kruse
Rob Phillips

Ten Years

Richard Fatuzzo
Jack Luomanen
Brian Mclean

Fifteen Years

Patrick O'Connor

Twenty Years

Barry Bridge
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Kenneth Slaght

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Fifty Years

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Tom Gould

witnessads@pcasdr.org

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

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

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

Submissions

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

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

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Zone 8 website: zone8.pca.org/

National website: www.pca.org/

AX & TT Results: results.pcasdr.org/

Online registration: pcasdr.motorsportreg.com/

Forum: forum.pcasdr.org/forum/

National Calendar: www.pca.org/calendar/pcacalendar.aspx

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