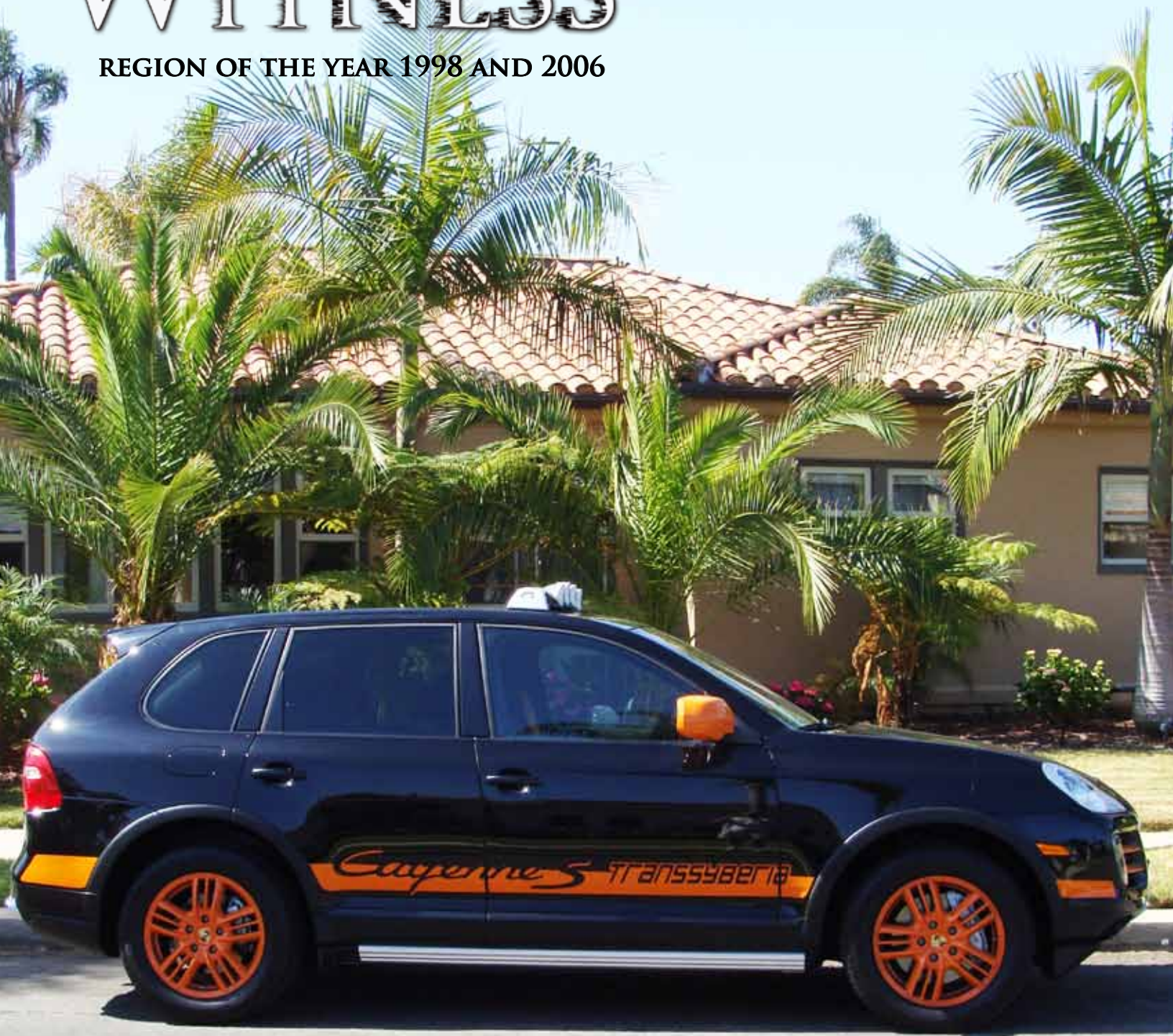


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Volume 51 Number 7

July 2010

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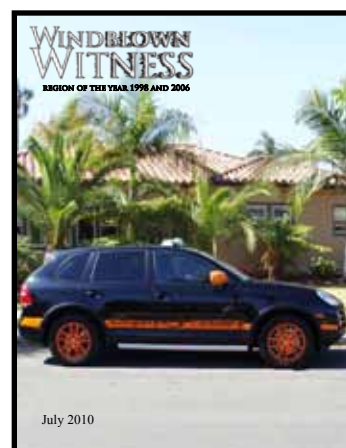
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COVER PHOTO

The Brown's new
house and new car!

Photo by Tom Brown



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San Diego Region News

BY CURT YAWS, PRESIDENT

After a two year process, Paul and Chris Amato at Amato's Auto Body became the first and only "Porsche Certified Collision Center" in San Diego. In order to become a certified collision shop, Amato's completed specific ASE and ICAR training, along with purchasing Porsche authorized equipment. After achieving certification, techs were trained at the Ontario Porsche training facility. We congratulate Amato's in making the extra efforts to train staff and secure certification in the restoration of our cars to factory standards.

Armondo Lopez and SDR chief driving instructor Joel Bowman of GT3 Tek have agreed to sponsor the autocross series for the remainder of 2010. They are dedicated to seeing Porsches out there racing and encourage you to take a look at their offerings. Thanks for stepping up, guys.

We are losing a dear member who has only been with us a short time. Choong Yeob Choi, known to us as C.Y., is moving back to his home of Seoul, South Korea. C.Y. and his wife have twin 13 year-old sons who will be educated in Seoul. C.Y. attended our Performance Driving School, autocross series, and enjoyed attending Time Trials. A more enjoyable person you will not find! He tells me there is a Seoul Porsche Club, but they are a "wine and cheese" club with no racing opportunities. C.Y. made a \$500 contribution to the AX series, in support of new equipment purchases. I suspect and hope we have not seen the last of C.Y. in SoCal.

More news from Pat Hurty. Last month I told you about Lee and Pat Hurty's 928 going to Larry Suarez of the Pioneer Porsche/Land Rover Miramar family. The last I heard Larry and Pat were planning to take it up to Fallbrook to show it off at the Hot Summer Nights. The 928 was Pat's only car, and she has been without wheels for a month. This past weekend, Pat purchased Katina Rondeau's Boxster, so Pat is now back on the road with a new grocery getter and two trunks, her 6th Porsche. She is thrilled! Not to worry about Katina, the Rondeau's

still have Mark's Boxster and 944.

Speaking of the Rondeau's, Mark and Katina donated a dozen safety vests to the club for track use. This will allow us to fit every person working on the track with a vest. Thank you, Team Rondeau.

The Driver Education Team of Peter Busalacchi and Martin Lipp are planning a DE School this summer. The school will be held at Mirage International thanks to the support of Jae Lee and GT3 Tek. Driving exercises will be at Qualcomm. This is not an entry level driving school. It is oriented towards the competent AX driver who has at least 4 track days and preferably completion of our Performance Driving School. DE allows you to develop better skills at linking turns. We also focus on the big picture perspective of what is going on at the track. There are multiple cars on the track, passing in designated areas, with higher speeds. The school is a great place to learn advanced vehicle dynamics, situational awareness, and higher speed driving techniques.

You may have noticed a big red GT3 on the inside cover of the Witness. I'm thankful for Walter's Porsche and general manager Ed McRae taking an interest in us down here in the southland. Ed is an active time trial driver and great Porsche enthusiast. Welcome aboard to Ed and the Walter's Porsche Team.

Over 90 guests attended the new member/old member social at Angela and Mike Avitt's house. Thanks to RSR Motorsports who sponsored the drinks. A party at the Avitt's is always a good place to meet new folks and have some fun. See pictures below and on page 28.

Kathy Alnwick hosted the Porsche section of the Hot Summer Nights car show in Fallbrook and brought in 58 cars. The same weekend she had 30 cars at a new event, the EastLake Village Walk social for PCASDR. Check out Kathy's social programs if you are looking for something fun to do with your car!



Cathie Aymar and Marna McClure



Angela Avitt, Jim and Jane Valentine



Harvey Ruben and Karen Fox

July 2010

Saturday-Saturday, July 3-9, 2010

Porsche Parade

Saturday-Sunday, July 10-11, 2010

Pageant of the Masters

Details: A great weekend event. The Pageant of the Masters on Saturday night, and the 356 Concours on Sunday Morning. Sold out!

Wednesday, July 14, 2010

Monthly Members and Board Meeting

Time: 6:00 p.m. Social hour and food
7:00 p.m. Meeting

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

Details: The monthly meeting provides an opportunity to mingle with some of the club's most active leaders and to watch the Board of Directors in action. Food and beverages (BYOB) are available for a \$5 donation. All members are welcome.

Sunday, July 18, 2010

SDR Autocross, West Lot

Contact: Online registration at PCASDR.MOTORSPORTREG.COM

Tuesday, July 27, 2010

SDR Last Tuesday Social

Time: 6:00 p.m.
Place: The Butcher Shop
5255 Kearny Villa Road
San Diego, CA 92123
858-565-2272

Details: All members are welcome. Join us for food, drinks and friends.

Friday-Saturday, July 30-31, 2010

DE School and DE, Qualcomm West Lot

Time: Friday 6:00 p.m., Saturday 7 a.m.

Details: \$150 students, \$75 drivers, includes dinner Friday and lunch on Saturday. Chalk talk Friday evening, a full day of driving on Saturday. Learn the thrill of continuous laps and practice passing. Sponsored by GT3 Tek and Mirage International. To register visit the Forum at PCASDR.ORG or PCASDR.MOTORSPORTREG.COM.

Bring new socks and underwear for the Monarch School to all July events!

August 2010

Wednesday, August 4, 2010

Monthly Members and Board Meeting

Time: 6:00 p.m. Social hour and food
7:00 p.m. Meeting

Place: Hartsock's Home
651 Quail Gardens Ln
Encinitas, CA 92024

Friday, August 13, 2010

SDR Monarch School Family Dinner

Details: PCASDR member volunteers will be helping to serve dinner to 75 students and their parents. Sponsored by Roberto Montoya's Mexi-Cocina restaurant. Contact Martha at 619-938-2697 with any questions.

Thursday, August 19, 2010

Encinitas Classic Car Cruise Night

Time: 4:30 p.m. Car Staging
5:00 -7:30 p.m.

Place: Charlie's Foreign Car Service
710 Pacific Coast Hwy 101
Encinitas CA (old gas station lot)

Details: For 10 years now Encinitas has been doing a Classic Car Cruise Nights show during the Summer months. The main event takes place right in front of Charlie's Foreign Car Service. Charlie's has leased out the gas station lot for parking during the day and now would like to influence the Car Show with as many Porsches as possible. Bring your cars, park them in our lot for prime viewing and there will be a Brat BBQ for Porsche owners only. Please RSVP with number in your party to NikoSougias@gmail.com. See you there!

Sunday, August 22, 2010

SDR Autocross, West Lot

Contact: Online registration at PCASDR.MOTORSPORTREG.COM

Sunday, August 29, 2010

SDR Wine Tasting

Tuesday, August 31, 2010

SDR Last Tuesday Social

For email notification of events, please keep your email address current in your account on www.pca.org. For up-to-date event information, see www.pcasdr.org.

Hot Summer Nights



Fallbrook's Hot Summer Nights on Friday, June 11th, had nothing to do with the weather that evening as the typical "June Gloom" had settled in. The "Hot", however, was definitely all about the "Hot Sports Cars" that lined up, diagonally on both sides of Main Avenue for three blocks of the downtown village area of Fallbrook, with cars overflowing to the side streets and alleys. Over 250 cars were magnificently displayed, making this event a tremendous success for the town of Fallbrook. This event was enjoyed by over 2,500 sports car enthusiasts, which included a Porsche family from South Carolina who were visiting friends in the Fallbrook area.

This yearly event was coordinated by Bill Le Masters and sponsored by the Connections Networking Group of Fallbrook. Local restaurants were open to accommodate all the participants and event attendees, and the event also included food vendors. Downtown businesses stayed open as well, and live music was provided by the band "Last One Done."

But the best part of this event was that there were 54 Porsche cars officially counted! That included 5 Porsche 356's (late 1950's and early 1960's) that were brought a few blocks over from a local Fallbrook restoration company, California Porsche Restoration, owned by Brian Doherty. Unofficially, around every corner there were even more Porsches, some parked 3-4 blocks away from the downtown area. The large Porsche car participation was mainly due to the masterly orchestrated efforts of Martha McGowan with able assistance from Kathy Alnwick. So, regardless of the actual numbers of Porsche cars in downtown Fallbrook, our PCASDR Club easily earned the "Best Car Club" participation award. The Dodge Viper Club came in second with only 9 cars being displayed. *Article and photos by Rich Fatuzzo, photo by Winifred Meiser.*



Datsun/Nissan—The American Story

TEXT AND PHOTOS BY MICHAEL HARRIS

The new display at the San Diego Auto Museum is entitled “Datsun/Nissan-The American Story.” The story of how a small automobile producer in Japan was virtually saved from economic extinction is told through a number of early Datsun/Nissan automobiles, signage and video displays. In the late 1950s Nissan was selling too few vehicles in Japan to survive. A suggestion was made to sell vehicles in the United States, as Americans were the largest group of motor vehicle consumers in the world. Nissan executives knew they had an excellent product; they just needed more buyers. A decision was made to ship a small number (83) of the Datsun L210 four-door sedans to Southern California. The vehicle was cheap but well built. The little sedan was powered by a 1,000 cc 4-cylinder in-line motor that produced a modest 37 hp. It had a 4-speed column-mounted shifter with a 5.125 rear end. The front suspension was very primitive—an I-beam front axle supported by leaf springs. The steel wheels were mounted by six lug nuts (most small light-weight vehicles had only three or four lug nuts). In the first two years (1958-1960), only 1,318 units were sold. In 1960, Mr. Yutaka Katayama took over Datsun sales with its headquarters in Glendale, California, and the company became known as the Nissan Motor Car Company North America. Mr. “K” as his American associates called him was dynamic, innovative, and a visionary.

One of the outstanding features of this display is an overhead video showing Mr. K while he talks about his years in the United States, his ideas, and some of his personal likes. He loved to drive fast cars, and did so with great enthusiasm. So great, in fact, that he attracted the attention of the California Highway Patrol. Two officers comment about their experiences with Mr. K. It got to the point where they would pull him over for speeding simply by flashing their lights. Mr. K also loved to fly kites. He tells us that he got some of his best ideas while flying kites, including the idea to create and build a Japanese sports car, the 240Z. In honor of this accomplishment, you will note that the upper level of the Museum is surrounded by various colored kites.

The display features vehicles largely drawn from the Nissan Heritage Museum in Murrieta, California. The display vehicles reflect the growth of Datsun/Nissan in America and also show the success spawned by Nissan’s original offering of an under-powered sedan and pickup truck. Another common theme is the fact that a number of the display vehicles are original and extremely well cared for. The 1300 pickup model built between 1965-1968 was a huge success. Nissan North America was accurate in their assessment that many people could use their pickup as a multiple-use vehicle if the price was low and performance was reasonable. Their handsome little truck featured here has been repainted. It came with a 1299 cc OHV 4 cylinder motor producing 67 hp at 5200 RPM, sported a 4-speed manual transmission yet only weighed 2,116 pounds. The display truck sported mag wheels that were options on the vehicle when sold in 1967 with a base sticker price of \$1,751.76. It was still just \$1,942.76 with wheels and shipment added.

Another unusual display vehicle is the 1966 Nissan “Patrol.” This jeep like truck was purchased by the original owner for use as a snowplow. The “Patrol” was used for many years as a plow, and had very low mileage when purchased by a collector who repainted and restored the vehicle to as-new condition. It carried a price tag of \$2,932. The only options were a heater and heavy duty tires. Total price \$3,060.

The early 1970s were a Golden Age for Nissan. Mr. K’s idea for an inexpensive sports car resulted in one of the automotive icons of the late 20th century, the 240Z. The display model is a wonderfully pre-



1966 Nissan Patrol used as Minnesota snow plow



A near mint one family-owned 1970 240Z in striking orange. The first and the best of the Z cars

served, single family-owned, original orange paint wonder. Described as “one of the most original Z’s in the country,” the car is equipped with a 2,393 cc inline 6-cylinder motor producing 150 hp @ 5600 RPM and mated to a 4-speed manual gearbox. Its weight was only 2,355 pounds and top speed was 125 MPH. The car offered 911 performance at a much lower cost.

Z cars are well represented here. They include the last of the run, a 280Z placed next to the 240Z. The initial 240Z was lighter, cleaner, and more of a basic sports car than the more luxury minded 280Z. In the 1990s, Nissan introduced another sports coupe, the 300ZX. The last 300ZX twin turbo was built in 1996 and was presented to Mr. K. He in turn gave the car to his highest performing seller of Z cars, Maury Sage of Universal Nissan in Universal City, California. When first introduced, the 300ZX sold for \$30,000. By the end of the run, the price had climbed to \$50,000, simply more money than consumers were willing to pay.

Competition cars are well represented by three really disparate models: a 1969 Datsun 2000 roadster used by Bob Bondurant for his high performance driving school, a 1985 300ZX Turbo race car driven by Paul Newman under the Bob Sharp Racing banner with Canon sponsorship, and a 1990 purpose-built 240SX race car built for “drifting.” This latter car is powered by an inline 4-cylinder racing motor with a huge turbo-charger that produces 475 hp with low boost and a staggering 645 hp with high boost. You have to see drifters in actual competition to believe it.

I will have more for you on the racing cars next month. Please come by and visit this fascinating collection.





Datsun pickups were well built, reliable and cheap. This model was sold here between 1965-68 and MSRP started at \$1,751.76



The 4-door Datsun L 210 started it all in California in 1958. Car needs a little TLC



1990 240SX set up for 'drifting'-675hp on full boost



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On the Road Again...Sonoma Historics Takes Flight

BY JOHN STRAUB, HISTORIAN

This month I am going to talk about something a little different. Porsches and Wine—no history today.

Call me kinda' sheltered, but I've never really been to Sonoma or Napa to go wine tasting. The last time I was at that local area racetrack it was called Sears Point, with little or no amenities. Now it is all grown up and called Infineon Raceway, and is a fitting place to hold the first annual "Sonoma Historic Motorsports Festival," which has the potential to become a huge vintage race weekend (or week) in the future.

This was a super event, not just a race weekend, but a real happenin'. If you're a wine connoisseur or a foodie, it was all there for you to partake. Smack dab in the paddock area was a huge tent called the "Wine Country Pavilion" serving up free wine tastings and food samples by the dozens. There was also a night of the same with other local vineyards and restaurants in Sonoma at the Sebastiani Winery.

The classic car corrals were packed, and people browsed through the paddock to check out the cars and vendor tents. So whether it was the fine cars, fine wine, or roads winding through the vineyard covered hillsides, there was something for every car enthusiast to enjoy.

I really haven't touched on the racing....oh yeah, there was racing. Many not involved in the sport seem to say, "It's not really racing"—not true. It is racing, however, the drivers understand that they are re-

ally only the custodians of these cars and the real purpose is to share the cars at speed with others to see, hear, and appreciate. So was the first annual Sonoma Historics a success? Oh yeah. Here are some photos I caught of Porsches. Also I've put more photos of the event on the blog, check them out. Go to the Blog Archive, click on June and then on Sonoma Historics. <http://www.johnstraub.blogspot.com>. Sign up for updates if you have not done so already. Enjoy.



New House, New Car

BY SUSAN BROWN, EDITOR

You will notice that I've taken an editor's liberty by putting a picture of our new house and car on the cover! The Cayenne is certainly eye-catching. We get stares from fellow drivers and people on the streets. People wave... We are still figuring out how to make use of all its bells and whistles. This weekend we learned that there is a motion sensor in the car. Tom innocently reached in the open window to check the interior temperature (our fish-that-will-not-die was in the car during the move) and the car protested! I now know why people love their Cayennes. The car is a marvelous machine, and comfortable to boot.

Our new house in Mission Hills is "charming". Which is to say a little quirky. Built in 1923 it has almost the original kitchen and bathrooms. The interior walls have been redone, but the structure remains pretty much as it was built back then. There are 7, count them, 7 doors to the outside. Makes locking up for the night a tour of this little place.

You may notice that Black Forest changed their ad design. I can't remember the last time that happened! Look for their coupon on the back inside cover.

Rich Fatuzzo has written two articles this month, one on the Fallbrook Hot Summer Nights where we easily won Best Car Club. Of course we did! And an interesting article comparing the Olympics with AX and TTs. I have to admit, there really are similarities. Thanks Greg, for writing about the recent GPX/GGR time trial in Buttonwillow. We all need to read about "black flag boy" Steve Grosskemper.

I will be off to the Parade when this edition "hits the stands", and I'll write about that next month.



PCASDR Autocrosses and the Olympics

TEXT AND PHOTOS BY RICH FATUZZO

ADDITIONAL PHOTOS BY JIM KOLLARS, GREG PHILLIPS AND TED WITTE

As you can probably tell by the title, this article will not be the usual Windblown Witness report about our club's autocrosses and time trials. Those articles usually focus on individual club members, and which class of vehicle came in first, second, third, etc. Don't get me wrong, those pieces on the autocross/time trial events are fun to read, and the authors of the articles show the truly competitive spirit and the overwhelming club participation of many of the PCASDR members who especially enjoy autocrossing. To put it even more succinctly—autocrossing is literally what "Drives the Club."

But did you know that our autocross and time trial events actually have a number of things in common with some Winter Olympic events, such as those that took place in British Columbia, Canada, this past February? This article will help us to view our autocross people and events from a different perspective. It will allow us to visualize the mechanics and even some of the "pageantry" that make up autocrosses/time trials and to see that our "sport" compares quite favorably with the Olympics. So join me, for a fun and interesting ride.



The "Line Up"

Just like in the Winter and Summer Olympics, we have the "Opening Ceremonies", where the "Olympians" and their cars, representing different models and classes, "march in", and line up for inspection. The drivers and their respective cars, each with an assigned number attached, appear to represent competitors from "different countries," but as we all know, while the "equipment" is all German, the competitors are not. The "Opening Ceremonies" also include the "pageantry" of seeing each "Olympian" with their own style of dress, especially their helmets, which like the Olympics are primarily for safety and not just aerodynamics. The "Master of Ceremonies" then has all the competitors gather around to walk and view the day's venue, in this case a "slalom" course, with interesting names at every "hair-raising" turn, but in all cases the emphasis is on safety, so that all participants can experience the "thrill of victory" and not the "agony of defeat."

Earlier in the morning, the slalom course, just like in the Winter Olympics slalom and downhill events, has been laid out by the event planners (autocross chairs) to test all the participants' driving skills. PCASDR course planners also name each course, like "Tribute to Ferry Porsche" or "Adventures in the Amazon", and give names to critical portions of each course, like "Revenge of the 928", and "944 Surprise" or "Anaconda" and "Giant Otter." The slalom course and its gates (cones) are also strategically set into place. In our autocross events,



The "March In"

the cones are placed for start, direction and finish; for key locations on the course to guide the competitors; and at slalom, barrier and braking zones to challenge each competitor and separate the "medal winners" from the other contenders in the event.

In addition, the course workers have "groomed the course." These volunteers (corner workers) have graciously dedicated their time, before and during the competition, to make this event safe and successful for all involved, including the spectators. And just like the Olympics, timing is everything, to the hundredth of a second, so the timers have to be prepared for split second accuracy, and there are judges too, to answer any questions, solve any problems, and avoid any misinterpretation of "The Rules."

But, before the actual racing begins, let us first look at some of the mechanics of our autocross events by comparing them to two other very distinctive Winter Olympic venues, the bobsled type events (2 and 4 man, luge and skeleton), and cross-country skiing events (cross-country and biathlon). To make the comparisons easier, and more fun to understand, first assume that all our competitors are fairly equal in skills and experience in each class, even though we all know that



The "Inspection"



The "Opening Ceremonies"



The "Master of Ceremonies"



The "Competitors"

might not be the case. This will allow us to put our main focus on the equipment and what each competitor does to improve his or her time.

In the bobsled events, the courses are always technically designed, as are our autocross and time trial events. In both, the racer who has the best "line" is often times the winner, and any major driver error could spell disaster, but most of the time the loss is in valuable run time. The bobsleds are precision crafted, aerodynamically designed machines that strive to achieve maximum velocity throughout the run. So are our Porsches. In the 2 or 4 man bobsleds, weight distribution is important to maximize the control of g-forces. Likewise, our Porsches are designed to consider the effects of weight distribution



The "Slalom Course"

and g-forces going around all types of turns and through chicanes, whether the engine is in the front (rare), mid (many) or rear (most). There is one major difference: bobsleds need to be pushed at the start house to overcome inertia, while Porsche was smart enough to put engines in the vehicles, regardless of where they are positioned—front, mid or rear.

Now to cross-country Olympic skiing events, where "wax on" and hoping that "wax doesn't come off" the skis is critical to making a successful run. The type of wax used, under what kind of weather and course conditions, is critical to achieving a gold, silver or bronze medal. In some long distance (30-40 km) cross-country races, competitors for the medals are sometimes only a split-second apart. Our



The "Groomers"



The "Corner Worker"



The "Race"



The "Spectators"



The "Judges and Timers"

"Olympians" also see friction (braking) as their friend, but the key is when and where to apply it on the course, under what conditions, how much and for how long.

What separates some of the top competitors is also heavily dependent on their vehicle's set-up—what tires to use? What make and what sizes, front and rear? What brake pads? What type of suspension? Since the competition each week is fierce, but fun and exciting for all competitors, to get the "racer's edge", the best set-up for each course is critical, just like in the Olympics. In this regard, our autocross and time trial participants are very "tech savvy." Just check the general discussion and tech sections of the PCASDR web site on any given day and you will probably notice that the overwhelming majority of questions and comments relate to autocross, time trial racing and vehicle set-up.

Finally, just like in the Olympics, the PCASDR racing events have the "Closing Ceremonies," where all the participants come together in mutual celebration, regardless of who won, or who will try a heck of a lot harder next time to avoid the agony of "coming in second." So instead of waiting another 4 years to enjoy the next Winter Olympics, go see and/or participate in the next PCASDR autocross/time trial "Olympic" slalom event, which is run at least once per month. You will be glad that you did!

But, as for me, I must confess that I still prefer the fun and the enjoyment of the more leisurely paced road rallies and my personal favorite—WINE TOURS.



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North Meets South at Buttonwillow

TEXT AND PHOTOS BY GREG PHILLIPS

The Buttonwillow club race weekend was not on my original race schedule, but when the Grand Prix region became a co-sponsor with the Golden Gate region, it became more attractive. With the long summer break between the May Spring Mountain event and Buttonwillow in September, another track weekend looked good, but since it was now a Zone 8 event, even better. And when Ethan Dahlkamp, who was doing the PCA club race, invited Steve Grosekemper and me to share his trailer at the track, the decision was made to attend the GGR Rolling Thunder II weekend.

It not only gave us another fun weekend but also a chance to see how another region puts on a track event. The first thing we noticed was that they have a quite different car classification system. On their website is an online system to walk you through the questions about your car and then at the end give you your class. Not only are the points different between autocross and time trials, but the system is not model-based. Here is the explanation from their web site.

Rather than a model-based system with specific recipes for modified classes, the new GGR classification system, specified in the GGR Rule Book, is based upon points. Each distinct car model (by specific model and year) has a base point assignment. Each performance-enhancing modification to a base car adds additional points. For example, changing to a non-stock performance muffler adds 5 points while going to headers adds an additional 10 points. Adjustable shocks add another 10 points, etc. Wider wheel widths, race tires, and engine displacement increases all add points. A car's base points plus all modification points determines its class.

Cars with similar point totals compete with each other in class. For instance, in Time Trials, cars with between 401 and 450 points are class TT12 while cars with between 451 and 500 points are in TT11. Autocross classes have slightly different points totals, for example, 451-500 points is AX12.

In Time Trials, highly modified cars over a designated modification point threshold (650) are assigned to the appropriate GT class according to PCA Club Racing rules. GT cars are classified primarily according to displacement, and are required to have specific safety equipment.

For my 1982 911SC, the base points were 240 and my modification points with 3.2L engine, DOT tires under 50 and 8&9 inch wheels were 460, so with 700 points I was TT7 by their classification. Although a little confusing the first time through, overall I see a lot of advantages to their system. Rather than having to design a new class when Porsche brings out another faster model, it is just assigned a higher base point assignment. Presently their base points vary from 100 for a 356 to 710 for a 997GT2, if you don't count the 840 for a Carrera GT. Another interesting wrinkle is that you are also allowed to deduct points for options such as an automatic transmission that might have less performance potential. Also, the points for certain modifications, such as aero or brakes, are different for the AX or TT classes as their performance advantage would also be different. A wing that is great help at the track will have limited value in a slower speed autocross. Overall, I think we should be looking at their system as a template for the needed upgrade to the Zone 8 system. Some of the other differences would not be noted until we finally got to the track.

The drive up on Friday was uneventful with not too much traffic. We arrived at Buttonwillow as the Friday DE, hosted by the Central Coast region, was starting to wind down. Ethan had driven up the night before to do some suspension tuning with his new shocks at the DE. His trailer was already set up and we were able to unload the 911 and then try and figure out the tech situation. The tech forms were in the online packet and Steve had completed them after his inspection.

They were to be signed by the drivers, attesting that they were responsible for the tech inspection, and we had hoped that we just needed to sign the forms and turn them in. No such luck. Their system was to have each car reviewed before getting your run group stickers, so Steve headed back to the trailer to pick up the car and bring it into the tech line that was now forming. It did go quickly with the only wrinkle being that we needed to add numbers to the hood and the tail in addition to the numbers on the side.

We now were finished with registration and had our run group stickers, which brings up yet another wrinkle. Skip Carter from Grand Prix region had asked us to instruct and I had agreed although Steve had declined. When the run groups were first available online they



Zone 8 Representative Michael Dolphin

had not noted that we were sharing a car and had both of us in the Red run group. I had e-mailed the registrar and asked to be moved to the Green run group. But the response was to move Steve to Green. Each of us noted that Steve was the faster driver (in the 911) but due to the instructor and student assignments he was kept in Green. So now I was running with a new group and in the Red run group to boot. The next day would be interesting.

That night we had originally planned to have a group potluck, but by the time we had everything done, Ethan was getting the steaks on the grill and we sat down to a nice quiet dinner in his trailer, where we were joined by Randy Gates from the OCR. The weather had been very nice throughout the day, but the wind did come up some as the evening progressed and we were happy to be in the trailer rather than the tents that some people were camping in.

The next morning saw an early start, and after breakfast we had the cars ready before heading over to the drivers meeting. They reviewed the safety procedures and passing zones and the schedule for the weekend. The main difference in passing zones is that they did not allow passing in Riverside, although they allowed it on the short straights before and after. Did I mention they checked attendance with a hand stamp? After the meeting it was time for the student (Yellow) group to take to the track.

I had expected the student-instructor pairings at the end of the drivers meeting, but found out they had posted the pairings earlier in the week and their routine was for the instructors to meet their student on the grid. After a quick scramble I found the list and my



Green run group in the grid

student, but also another surprise. I had one student for the morning, another student in the afternoon, but no one assigned yet for Sunday. After meeting my morning student, we talked briefly, got buckled into his Cayman S, and pulled into the grid. Although we were scheduled to start at 8 AM, we were not flagged onto the track until several minutes after, and then had a lap with standing yellow. After the yellow lap, we started picking up some speed and started passing other cars. For the most part this went well, although there were some long delays before getting pointed by. Soon we had our checkered flag and headed back in.

Steve was just heading out in Green when we went back to the trailer for the short debrief. Not long after, he was back in, and not happy. Apparently, his group had not been going well, and after only a few laps they had black-flagged the entire group for a meeting to discuss the situation. After all of this I was a bit nervous for the Red run group. I had a little break as the Race group was now out for practice.

When they called for Red, I headed out promptly and was first on the grid when they sent us out for our yellow flag lap. I figured my best strategy was to stay away from traffic in the beginning, so once I hit the track I was up to speed as quickly as possible, as I had already noted the corner worker positions with my student, and by the time I came around for the green flag, I had opened up a good gap. The first session went quickly and I was able to run out in front without traffic, except for a 914-6 that was late coming out and whom I passed. Then at the end of the session a couple of faster cars finally caught up and were pointed by. I was surprised that Otto Obrist did not catch me until the last lap as he was only a couple of cars behind me on the grid, but he had a problem with his wastegate plumbing and had to come back in to fix it before going back out.

After parking in the pits, it was time for my student's Yellow group. They had a 10 minute worker break so I had a little more time and we were soon back on track. This session went more smoothly and my student continued to improve throughout the morning. The point-bys were prompt and passing flags noted well. After his session, it was time for me to fill out the evaluation form that he would then pass along to his afternoon instructor.

Steve was back out in Green for his next session, and at least this time they were able to run their full session. He was still not happy as he had been black-flagged for apparently passing in a no passing zone after being pointed by. At least he had a point. He was frustrated with the lack of courtesy when he caught up with the other cars and waited for a point-by. OK, maybe he was missing the open passing zones in the Red run group a little bit. For the rest of

the weekend his moniker was "Black Flag Boy."

Ethan went out for his first qualifying session and his Boxster was running well with the new JRZ shocks, so he qualified sixth at 2:06.5. He was having a good dice with the 911 of Roger Lai at 2:06.9 and was also trying to stay ahead of "Butch," Paul Young's 911, as well as Chuck Sharp's 944 Spec and Vince Knauf's 944 Turbo S. The top qualifier, Tom Weber, was at 1:59.3, and Richard Price was right behind at 2:00.01.

The weather was cool in the morning but warmed up, and the sun was out for the entire weekend. We had lucked out again on weather for the weekend, as there had been rain in the week preceding and it had been in the 90s the previous weekend in the Valley. After the qualifying, it was time for Red to run again. Otto was ahead of me in the grid and I was second as we were flagged off. There was a bit more traffic in the session, as I was not able to open an early gap, but overall it went well. I pointed by a few cars early on, including my student from Spring Mountain, Pete Hitesman, in his pretty blue GT3RS. I seemed to be holding up well with the other drivers in the group, but since there was no transponder timing in the DE portion of the event, and we were not getting Hot-Lap readings in the first couple of sessions, we could only guess at our times. After the session came our lunch break, so we headed back to the trailer for sandwiches and chips.

After lunch, it was time to find my new student, Michael Ryanto and his 996. He handed me his morning evaluation and after reviewing it, I put it in my shirt pocket as we buckled in to his har-



Curt Yaws going through "Off-Ramp" corner

nesses. The afternoon started promptly and Michael was driving well with a very good line and pace. Unfortunately, fast enough that the turbulence pulled the evaluation out of my pocket and it flew out the window! Well, at least I had read it once. The session went quickly and he was busy with traffic as he passed several cars and lapped a couple of the slowest ones.

After my student's session, Green was back out again. Steve was having more fun, and with the hot-lap working was able to see his times coming down from 2:12 to 2:10. Did I mention he had another black flag? That one was just for going off-track in the session at Sunset corner. He was kept busy passing the rest of his run group. He was followed by the Club racers who were doing practice starts and then a fun race.

After another worker break, it was time for my session again. I was running well and trying to pick up some more speed through the Esses when I finally overcooked it and ran out of room on the trackout. I was four wheels off in the dirt but still going straight and putting up quite a dust cloud. I was able to slow down and carefully brought the car back onto the track, aware if I was too aggressive I could be off track to the inside and hit something hard. There was a slight wiggle as I came back on, but it straightened out and I was

able to brake for Sunset and then get my black flag at Start/Finish. I kept the pace down for the next lap and the car seemed to be fine. When I came around to the hot pits, they checked it out as OK and I was back on track for the rest of the session, but just a bit slower through the Esses.

The rest of the day went quickly, between instructing and running with the Red group, and the last session of the day was the Sprint Race. Tom Weber and Richard Price were 1-2 again, with Roger Lai 5th and Ethan and Paul Young 7-8 overall, with Chuck Sharp and Vince Knauf further down in the results.

As the track went cold, I heard there was an instructors meeting in the timing tower, and there found another difference in training styles. At the meeting, they went over each of the students and asked for feedback from their two instructors. Primarily they wanted to know if we felt the student was ready to be out solo or needed further instruction. It was nice to have two opinions sharing the decision, and if the consensus was that they needed more instruction, then an instructor was assigned at that point. It could be one of the student's previous instructors or a new one for Sunday. The evaluation forms were reviewed and the instructors also had written feedback from the students. Although I initially felt that having two different instructors would not work out well, I did see some of the advantages after this meeting. Not sure if it's better, but something to consider. Another wrinkle is that their instructors are expected to purchase an intercom system to use with their students.

While we had the instructors meeting, many of the other people were doing parade laps before the catered dinner in the main building. We had not signed up for that, and Ethan was back working the grill with bratwursts for dinner. Steve had checked the car at the end of the day and it was running well with no problems so far, other than being a little dirty, so Steve was also cleaning it up some.

The only other thing we needed to do was sign up for timed runs and give an expected time we would run. Since there was no timing available before the timed runs, this allowed them some system for setting up timed runs. Steve put down a 2:09 and I predicted a 2:12. Chuck Sharp had brought the timing hardware and software for timed runs, but was missing a piece of hardware that would allow him to get timing along with the Club racers so we did not have transponder timing until later on Sunday. GGR apparently only uses the transponders during timed runs. They have some transponders and they are placed on the cars before their timed runs and then removed and moved to the next set of cars for their timed runs. Time trial drivers are expected to have a transponder bracket mounted on their car to facilitate a quick turnover.

After dinner we tried out the outdoor showers and then looked at some of the morning videos and downloaded some of the data from the G2X system. We did get some of the data and looked at some lap times, but still need to work with the software some more to make it easier to understand. As our eyes got heavy it was time to turn in and get some rest for Sunday.

Sunday was another early start for the Yellow group and my new student in his GT3. He was still getting comfortable with the car and our first step was to get him comfortable with shifting. He had been running on Saturday using 3rd gear, but now that he was picking up some speed, we started working on using 2nd and 4th. He did well, but as the session went on he started shifting too much, and was short shifting to 5th on the front straight. As I was concentrating on keeping him from shifting too soon, we both missed the checkered flag and ended up getting a black flag (must be contagious).

Steve was up next in Green and he had made a sway bar adjustment to try and improve the handling. This was our first track event running the 275/40/17 rear and 255/40/17 front Toyo RA1 tires. He was pleased when he came in, as his times had improved and he received no black flags. He was carrying more speed through the Bus Stop and Riverside as well as the Esses, which gave me some goals to

shoot for.

I was up after the club race practice and the car did feel better. I spent the first part of the session trying to hang with a Cayman S, and then had a long run without much traffic and worked on picking up my speed in Riverside and braking less for the Bus Stop. It did work and my times came down slowly, without getting the car dirty.

The morning went quickly as my student continued to improve. We were able to point by the faster cars, shift appropriately and did not miss the checkered flag this time around. I should mention that the GT3 makes a wonderful sound under acceleration. Steve also was picking up his pace and carrying 4th through the Bus Stop and 5th through Riverside, although he did miss his braking point for Star Mazda and did get a little dirty (in-car video is fun). His times were now down to 2:08 and he was feeling better overall, except Otto was also going quickly. We blame his slicks, although it could be his turbo power or driving skills also.

Race qualifying was up next, and Ethan took advantage of the cooler weather to improve his time down to 2:05.1 for 5th, but Roger Lai (4th) had also improved to 2:03.5. Richard Price was on top at 2:01.1, with Paul Young at 2:12.6, Chuck Sharp at 2:15.6 and Vince at 2:20.6. Ethan was looking forward to the afternoon races, as his car had been running well all weekend.

My last session went well and I felt more comfortable getting on the throttle earlier to help settle the rear end through the corners. I had passed Otto on the out lap, but he was just warming up his tires as he came roaring back quickly. Curt Yaws was also running well. He had caught up to me but declined a point-by and followed my line for a while, and then went by after Phil Hill. Towards the end of the session I had some traffic and passed a few cars. I was distracted as Curt Yaws was pulling into the pits, and wondering if I had missed another checkered flag, I tried to shift into 6th! Oops, back into 5th and finish the lap, and then see the checkered flag.

Lunch was more sandwiches and chips at the trailer before heading to the TT drivers meeting to discuss the timing procedures for the end of the day. They reviewed the timing procedures and we found that the shared cars would be going out in the first group and then they would be lining up the other cars in the cold pits. They used the paved area north of the main tower and along the hot pits wall as their cold pits grid for the entire weekend. They also differed in that they had you do an entire cool-down lap after the checkered flag. If you went off track before getting a timed lap, you were DNF. If you spun and stayed on track, but then interfered with another driver's lap, you were also DNF for that lap and could only count a lap you had completed before the spin. If you caught up with another driver you needed to slow and then come by the finish line with your arm out the window and indicate you needed a rerun.

After lunch was the last race of the weekend. Richard Price backed up his qualifying and was the winner. Roger and Ethan were again 4th and 5th, but Ethan was disappointed, as Roger had spun on the first lap but came back to pass Ethan on the last laps. Paul Young was 7th overall, followed by Chuck Sharp, who beat Nick Perdikaris in the Spec 944 class.

After the race were the final practice sessions for the time trials. Not sure how they handle students who are not cleared for solo, as my student had left after the morning sessions. It was Yellow, Green and then Red, so I was out just before the timed runs started. This was the first time Steve and I were back to back, so my tires were warm but I was near the back of the grid as were flagged off. I passed a couple of cars quickly and then hit a gap where I had a couple of clean laps to practice. As I came by start- finish, I would concentrate on keeping my braking late for Sunrise, but also to carry more speed and get back on the throttle earlier. A quick shift back to 4th for the short chute and then hard braking for the off-ramp and shifting down to 2nd, then accelerating out and up to 4th on the I-5 straight before braking for Cotton Corners, carrying my speed but concentrating on

setting up for Grapevine and getting a good launch onto the straight. I was trying to stay flat-out as I turned into Club Corner and headed for Bus Stop—I had been braking and shifting to 3rd, but with coaching was able to carry 4th with less braking and getting on the throttle earlier. Accelerating into Riverside into the low 90s and trying to carry the speed out, shifting to 5th and accelerating for the entry to Phil Hill. Braking hard and downshifting to 3rd as I try to go over the top at about 70 mph, and then accelerating down the back side and onto the Drag Strip straight. Braking hard for Star Mazda and down shifting to 3rd with a late apex, tracking out onto the berms as the camber goes away, and then accelerating for the Esses. I would short-shift into 5th just before the Esses and then accelerate through them, trying to turn early for each of the corners, tracking out onto the straight, and then braking hard for Sunset corner. Down to 4th and then turning in for a late apex and back on the throttle early to carry speed onto the front straight to finish my lap. I ran into a bit of traffic at the end of the session and ended up being offline as I went into Star Mazda after a pass and had a bit of a slide, but stayed on the track to the end.

Since the shared cars were up first, I was able to drive in and then get right back on the grid for timed laps. Steve had usually run first in timed laps and been accused of using up the tires before my laps. With the RA1 tires, this was not a problem, but it was easier than changing drivers. After a short wait I was flagged off and went out for my timed laps. I stayed clean and had two good laps with the best being a 2:12.77, so my prediction was OK. After coming back in and changing transponders, Steve was out next and had a very good first lap, but had missed a downshift and was hoping to improve on his second lap. He was doing well until in the middle of Riverside the engine hesitated as the low fuel level caused some starvation from the high Gs. He finished the lap but was disappointed that the 2:07.63 would have been quicker with more fuel. That ended up being good enough for 3rd overall as Otto Obrist ran a best lap of 2:03.00 and Rand Gates was next at 2:05.94, followed by Curt Yaws in 4th at 2:

08.70. The first GGR driver was Craig Lisowski's Cayman S at 2:08.75 for 5th, John Tavernetti at 2:11.82, then I was 7th. Rounding out the Top ten were other GGR drivers Kelvin Malin's 2002 Turbo at 2:12.79, Partha Piniseti's 2002 C4S at 2:13.19 and Jim McLelland's 914-6 at 2:13.45. The Hockett brothers could not have been closer as Dan's 1999 Boxster beat Dave's 1998 Boxster 2:17.38 to 2:17.39!

Overall it was a fun weekend at Buttonwillow. A new look at running events, and both of us finishing in the top ten, but still 2nd and 3rd of the SDR drivers behind Otto. The drive back went quickly and now we have a summer break before the next big track events. But the schedule keeps improving, as now we also have an OCR event at Auto Club Speedway in Fontana in mid-September. Start planning now to attend the rest of the time trial season at Buttonwillow Sept. 18-19, and then Spring Mtn. on October 16-17.



Ethan Dahlkamp's yellow Boxster



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For only \$325 per driver (includes food) this three-day school is your opportunity to learn driving skills that can be applied to any driving situation in any vehicle. You'll safely learn the limits of your Porsche in a controlled environment with the guidance of experienced instructors. Add to your Porsche driving enjoyment with significantly improved road skills.

Registration will be limited to 48 drivers. We will wait list applicants based upon sign up date and time.

No prior performance driving experience required but you must be a PCA member.



Register at www.pcasdr.motorsportreg.com

FRIDAY "Chalk-talk" (classroom instruction)

6:00 pm - 9:00 pm at Black Forest (Engineer Rd.- Kearney Mesa)

SATURDAY Driving exercises, many performed on a skid pad.

7:00 am - 5:00 pm at Qualcomm Stadium's West Lot

SUNDAY Non-competitive autocross, with full day instruction.

7:00 am - 5:00 pm at Qualcomm Stadium's West Lot

For Further Information:

Contact PCA-San Diego Region Chief Driving Instructors-

Dan Chambers 858.277.6854

Mark Rondeau 858.864.3163

Joel Bowman 619.540.1771

or cdi@pcasdr.org

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PCA San Diego

Region/Zone 8 DE & Time Trial

Buttonwillow

September 18-19, 2010



- ★ DE format all day Saturday and Sunday through mid-afternoon
- ★ Optional TT timed runs on Sunday afternoon

REQUIREMENTS:

- Participants without Zone 8 documentation must have completed 8 Autocross-type events or equivalent accumulated over at least 9 months but no more than 18 months
- SNELL SA2000/2005 or M2005/2010 helmet (M may require balaclava depending on clothing requirements)
- In Prepared class or higher, 5-point harnesses for all drivers & passengers and proper mounted fire extinguisher
- Pre-tech inspection strongly encouraged
- 2010 Zone 8 Driving Event Rules apply: www.pcasdr.org

EVENT HOTEL:

Buttonwillow Motel 6 Central
(fka Red Roof Inn fka Willow Inn & Suites)
20645 Tracy Ave • Buttonwillow, CA 93206
Tel: (661) 764-5121 • Room: \$45.99 plus tax[†]
Reference the J. Miller room block

[†]Rates subject to change by hotel

Saturday Lunchtime Track Tour!!!

For more information contact Jack Miller at (619) 994-7695 (m) or tt@pcasdr.org

For track information and directions: <http://www.buttonwillowraceway.com>

September 18-19, 2010 — PCA-SDR/Zone 8 DE & Time Trial — Buttonwillow

Car Number _____ Car Class _____
Driver Name _____
Phone _____
E-mail _____
Member # _____ Region _____
Emergency Contact _____ Phone _____
Driver Status: _____ Instructors, will you instruct?
☐ Student ☐ Driver ☐ Instructor ☐ Yes ☐ No

Do you have a: _____ Signed _____
Competition Permit? ☐ Yes ☐ No Log Book? ☐ Yes ☐ No

Car Year _____ Model _____

Car Number _____ Car Class _____
Driver Name _____
Phone _____
E-mail _____
Member # _____ Region _____
Emergency Contact _____ Phone _____
Driver Status: _____ Instructors, will you instruct?
☐ Student ☐ Driver ☐ Instructor ☐ Yes ☐ No

Do you have a: _____ Signed _____
Competition Permit? ☐ Yes ☐ No Log Book? ☐ Yes ☐ No

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\$25 Late Fee (postmarked/faxed between Sep. 4 and Sep. 13)..... \$ _____
\$100 On-site Registration Fee (if registering after Sep. 13)..... \$ _____
\$30 Transponder Rental (or you MUST enter your # to the right)..... \$ _____
\$10 2010 Zone 8 Competition Permit or Log Book..... \$ _____
TOTAL..... \$ _____

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★ Please bring a filled-in Tech form with you to your Pre-tech inspection: www.pcasdr.org/img/pdf/general/AXRegForm.pdf

From age 5 to age 18



The Monarch School is helping kids, but they need your help. Please bring new SOCKS & UNDERWEAR to any PCA-SDR event in July.

Monarch School is a school in downtown San Diego dedicated to serving homeless or at-risk kids ranging in ages from 5-18 years old. The school provides education, meals, medical and dental services, and after-school enrichment programs.



For the past two years PCA-SDR has sponsored a new sock and underwear drive to support and aid Monarch School students and this year we're doing it again! At every club event during the month of JULY, please bring new socks and underwear to donate to Monarch School.

THE MONARCH SCHOOL IS
A SCHOOL DEDICATED TO
SERVING KIDS THAT ARE
HOMELESS, RANGING IN AGE
FROM 5-18 YEARS OLD.

The school is in need of new socks and underwear in ALL sizes for kids as young as 5 and as old as 18. Give the items to me or another board member. We will present all items that we collect to Monarch School at the PCA-SDR / Mexi-Cocina hosted Family Dinner in August. Last year we donated more than 625 items. Let's see if we can top that this year.

Thank you all for your generosity.

*Please call me at 619-938-2697 or email me at prereg1@cox.net if you have any questions.
Martha McGowan*



New Members

We are pleased to welcome the following new members to the San Diego Region.

Ali Asgari & Zheilla Riahi

San Diego, CA
2003 Porsche Coupe

Wayne Aymar & Cathie Aymar

El Cajon, CA
2007 911 GT3 Coupe

Lisa Bernard

La Mesa, CA
2005 911 Coupe

Sharon Cohen

San Diego, CA
2007 Carrera Cabriolet

Sheldon Derezin

San Diego, CA
2010 Panamera

Bob Doustdar

San Diego, CA
2003 Boxster Roadster

Bob Gilman & Yvette Gilman

San Diego, CA
1980 911 Targa

Fred Hagen & Robin Hagen

Encinitas, CA
2003 Boxster S Coupe

Jerry Hoffman & Dorothy Hoffman

Carlsbad, CA
1989 911 Carrera Coupe

Larry Krantz

San Diego, CA
2010 Carrera Coupe

Brad Nelson

San Diego, CA
2006 911 Cab

Paul Nelson & Michelle Mccarter

Laguna Beach, CA
2005 Turbo S Cabriolet

Jon Okeefe

San Diego, CA
2003 Boxster

Ray Rainer & Joy Rainer

San Diego, CA
1963 356 B T-6 Cabriolet

Larry Salzman

El Cajon, CA

Andre Scott

San Diego, CA
1994 928 Coupe

Denny Sucharda & Magen Mckeon

Oceanside, CA
1987 944 Turbo Coupe

Anniversaries

Five Years...

Michael Atkinson
Ryan Calvert
Steven Geyer
Steve Kennison
Scott Marcus
Mike Thompson
Yuzen Yang

Ten Years...

Todd Armstrong

Fifteen Years...

L Fowler

Thirty Years...

Jacques Le Friant
Stephen Wheeler

Forty Years...

Norman Baldwin

Join, Renew, Update

Membership in San Diego Region is handled by PCA's national office. To join, renew, or change your membership information, visit WWW.PCA.ORG.

For questions about your membership status or delivery of your Windblown Witness, send e-mail to MEMBERSHIP@PCASDR.ORG.



Doug and Elizabeth Roberts



Ray Galli and Geri Kaiser



Ted and Gail VanDerMerve



Marcelo and Pam Marino, Melissa and Mike Maguire



Jane and Alan DeLa Sierra

New Member Party

June Meeting

The following highlights are adapted from formal meeting minutes prepared by Secretary Rikki Schroeder. Members who wish a copy of the full minutes should send e-mail to SECRETARY@PCASDR.ORG.

The June 2010 Board of Directors meeting was held at the Kinninger home. Board members in attendance were Curt Yaws, Neil Heimburge, Carl Scragg, Bill Behun, Rikki Schroeder, Mark Rondeau and Dave Gardner. Monique Straub was absent. The meeting was called to order at 7:16. Minutes from the May 2010 meeting were approved unanimously.

President's Report

Curt Yaws reported that he got a message from a member about a possible combined tour and visit to the Leatherneck Museum. Planning for this function has not yet started.

Susan Brown is requesting that articles be given to her early.

Treasurer's Report

Accounts are reconciled as of the end of May. Major income sources in May were Witness advertisers, the rebate from National, and proceeds from the Fontana DE. Major expenses included the Auto-cross, Fontana DE and Witness printing. Our club accountants, Parker & Riddick, have updated and revised tax forms, resulting in a refund to the Club.

Chair Reports

Autocross. (AX, pre-reg, reg, CW, equip, logistics, safety, tech inspect, tech adv, timing) There was discussion about whether existing rules that allow non-members to participate in autocrosses should be changed. There has been confusion on this issue and inconsistent action. It was also noted that there is some confusion about pricing for non-members. It was agreed that membership at large should be informed about both the rules and past Board decisions. Cathy Young was to contact Tom Brown to insure that proper pricing was posted

Auto Museum. Michael Harris reported that the San Diego Auto Museum has just opened a new exhibit on Datsuns and Nissans.

CDIs. Mark Rondeau reported "Progress."

Charity. Martha McGowan reported that the Monarch School dinner will be held on August 23 and will be provided by Mexicocina. Sock and underwear drive will be held in July.

Concours. Steve and Aracelli Lopez presented a budget request for the October concours to be held at Spanish Landing. A motion to approve the budget was unanimously approved.

DE. (DE, pre-reg, reg, CW, equip, logistics, safety, tech inspect, tech adv) Martin Lipp provided reconciliation for Fontana DE. This was accepted by the Board.

Goodie Store. It was reported that quite a bit of merchandise was sold recently.

Membership. For May, there were 1,408 primary and 1,068 secondary members for a total membership of 2,476. Angella Avitt reported that most of the 36 non-renewals are one year members who did not renew. Otherwise, membership continues to show a slow increase.

Social. Kathy Alnwick reported that the Pageant of the Masters is sold out. Father's Day brunch and tour is planned. Hot Summer Nights in Fallbrook and Eastlake are both coming up June 11-13. Installation dinner this year will be at the Catamaran on January 8, 2011. Katina Rondeau presented a budget request for the 2011 Drivers Dinner, planned for February 20, 2011. The budget request was approved unanimously.

Tech Sessions. Neil Heimburge reported that the last session went

well, but that none of the sponsors advertise in the Witness.

Tours. Keith Verlaque reported that he was contacted by a member who works with Justice Bros. Racing. They have a large auto museum (150+ cars) near the La Canada-Flintridge area. He asked that the Club consider doing a tour to that facility. He will contact Monique Straub about a possible date for an event.

No Reports

No reports were provided for Archivist, eMaster, Equipment, Historian, Insurance, Legal, Military Liaison, Rally, Region Rules, Safety, Sponsor Liaison, Time Trials, Vintage Racing, Web Team and Witness Team.

Unfinished and Old Business/Announcements

None.

New Business

Bill Behun reported on driving event dates for the remainder of the year. One of these will probably be designated a Zone 8 event. The dates were approved unanimously.

Adjournment and next Meeting

The Kinninger's were thanked for hosting the meeting. The meeting was adjourned at 8:55. The next meeting will be July 14 at the home of Cathy Young and Mike Buhai.



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1974 914 2.0 Yellow w/ Black Interior. Very good condition. will need paint but has been taken well cared for. \$7,500 OBO. call Clark. (760) 603-8593

1978 924 Silver Gray Metallic Black leather interior, 4-speed manual, A/C, one owner/driver, 132K+ miles, good/clean condition, licensed, service records available, \$4,950/reasonable offer (858) 689-8875

1980 911 SC Original metallic blue, complete exterior restoration, sunroof, sport seats, A/C, limited slip, interior perfect, cleanest you will see. \$22,000 firm (760) 436-1807

1983 911 SC Grand Prix White/black interior, sunroof, original mags, well maintained and in great condition. \$11,500 O. B. O (858) 673-2226

1986 Carrera Black on Black 99K miles, New Wheels and tire, upgraded oil cooler with fan and thermostat, call for more details 25,000 or BO, Dan (949) 230-7438

1987 Carrera Coupe 26,900 57K MILES, Beautiful original paint, Red with guards. Black leather, everything looks, works like new. 225/40 and 255/35 F-1 18' turbo wheels (760) 716-4486

1989 911 Speedster \$69,000. 39k miles. New headliner. Serviced at Black Forrest. Private seller. Peter (760) 855-5871

1989 Speedster black w/cashmere leather, factory a/c, short shifter, alarm, ltd. slip. 26000mi, rare & perfect. \$69900 OBO. (909) 376-9536

1993 RS America White, 72k; dual purpose competition/ street car; 10k miles on complete engine rebuild, reworked heads w/ titanium springs and retainers, RS cams, RS flywheel and clutch, remapped DME, mass-airflow, B&B headers and exhaust, 993 6-speed, RSR LSD, Bilstein PSS9 coilovers, aligned and balanced to Cup specs, RS swaybar, Big Red brakes, and more. 280+HP at the wheels (330+HP at the crank?), weighs less than 2,700lbs, \$20k+ in upgrades, and \$15k+ complete engine rebuild. REDUCED \$45,000 Call David (858) 722-4242

1994 C4 Widebody \$34,995 Silver/black; 115K miles; all stock; rebuilt engine completely, 965 brakes, adj suspension, rebuilt A/C; beautiful shape mechanically & cosmetically. endoguess@mac.com (858) 456-2480

1995 Porsche 993 Cabriolet Red with tan interior, black top with new motor and parts, new Porsche chrome wheels, all original 73k miles. (619) 507-3822

1999 Boxster NEW PRICE! Ocean Blue, Graphite Gray, Manual, 80K miles. Garaged, non-smoker kit. New engine at 28K miles. \$ 9,800 BOXSTER SPEC DONOR? (619) 226-7690 kbenett@colsa.com

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2001 996 Turbo Ultra clean, 17k miles, Polar Silver exterior, Boxter Red interior. Immaculate, always garaged, & dealer maintained. \$54k OBO Tony @ (858) 922-1536

2002 Carrera Coupe Black/Black, Counours Car, Nav. and upgrade electronics/radio, Tip-tonic, outstanding condition, serviced at Dieters, 66,500mi. \$26,900. stephencross@earthlink.net (858) 551-9994

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2005 Porsche 997 S One Owner, Special Ordered, Arctic Silver, Sport Seats, Sport Chrono, Bose, 6 Disc, Non-Smoker, 12,400 Pampered Miles, Never Seen Rain! (619) 972-6572

2007 Cayman \$19k low miles. Beautiful inside and out (gray metallic on gray). Serviced at \$16k mi; bra/ hood cover; bluetooth. Asking \$37,900. Serious inquiries e-mail: Lori@Mendezplc.com

98 Boxster w/Hardtop 102k. 5spd. Hardtop. Black leather. new cats/02's/ maf. Runs great. \$9000. Great daily driver or turn it into a track toy. 714-280-3608

GORGEOUS ZENITH BLUE 993 For Sale, 1997 993 with 45720 original miles. Beautiful Zenith Blue coupe with Linen interior that still smells new. Original San Diego car, always garaged and covered. And you get a license plate that says "DNT LFT". \$36K Call Bob @ (619) 572-2437

2001 911 Carera Coupe Jungle green/light tan. Most options, well maintained, 6 speed, recent rear tires, 70k miles, \$35K, Carlsbad, CA (760) 602-0664

MERCEDES-BENZ SL500 Roadster Cnv SL 500 Convertible. Red with Hard Top and Black Soft Top. 16,000 miles. 1995 Mint condition. Best offer. (858) 454-3113

1984 Europ. Spec. 911 Carerra Targa-231 hp 3.2 Liter. Orig registered in Zurich, Switzerland. Garage kept, excellent condition, well maintained show/weekender, black \$26,500 (619) 850-5885

'87 Martini Livery Coupe Rollcage, harness, new GT3 seats, Momo, etc. See autotrader.com for more and photos. Offer lower price. Needs younger owner. Cover Dec 2009 Witness. Andy Shriver (619) 575-0640.

Tow Vehicles

Tow Vehicle Great tow vehicle, great shape, at great price. Please see Craigslist ad placed by my grandson, the owner: <http://sandiego.craigslist.org/nsd/cto/1707067577.html> (858) 204-7919

Track/Race Cars

99 Porsche 996 Track Car \$35,- Set up perfectly for Autocross, Time Trials & Club Race. Bilstein suspension, Full Roll Cage, Computer, full Recaro Race Seat, light weight, Hoosier tires. Bill (858)395-4400. Must sell ASAP. Hartsock@taxlawfirm.net

Trailers

17" Featherlite Open Trailer \$3450 OBO. tandem axel. weight 1500, capacity 5500, torflex axles, electric brakes, slide out aluminum ramps, removable fenders. Steve: (760) 223-6678

Parts

964 Magnesium Cup1 RS Wheels 7.5&9x17et55 good condition no curb rash, true & straight. Very rare. 858/532-2335 \$8,500 firm. marouf_usa@yahoo.com

Fire Extinguisher Mount Brey Krause under seat mount. fits 986/996's from 1997-04. Lightly used. \$75 andrewbarnum@hotmail.com

16" Porsche C2 Cup Wheels - taken off a 968, 205/55-16 front and 225/50-16 rear, email asantana@gmail.com or call (310) 989-6380

Eibach 2.5" Coilover Springs 6"Lx2.5"ID. 2-450lbs, 2-500lbs. Good condition, hardly used. Boxster Spec Racing setup. Includes top hats for Boxster PSS9s. \$240 Russell rdshon@san.rr.com (858) 442-7466

996/997 GT3 Wheel Bolts NEW set 10 factory bolts (w/red aluminum ball seats) 5mm longer than stock. Same bolts asfactory spacer kit. \$75. Russell rdshon@san.rr.com (858) 442-7466

Modified 997/987 Shifter OEM 997 shifter w/ shortened stick, 19% shorter throws than stock 986 shifter. Takes stock knob. Fits all Boxster/ Cayman/996/997. \$80 Russell rdshon@san.rr.com (858) 442-7466

Boxster S M030 Sway Bars Fits 97-04 Boxsters. Good condition. Includes bushings. \$180 Russell rdshon@san.rr.com (858) 442-7466

Bridgestone RE-01Rs 235/40-17 2 Bridgestone RE-01R tires, size 235/40-17, ~70% tread (6/32"), great condition. Great street/ track tire. \$100 Russell rdshon@san.rr.com (858) 442-7466

Headers for 97-04 Boxster/S NEW, never mounted. 100% polished T304 Stainless steel, merge collectors. Same as Schnell basic. Includes gasket set. \$120 Russell rdshon@san.rr.com (858) 442-7466

2-Michelin PS2 285/30ZR18 50% tread. Wore fronts out before 2nd set of rears! Commuting + AX wear. \$200/both OBO. Can email link w/pics. kjr914 at yahoo

BALL JOINTS lower A arm, 2, 74-89, 911 / 914. near new. \$125.00. (619) 952-3663

997 GT3... front spoiler lip, #99750598392, NEW. \$225.00 (619) 952-3663

Cup 1 wheels for sale Aset of 4 Cup 1 wheels from a 1994 Speedster. 7 J x17 et 55 (965362124.01) and 8j x 17 et 52 (965362126.01). Just recently powdercoated in silver (oem) and not yet mounted to tires. \$1500 or B. O. email: kurtcbicknell@hotmail.com (858) 442-1013 (858) 442-1013

Hot Lap Timer Great for AX and TT, Receiver and display, works perfectly. \$100 OBO. 949-370-6438

Dunlop Tires Two Dunlop SP Sport 8000 205/50ZR17. 75% (1/4") tread remaining. \$35 each. (619) 258-4209.

993 Right Fender/Rear Wing Used fender, great shape. \$800. Adjustable rear wing (carbon 53" wide), uprights, deck lid. Fits 993. \$1,000 Contact for pictures. (619) 888-1510

16 x7 BBS Wheels - \$650.00 Lightweight Two piece Magnesium BBS Wheels. Black Honey-

comb complete with unobtainium BBS Lug nuts. 52 offset. mrondeau@cox.net (858) 864-3163

HOT LAP TIMER -- \$110 Display timer unit is mounted onto a windshield suction cup style mount for ease of use. Peter (619) 433-4100

H&R Lug Bolts 20 lug bolts for sale. 19mm head size, 14x1.5mm thread type. 10 are 52mm length, 10 are 63mm length. \$20. (714) 310-1729 Chula Vista

B&M Short Shift NEW, changes lever ratio at transmission end of shift cable 10/30%. Fits 2002-04 996. All metal parts+hardware. \$65 Russell rdshon@san.rr.com (858) 442-7466

Stebro Boxster Racing Muffler NEW, never mounted. 100% Stainless steel, thru-mufflers, minimal weight, perfect for 986 Boxster Spec or track car. \$550 Russell rdshon@san.rr.com (858) 442-7466

Parting out 93 C2 Excellent running gear, test drivable. Body damage RF fender, LR fender & bumpers, Greg Smith gdsmithmd@sbcglobal.net (760) 480-6050

B&M Short Shifter Kit Brand New, fits all 986/987 Boxster, Cayman, 996/997 Carrera/Turbo/ GT2/ GT3. Still sealed complete kit with two sets bushings and grease. \$200/ obo. (619) 302-2136

Wanted

'65-73 911 Wanted Looking for a coupe or Targa for a reasonable price, nice example or a project considered, call (909)583-1894

looking for a 2.4 6 cil 911 targa complete engine email olivasba@hotmail.com

Looking for a Windscreen for a '08 Boxster, Robert Rstwins@cox.net or (619) 462-2223

Porsche child seat & bar Looking for the larger seat 33-80 lbs w/ deactivation bar. It goes in a 2001 Boxster S. Frank (858) 259-8063

Wanted: Truman Motors, San Diego Motor Imports or other Porsche Dealer License Frames. Porsche books, Posters. Also Minilite 8X15 or 9X15 wheels. (619) 667-4423

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

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

WTB: 996 GT3 Front Sway bar, Tarett droplinks, and Tarett Rear sway bar for 986 Boxster. Rear Tarett adjustable toe-arms wanted as well. (619) 302-2136

Miscellaneous

Aerial Photography and Video Low level aerial photography and High Definition video service. Remote Control Helicam allows the capturing of unique aerial photography. (858) 248-2719

Best Performing Engine Oil Amsoil Synthetics: Synpsg.com! Best Performance and Wear Protection! 5W-40 European Blend and 0W-30 in stock: Local Delivery! Call/email today! cust-serv@synpsg.com (951) 479-8483

The Road to Zuffenhausen by Dennis Adler. Lightly used (duplicate to one I already own). List \$75 - sell for \$45 obo. Nancy (619)258-4209, hauserpress@cox.net

VW Beetle car cover \$50/obo Charlie 619-224-9317.

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).

Yakima Roof Rack System Rack includes Ski, Surf, Snowboard, Mt Bike, Two Road Bike and Wind Fairing attachments. \$250 obo. Bob (619) 448-1604

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Richard Park
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
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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.

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

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

NOTE: Information in this section applies to display ads only. For information on classified ads, please see the sidebar within the classified listings.

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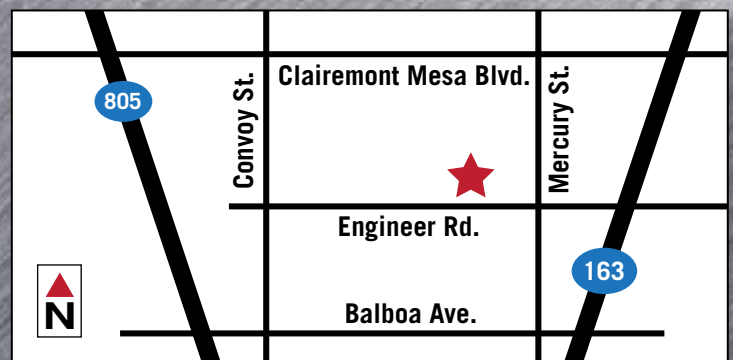
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To:

Susan Brown, Editor



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