

# WINDBLOWN WITNESS

December 2010

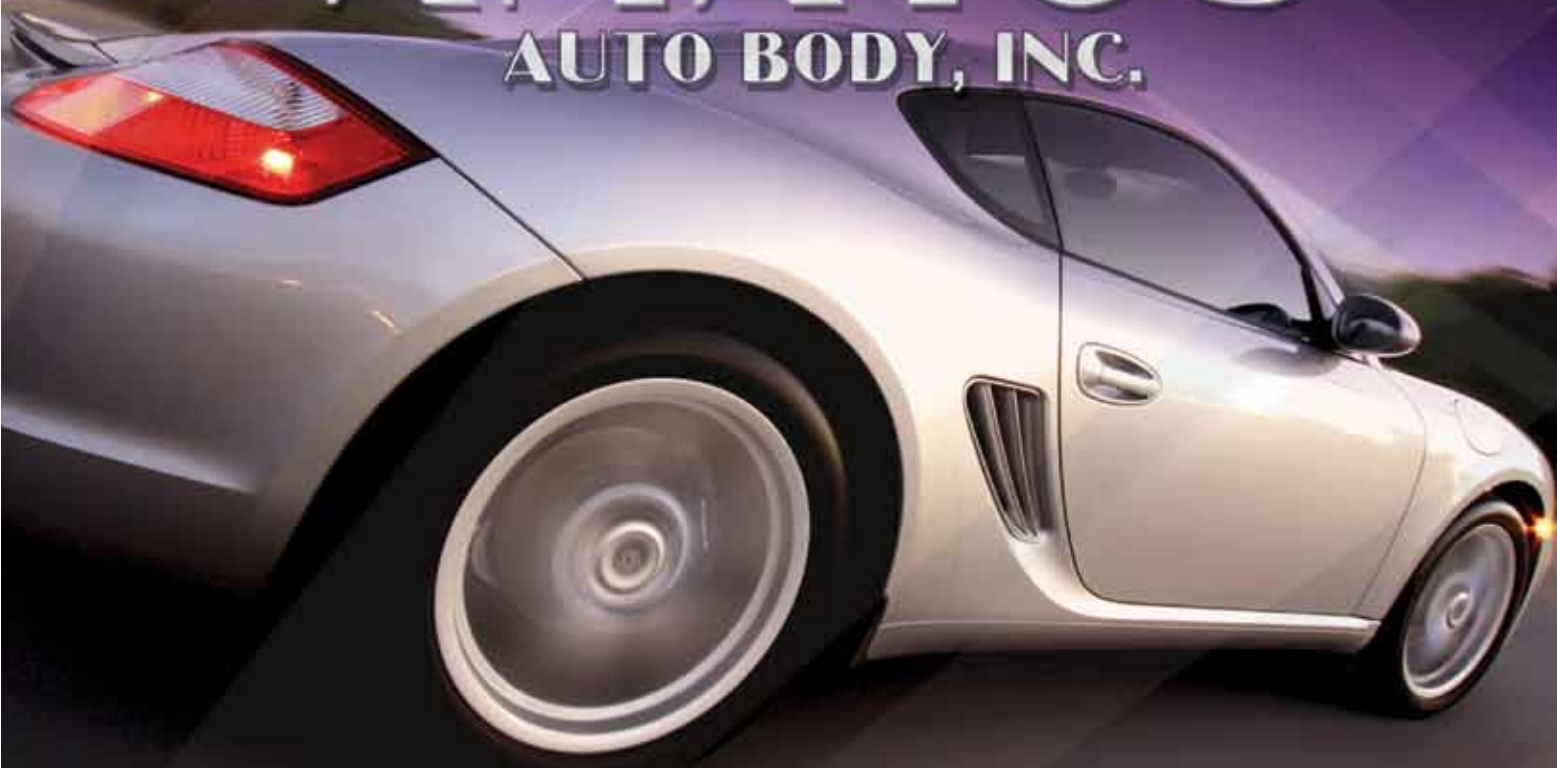
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# WINDBLOWN WITNESS

Volume 51 Number 12

December 2010

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Students and  
Instructors at SDR's  
October Performance  
Driving School

*Photo by Greg  
Phillips*



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# What's New?

BY CURT YAWS, PRESIDENT

**D**id we really thrive in the Great Recession? 2010 is almost history, and we had a wonderful selection of events for every interested member. We did it with characteristic style and substance, including social events, concours, and driving. We're in the black. We're ready for a new year. We have a great mix of knowledgeable long term members, as well as new folks just ready to love their Porsche cars. Dave Gardner, 2009 President, carried us into the year. We have Carl Scragg as 2011 President with a knowledgeable and talented team to lead us forward. PCASDR rocks!

This is my opportunity for Curt's exit interview. It was a challenging year with an economy in decline, and attendance dropping. We knew the situation, and did our best to work with it. The board and committee chairs found ways to fit in with a new economy, and we are the stronger for it. Adjustments were made, and will continue as we move forward. We trimmed a lot of subsidies, cut some benefits, and whacked retirement allocations. OK, there are no retirement allocations, but we did cut to the bone. There was no fluff in the budget, just exciting, well managed events and programs.

I'll mention one event we held that is new. Member Mike Dougherty, along with Jackie Corwin, presented a Tire Rack Teen Survival School at Qualcomm Stadium. There were thirty timid teenage drivers who arrived on a Saturday morning. They attended two full hours of classroom presentations, and even more time on the track. They learned accident avoidance, threshold braking, understeer/oversteer on the skid pad, increasing and decreasing radius turns, vehicle dynamics, and much more. The students were thrilled and the parents were astonished. This event was a great use of our time in giving back to the community in an area where we have special knowledge.

The Browns, Susan and Tom, manage our communication via this Windblown Witness and our website. Both of them brought home first place awards for our region at the national Porsche Parade in 2010. We are indeed fortunate to have the quality of volunteers that we have.

A great group of volunteers made the club function, as is always

the case. This is a wonderful club with a group of long term members who act as mentors. There is a fabulous mix of knowledge and current energy, always hewing to tradition and finding a new path at the same time.

We could not be the club we are without the service of so many volunteer leaders. The events we produce, the benefits we provide, the social functions we coordinate are all a testament to our dedication.

I'll not mention names here, as I'll surely leave out the most important. But, we have been supported by many great sponsors, by many true supporters, by members who have given more hours than they or you could imagine. We also have many new members who show up and are eager to participate.

I joined this club in 2004, relatively recent by many standards. I had a Boxster and just wanted to learn to drive it well. The Performance Driving School was the hook, and the autocross program was the monthly fix. I volunteered right away to help at AX, which turned out to be as AX chair. Ouch! That is a real job. On to Driver Education chair and board member. My wife Janet got involved, driving and volunteering. Before you know it, you are in deep. Of course you need a faster car. Porsche has those available.

There are lots of ways to spend your time. The people I have met in PCA make me feel like I am spending my time in a good place. They are hard workers, passionate about their interests, and willing to give. They tilt towards type A, and that's not a bad thing. It's hard to find a slacker in the group. If you love the pursuit of perfection, this might be your place.

Lastly, I'd like to thank all those who made it a great 2010. Our sponsors, our board members, our committee chairs and event leaders, our volunteers and our dedicated members all make it happen. It's really you. You made it happen. You did a great job. Thank you.



# December 2010

## Wednesday, December 1, 2010

### Monthly Members and Board Meeting

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

**Place:** Mike and Angela Avitt's home  
2120 Brookhurst Dr  
El Cajon, CA 92019-2038

**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.

## Saturday, December 4, 2010

### SDR Autocross-Other Car AX

**Place:** Qualcomm SE Lot

**Contact:** Online registration at [PCASDR.MOTORSPORTREG.COM](http://PCASDR.MOTORSPORTREG.COM)

## Friday, December 10, 2010

### SDR Monarch School Dinner

**Details:** Sponsored by Mexi-Cocina

## Saturday, December 11, 2010

### SDR Tech Session

**Place:** JBA--Dyno Day  
5675 Kearny Villa Rd  
San Diego, CA 92123

## Sunday, December 19, 2010

### SDR Toy Drive/Pancake Breakfast

## Tuesday, December 28, 2010

### SDR Last Tuesday Social

**Time:** 6:00 p.m.

**Place:** KnB Wine Cellars  
6380 Del Cerro Blvd  
San Diego, CA

**Details:** Come see one of the, if not THE, largest selection of liquor, beer, and wine in San Diego County. It is stacked from floor to ceiling, and in some cases that is over 20 feet high. Rolling library ladders had to be installed for easy access. Staff had to be trained to throw and catch, because that's how we load and sell our bottles via "air mail" (we haven't hit a customer yet) but we have broken a bottle or two along the way...



*For email notification of events, please keep your email address current in your account on [WWW.PCA.ORG](http://WWW.PCA.ORG), or send your new email to [MEMBERSHIP@PCASDR.ORG](mailto:MEMBERSHIP@PCASDR.ORG). For up-to-date event information, see [WWW.PCASDR.ORG](http://WWW.PCASDR.ORG).*



# January 2011

**Wednesday, January 5, 2011**

**Monthly Members and Board Meeting**

**Time:** 6:00 p.m. Social hour and food  
7:00 p.m. Meeting  
**Place:** Mike Brown and Lori Chesley house  
8849 Diamondback Drive  
Santee, CA 92071

**Saturday, January 8, 2011**

**SDR Installation Dinner Banquet**

**Time:** 5:30 p.m. Check in  
**Place:** Catamaran Resort Hotel  
3999 Mission Boulevard  
San Diego, CA 92109

**Details:** Join your PCA-SDR friends to celebrate 2010 and welcome 2011. This event includes a cocktail hour with hors d'oeuvres, a silent auction to benefit Monarch School and Rady Children's Hospital, a sit-down dinner followed by music, dancing, friends and fun, fun, fun! Self-parking is complimentary (free). Valet parking is \$10. For room reservations, call the hotel at 858-488-1081 and mention PCA-SDR Banquet. See page 21 for details.

**Saturday, January 15, 2011**

**Z8 President's Meeting and Awards Banquet**

**Tuesday, January 25, 2011**

**SDR Last Tuesday Social**

**Time:** 6:00 p.m.  
**Place:** Jimmy's Famous American Tavern  
4990 N. Harbor Drive  
San Diego, CA  
**Details:** First LTS of the year! See j-fat.com for more information.

## Rady Children's Hospital Toy Drive

**Join PCA-SDR in our annual toy drive in November & December. Please bring new toys to any events scheduled during November or December for the children at Rady Children's Hospital. We and the children appreciate your support.**

**In addition, there will be a breakfast on December 19th to deliver all the toys. We will caravan with Santa at the lead to Rady Children's Hospital to deliver the toys. (more details on the breakfast/caravan to be announced later)**

**Please contact Kathy Alnwick with any questions at [imthekaps@yahoo.com](mailto:imthekaps@yahoo.com)**



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# Coronado Vintage Races and Concours Recounted

By JOHN STRAUB

**B**y now the Coronado Vintage Races and Hospitality Tent are but a distant memory. The same holds true for our Concours. Come along with me and let us take a look back.

First, as Chairman for the Coronado Hospitality Tent, let's talk about the races and Hospitality Tent. This year's happening was bigger than ever, much to our Committee's surprise, with 200 cars in the Corral on Saturday and 180 on Sunday. You have to understand, it was only a little over two months before the event the Region had considered cancelling the tent (cost reasons), even though the committee had been working on the event. That being the case, very little PR was put out about Coronado prior to the event. After all was said and done, everyone on the Board and I had taken a second look and were glad we had decided to go ahead with the tent again this year. It was a huge success to say the least. It's the biggest event of the year, drawing a wide variety of social, autocross, and time-trial people. If you missed it, plan on making it next year, scheduled for the last part of September 2011. Great cars, good corral parking, food, shade in our tent next to the track, and super people, what more could you ask for? Here are the committee members who make it happen: John Bell, Don Middleton, Joe Hofmann, Kaid Marouf, Katie Kinner, and Monique Straub. But it also takes other dedicated members—such as Angela Avitt doing membership at the tent, Steve Snedeker taking

care of the Goodie Store...selling, selling, selling, Phil Corwin, Erik and Mark Kinner, Chuck Sharp, Miles Smith, Rich Fatuzzo, Rick Valentine, Larry Bevins and I'm sure others. Thank you all! One last note, if you would like to help on the Vintage Race Committee for next year, please call or email me. It's a lot of work, but we have a blast.

On to the Concours. If you have been following the blog you know that I was hyping these two events for the Region. The Concours is our once-a-year car show. Steve and Araceli Lopez did an outstanding job with a great turn out, and they join a long line of Concours Chairs for our Region, some of whom are: Ernie Paschoal, Pat Scanlan, Dave Walker, Skip and Leslie Shirley, Guy and Gretchen Finlan, myself, and Ziggy and Inca Szielenski. This year's show was sponsored by Personalized Autohaus, and held again at Spanish Landing. It's an event not to be missed next year. There are classes for everyone, even just a display group. However, to see who won the annual Pat Scanlan award for the best car, you'll have to come to the Installation Dinner.

I've included some photos and there is more to be seen on the blog, so if you haven't done it yet, check it out. It also has local auto racing history and up to the minute info on all kinds of car events.

[HTTP://WWW.JOHNSTRAUB.BLOGSPOT.COM](http://www.johnstraub.blogspot.com).





# A Porscheophile's Hajj

By ERIC HANAUER, [WWW.EHANAUER.COM](http://WWW.EHANAUER.COM)

Every devout Muslim, at some time in their life, yearns to make the Hajj, the pilgrimage to Mecca. Every devout Porscheophile, male and female, yearns at some time in their lives to make the pilgrimage to the factory in Zuffenhausen, an industrial suburb of Stuttgart. I finally made it on my third try. The first time, the factory was closed due to a steelworkers' strike, the second time for change-over to a new model. Finally, in September 2010, Karen and I embarked on our Hajj. This would be more than a factory visit. I was born in Stuttgart, and it provided a chance to show my wife my hometown.

Taking no chances this time, I applied some three months in advance. At 10 AM sharp on the appointed day, about 100 Hajjis gathered at the sparkling new Porsche museum. We were divided by languages into groups of about 20, each with a guide impeccably dressed in a blue sport coat, tie, and slacks. Ours was a blonde, blue-eyed, fourth-year automobile engineering student who looked like he had just stepped out of the movie set of "Cabaret." Like many Germans, his English was as good as ours. The only jarring note was that he kept calling the founders "Porsch." When asked why, he replied that this was the pronunciation he had heard from most Americans. I apologized for my compatriots, and tried to reassure him that for most of us, Porsche is a two-syllable word.

We were led across the street to the first of several factory buildings. Unfortunately, we had to leave our cameras behind. A lot has changed from the days when Porsches were primarily hand made and one worker followed his vehicle down the assembly line. Robots do most of the repetitive work now; humans do everything that requires a brain. Parts are delivered to the factory as needed; most spend less than a day in Zuffenhausen before being used. They are brought to the line by robotic carts, which are even smart enough to stop for lagging tourists.

With production at lower levels due to recessionary sales, Boxster assembly has been moved to Zuffenhausen, alongside the Carreras. Caymans are still made in Finland; Cayennes and Panameras in Leipzig. All engines, however, are still assembled in Zuffenhausen.

I was impressed by how quiet and clean everything was on the line. It takes around seven hours for final assembly, and it seemed that Boxsters, Spyders, and all sorts of Carreras moved along in random order. Each car had instructions as to what was to be attached. Our guide explained that every Porsche on the line is pre-sold, either to a dealer or to an individual. Europeans are more likely to order

their cars, while Americans usually select from dealer stock.

The tour moved casually but steadily, so if we straggled, it was up to us to catch up. There was lots of time for questions, and we saw just about everything except the upper floor where the body shells were painted. The most dramatic stage was the point where the body was lowered from above and mated with the chassis. At the end of two hours, we had walked around five kilometers, and were ready for the museum.

On my previous visits, the former museum consisted of one large room, jam-packed with around 25 cars. You've probably seen photos of the new building, but nothing compares with being there. It's a model of German organization, complete with coat and bag check, a coffee shop and restaurant, a gift shop, and an efficient, friendly staff. Riding up the long escalator to the lower display level, you first encounter the aluminum body shell of the Volkswagen that Erwin Komenda designed for the 1939 Berlin to Rome race that was never held because of the war. Like everything else in the museum, it is dramatically illuminated by studio lighting worthy of a movie set. There's lots of room to wander the multi levels, to stop and admire a historic Porsche, or to view the many special exhibits. They range from a sampling of racing trophies to an illuminated outline showing how the silhouettes of today's Carreras follow the lines of the original 356. One that struck home with me was an explanation of how important good Schwäbian meals are for keeping factory workers productive and happy. It was illustrated by a spätzle press, which makes the noodle-like dumplings that were my favorites growing up.

One of the most impressive displays was a row of 917s, looking ready to sweep Le Mans again. Among the oddities were a Diesel tractor called a Schlepper, an updated version of the Kubelwagen built in a competition for a German army contract in the 1950s, and several police Porsches. Perhaps the ugliest Porsche ever was a design study for the 1990s Targa which fortunately never saw production. Also on display was Butzi Porsche's first 911. The back end was modified before manufacture, although the classic front made it through. And of course everybody played homage to Porsche number one, the mid-engine roadster that started it all.

Conspicuous by their absence were some of Ferdinand Porsche's masterpieces for other manufacturers, like the Mercedes SS, and the Auto Union GP cars. However, Sascha was on display, along with the Cisitalia.

There's lots more to Stuttgart and Germany than Porsche, and this visit represented just one day out of two weeks for Karen and me. We wandered in to a torchlight demonstration pitting supporters of Stuttgart 21 against opponents. The plan is for expansion of the main railway station into the Schlossgarten, Stuttgart's central park. A few days after we left, tensions escalated as some trees that were two hundred years old were bulldozed. Police responded with water cannons and a show of force that made national TV.

While Karen visited the zoo to photograph birds, I went to the Mercedes Museum. It's about four times the size of Porsche's, with about ten times as many visitors. The Porsche staff was friendlier and more helpful, while those at Mercedes were there primarily for security. But the displays ran the gamut of motoring history, from Otto Benz' first automobile (a replica) to the newest Gullwing.

We didn't need a car in Stuttgart or in Berlin, because public transportation was so fast and efficient. We bought multi-day passes, but at no time did anybody ask to see a ticket. They trust people in Germany. On the walking streets, merchants display their wares outside



Body shell of 1939 VW-based Berlin-Rome race car



917s



Butzi Porsche's original 911 design

with no apparent concern of theft. On the other hand, graffiti is not only tolerated but apparently encouraged. Some of the more ornate inscriptions must have required many hours to complete.

We rented an Opel for a trip through the Black Forest, partly on the Autobahn and partly on local roads. The GPS we brought along was a life saver. The Autobahn was a mixed bag. In the right hand lane was a slow moving line of trucks from all over Europe. That left only one lane for cars most of the way, driving well under the 120 km/h (75 mph) speed limit. On the few stretches with unlimited speed, the left lane is used only for passing. Nobody ever passes on the right. And it's a socio-economic alignment, with upper class Mercedes, BMW's, Audis, and Porsches zooming by the middle and lower classes in the right lanes.

We drove the Schwarzwaldhochstrasse (Black Forest Highway) from Friedensburg to Baden Baden. This is southern Germany's version of California Highway 1, with mountains and twisties all the way. It would have been a great Porsche drive, except we did it in pea-soup fog, creeping along, barely seeing the white line and the lights of the car in front of us. Forest? Never even saw a tree.

Random observation indicated that around 75% of German cars are hatchbacks, with Volkswagen Golf the most popular model. There are even BMW and Mercedes hatchbacks that never make it across the pond. I've read that about half of all German vehicles are diesels, and from the sound, that seems about right. Japanese cars are rare, American cars are rarer.

Following are some additional personal observations about Germany that may or may not be accurate:

German food gets a bad rap due to the meat and sausages served over here. Karen is a vegetarian and a former food writer. She loved

the food, especially the Schwäbian variety. They also make excellent dry wines, not the sweet stuff you usually get over here.

There are fewer fat Germans than Americans. Maybe it's because they do lots more hiking and biking.

Or maybe it's the smoking. There's lots of coughing. Either everybody has a cold or it's smoker's hack.

Never pass up an information center in a new city. They'll help you find lodging, food, transportation, and tourist attractions.

In California we don't know what old is. Two hundred year-old German buildings are not unusual. In Schwäbisch Hall, we stayed in a hotel that was founded in 1580.

Public transportation will get you almost anywhere. Electronic signs tell you when the trains come and where they are headed. And they are always on time.

Lots of Turks live in Germany, and many of them have fast-food restaurants featuring doner, which you may have encountered as middle eastern shawerma or Greek gyros. Good stuff.

The public baths at Baden Baden are like a water park for adults. They are built above the ruins of Roman baths.

We were at the Brandenburg Gate for the 20th anniversary of reunification. Those guys sure know how to throw a party.

Germany has come to grips with its Nazi past. One section of the Berlin Wall was built over the ruins of Gestapo headquarters. It's now the site of a memorial display and museum depicting history in all its gory details. I still get the creeps looking at photos of Hitler and his thugs.

Another indication was at the 1936 Olympic Stadium. I tagged along with a group of school kids, and they were able to answer the guides' questions about the Nazi era. So it's being taught in the schools.

When you make your Hajj to Zuffenhausen, don't pass up a chance to see and experience Germany. Whether it's the medieval gated towns of the Romantic Road, castles along the Rhine, Oktoberfest in Munich, or the splendid museums of Berlin, there's lots more there than Porsches.



An overview of the museum floor



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# A Little Help From My Friends: The November Autocross

TEXT BY BOB BRAND

PHOTOS BY GREG PHILLIPS

**H**ere is a note to thank a number of people who helped me out on Sunday with my new car. It was interesting to see how it all worked out.

Erik Kinninger came by early in the morning to offer me the opportunity to take a safety lap. I was quite nervous about driving this car for the first time. While it started out OK, by the time we'd turned a couple of corners, the car made a loud noise which Erik quickly identified as an air induction sound. It wasn't long before the car died completely, and about as far from the pits as possible. When we opened the deck lid, the air intake had come unclamped on the engine side of the mass airflow. This is a part I had never touched previously. Erik helped by running to Jerry Bumpus' car all the way across the track to get a Phillips screwdriver and radio for help. This intake is held by a simple hose clamp, and once reattached it restarted easily, but stalled when I let out the clutch.

That's where Jim Duncan first helped by towing the car back to the pits. Tom Tweed suggested trying to reset the ECU as the computer had probably overcompensated for the airflow. On that car, it's just a quick turn of the electric cutoff switch. If I had only done that out on the track, I could have saved the tow, because once done the car started right up. In the meantime, Erik brought his dad, Mark, in to take a quick look at the car. He reattached a temperature sensor wire, and declared that it looked OK (although he did comment that my super-trap exhaust looked too restrictive).

I thought all was good. So, I did some slow figure-8's in the back lot to break in the LSD. Then the car stalled again, but it restarted and ran for a while. Then it stalled again, and it kept getting worse. At one point, it would not start at all anymore.

Since most of the time the car would start briefly, but would not run, I was thinking that the problem might be fuel related. New fuel cells are notorious for emitting pieces of foam into the fuel lines. I deliberately installed a pre-filter in front of the fuel pump to avoid major problems. I tried changing the pre-filter, but that didn't help. Still thinking fuel, Mark suggested that I pull the fuel line from the engine and see if it was giving pressure. This was another time where Jim Duncan was very helpful—using a fuel jug as a catch can while I



Bob's "project"

cranked the engine. He reported the fuel was flowing well—so maybe not a fuel problem after all. We reattached the fuel line to try something else.

Next thought was raised by Martin Reinhardt as well as a couple other folks. Try the DME relay which is notoriously fallible on 3.6L motors. I have a spare from my old RSA in my toolbox at home, but not at the track. Keith Verlaque volunteered this time to loan me his own spare DME relay—only to quickly realize that it was different than the one I had in the car. It turns out the harness I have uses a 3.2L DME relay. By then, John Rickard came by with one of those to try. It didn't solve the problem either. But John was standing behind the car when I cranked it, and commented about the hissing coming from the SuperTrapp silencer. He suggested that I take the plates off the exhaust.

By this time, the battery was very weak. I spent some time taking the plates off. I noted a pile of rust, sand and crud that had collected in the pipe and around the plates. I pulled my truck around to jump start the car. Dave Quesnel showed up and provided some moral support, and as I cranked the car hoping it would start, it wouldn't even catch. Dave mentioned the DME relay, but I said we'd already tried it. I



Creative display of "quality parts"...



Neil Monastero



looked back there anyway, and it turned out I had forgotten to put the original back in the plug when we swapped out the other one (duh!). So I put that relay back in, and with the battery power from my Toyota truck, it fired right up! It was the exhaust that was plugged up the whole time causing the car not to run!

By this time, the practice sessions were wrapping up, and I came to ask Jerry at the start if I could take the car out in a different run group than my own for a couple of laps. He suggested I get someone to go with me. It was a great idea, as the car and I could use a check-out and I didn't know the track at all at that point. I was concerned I would hold up another driver on a final practice session, and I had no idea if it would end like it did in the morning.

Gary Burch was standing by and I asked if he could help me out by riding with me. He quickly obliged. We started a lap, and although I

had a muffler, without the SuperTrapp caps, the car was quite loud. Still it was great to be out actually driving that car after all the time spent building it. We took one more lap quite easily by coasting around most of the track after being warned about the sound. It was still great though, knowing that nothing was rubbing or scraping and that the car was in fact track-worthy.


You don't know how close I was to putting the car onto the trailer and going home in defeat, and it was through the help and encouragement of a lot of people at the track that I persisted. (Many folks let me know that the point of the day was to work out these gremlins.) Because of everyone's help, I was able to get what turned out to be a trivial problem solved and get the car around the track. Thanks to everyone for their help.




Bob Hallett



Keith Verlaque and Jerry Sugarman. Looks like Keith "found his limit"






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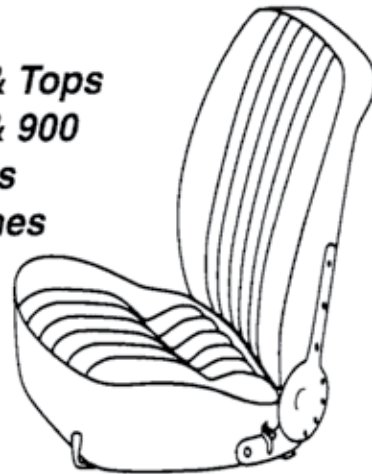
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# Spanish Landing Concours

TEXT BY ARACELI LOPEZ

PHOTOS BY TED WITTE

The PCA-SDR Zone 8 Concours d' Elegance at Spanish Landing was held on October 16th, 2010. I'd like to begin by thanking our sponsors. Thanks to Nancy Baker from Personalized Autohaus, Inc. who donated \$250, P21S Auto Care Products, who provided goodie bags and interior cleaner product samples, and PJ Graphics in Oceanside, who manufactured the trophies. Please patronize and thank our sponsors, whose contributions helped make the event such a success.

My father, Steve, and I looked forward to the Concours event date for many months with great anticipation and excitement. About 200 people gathered to enjoy the day, the cars, and the people. The weather was not the warm and sunny day we had hoped for, in October... in San Diego. Instead it was overcast, mildly windy and a little chilly. However, the upside was—it didn't rain! Despite the gloomy weather, everyone had a great day and thoroughly enjoyed the event. In total, there were 37 beautiful Porsches featured in various divisions.

The largest division was Display with thirteen Porsches, including Rich Fatuzzo's 2008 Boxster Spyder, Ziggy and Inca Szielenski's 1989 928 S4, and also a 1964 904 Replica belonging to Thunder Ranch, who are premiere designers and fabricators of replica Porsche cars since 1978.

The next largest Division was Wash and Shine with a total of eight



356SC Coupe with special exhausts (was this the precursor to the I-POD?)



Thunder Ranch 1964 904 Replica



Event Chairs Araceli and Steve Lopez with their (her?) unrestored 1986 930 Turbo



Custom 997 Twin Turbo exhausts



Perennial Concours Winner Skip Shirley admiring the Full Concours Cars



Porsches, which included Dick Douglas's 1965 356 from Santa Barbara Region, Brian Goldey's 1997 911 Turbo, and Concours first-timer Andrew Michajlenko's 2000 Boxster.

Next was the Street Division with seven Porsches, including Bev and Tom Gould's 1970 911, and Dale Sommerfeld's 2007 911 Turbo.

The Full Concours Division had six Porsches, including Craig Scott's 1996 911 Turbo from Orange County Region, and current "Pat Scanlan Award" winners, Skip and Leslie Shirley, with their 1963 356. The "Pat Scanlan Award" is an award presented by SDR to honor Pat, a long-time member who joined the region in 1968. He probably won more National and Zone Concours awards than any other region member. What made Pat special was that he would always help any member with their car, even his competitors.

The two smallest divisions were Special Categories with Thomas Haines' 1967 911R and Unrestored with my 1986 930 Turbo. (Did I say "my"? I meant "my father's and mine.")

Thank you to all of our participants and congratulations to all of our winners! The Best in Class winners were as follows: Darya and Roger Loyo's 1969 912 in Wash and Shine, Bev and Tom Gould's 1970 911E in Street, Joe Demeo's 1986 930 Turbo in Full Concours, Thomas Haines' tribute to the 1967 911R in Special Categories, and Steve Lopez's 1987 930 Turbo in Unrestored.

Thank you to all of our judges for their hard work. Special thanks to Bev Gould, who was our Head Judge. Bev and Tom Gould also held a Concours School in September where a panel of experienced judges revealed the inside secrets they consider when judging a car. Also, thank you to our many volunteers, including John Straub, who



SDR founding members, Ginny and Jack Case

assisted with car placement, and Monique Straub, who helped with score keeping. Special thanks to my family: Steve, Maria, Anyse, Anton and Jonathan, who assisted with setting the event up, breaking it down, and everything in between. Thank you to El Rodeo in National City for (once again) providing us with delicious Mexican food. Finally, thanks to our spectators for coming out to our event. As my father said, "Without all of you, the Concours would not be the great event it truly is!"



Last Name	First	Region	Year	Model	Division	Class	Place	
Douglass	Dick	SBR	1965	356	Wash & Shine	1	1st	
Loyo	Darya/Roger	OCR	1969	912	Wash & Shine	2	1st	Best of Wash & Shine
Scheffer	Jason	OP	1973	911	Wash & Shine	2	2nd	
Goldey	Brian	SDR	1997	911 T	Wash & Shine	3	1st	
Manz	Laura	SDR	2007	Carrera	Wash & Shine	4	1st	
Verdocin	Michael	SDR	2010	Carrera	Wash & Shine	4	2nd	
Michajlenko	Andrew	SDR	2000	Boxster	Wash & Shine	5	1st	
Siyahian	Raffi	SDR	1986	944	Wash & Shine	6	1st	
Wainscott	Ben	SDR	1965	356	Street	1	1st	
Gould	Tom & Bev	SDR	1970	911E	Street	3	1st	Best of Street
Gurell	John	SDR	1988	911	Street	5	1st	
Bent	Louise	OCR	1998	993	Street	6	1st	
Lanza	Frank	SDR	2001	996	Street	7	1st	
Sommerfeld	Dale	SDR	2007	911 T	Street	7	2nd	
Adlawan	Brian	SBR	1994	968	Street	10	1st	
Shirley	Skip & Leslie	SDR	1963	356	Full Concours	1	1st	
Tengler	Eric	SDR	1964	356 SC	Full Concours	1	2nd	
Alspaugh	George	SDR	1957	356	Full Concours	2	1st	
Demeo	Joe	OCR	1986	930 T	Full Concours	5	1st	Best of Full Concours
Scott	Craig	OCR	1996	911T	Full Concours	6	1st	
Petersen	Pete	OCR	1991	964 CZ	Full Concours	6	2nd	
Lopez	Steve	SDR	1987	930T	Unrestored	5	1st	Best of Unrestored
Haines	Thomas	SDR	1967	911 R	Sp. Categories	1	1st	Best of Special Categories

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# California Roll

TEXT AND PHOTOS BY MICHAEL HARRIS

The new exhibit at the San Diego Auto Museum is entitled “California Roll: Diversity of the Car Culture.” The exhibit was officially launched at a Museum open house on Friday, October 22nd, from 5:00-7:00 PM. Director Paula Brandes welcomed the guests and exhibitors who had offered their cars as part of this diverse collection of vehicles. In addition to the cars, Jack in the Box recreated a drive-through restaurant representative of their early efforts in the fast-food field. They are financial sponsors of the exhibition and they also sponsored the reception. Hot dogs and hamburgers were offered together with soft drinks and Ballast Point draft beer from Pizza Port Brewing Company. In the words of the Museum Staff: “This exhibit is an examination of the cultural influences that have produced our unique automotive phenomenon. To say that Americans love their cars is an obvious understatement. But we go one step further; we create something new from our cars, not being satisfied with what Detroit or Japan [or Germany] offers us.”

This diverse collection consists of custom cars, hot rods, lowriders, a woodie, a dune buggy, a dragster, a dry-lakes racer, and a hippie bus. The event is sponsored by Jack in the Box, and even includes a recreation of the early drive-through with a striking blonde taking the order of a man in a red deuce roadster. Jack’s display includes early TV commercials playing on a video monitor. Example: police chasing a car load of gangsters while shots are fired, then stopping momentarily to pick up a fast food take out meal, after which the chase resumes. Right!

All of these cars are truly works of art, and display some of the best examples of the period. The 1969 VW van is anything but a hippie van. Although it is painted in psychedelic rainbow colors with peace symbols, it also contains a 1960s rock and roll mural. You can find a number of 60s rock stars air-brushed and hidden in clouds, key holes and shadows on all sides of the van. The paint work is something off the ceiling, and is a true work of art. And it is a lot of fun. You will find Bob Marley, Bob Dylan, Jerry Garcia, Jimi Hendrix, Janis Joplin, Marilyn Monroe, John Lennon, Carlos Santana, the Little Rascals, the Three Stooges (and a lot more) on, under and around the van. The woodie is represented by a super clean 1940 Ford wagon parked in front of a surfing mural, with a sign/surf board adjacent to the woodie. Modern V-8 power ensures you hit the waves with the early surfers before the crowds arrive.

The two lowriders represent the early and late periods for such vehicles. The older car is a 1939 Pontiac four-door sedan tricked out and lowered to the ground, with a windshield visor also very low over the front windshield. Small chrome wire wheels sport four tiny VW size tires, the rears covered with full fender skirts. Correct-for-the-period artifacts grace the dashboard area—a WW II era pack of Lucky Strike cigarettes in a green pack (“Lucky Stike Green goes to war”) above the dashboard, and a WW II “A” sticker for gas rationing on the passenger’s side of the windshield. A Charlie McCarthy ventriloquist dummy is seated on the back seat. Not sure of the significance there, other than Edgar Bergen and Charlie McCarthy were two of the most popular radio figures during the War. The modern-era lowrider is a multi-colored green metal-flake show car, with super trick suspension and hydraulics that are actuated by toggle switches in the dashboard area. Mirrors placed under the car show the chrome details, including the chromed frame and suspension components. Chrome wire wheels with VW size tires also grace this car. The car started life as a 1979 Chevrolet Monte Carlo, but other than the Chevy bow-tie emblems cut into the rear of the car below the trunk lid, no part is recogniz-

able as being a GM product. The car has full hydraulics. Driving may be difficult however, as there is no steering wheel and the windshield is painted with frosted white paint. The body paint is very interesting and the hood and underside contain some beautiful X-rated murals.

There are three highly customized “lead sleds.” Two are Mercury coupes, a 1950 in Baby Blue with flames, and a 1951 in Halloween Orange. To my mind, no car is more representative of a California Custom than the 1949-51 Mercury coupe. Both cars are as low as they can go, with full rear fender skirts, fancy wheels or hub caps, tuck and roll interior, frenched headlights and shaved door handles with solenoid door activators. Before fiberglass made it easy for anyone to do their own customizing, expert body men used lead to fill and mold lights, fill holes left by removing all the side and identifying chrome, and creating a car different from any other.

A high quality paint job was imperative. Many coats of lacquer paint were applied, often with a metallic or metal-flake finish. The lead did not aid the car’s performance, but the cars were so low you could hardly race them anyway. Both of these cars bring back memories of “Buzz” and James Dean in “Rebel Without a Cause.” As to the third car, it is impossible to determine its heritage. But once you look inside at the dash you will see the automatic gear selector layout which identifies it as a Ford. From the body shape alone, it could be a mid-50s Ford, Chevrolet or Plymouth. However, the name of the car, “Victoria’s Secret,” hints at it being a Ford. The car sports a DeSoto grill, Mercury skirts, and ’56 Packard tail lights. The interior is also classic tuck and roll, and the paint is a pearl metallic with candy apple scallops shot over it and finished in pin striping. A very beautiful car. Museum staff told me it is no trailer queen. The owner boasted of using the car on a regular basis and even drove the car to the Museum in pouring rain. This car is a “must see.” The collection also includes several neat hot rods, a dry lakes roadster and the “Bean Bandit” Ford flat head dragster. I will tell you about them next month.

Museum staff have also made some significant changes to the regular display. They have moved the classic Cadillacs and grouped them together. A 1913 Model 30 Touring in classic black is the oldest of the group. A 1932 Convertible Coupe in beige and green just says “drive me to the Gatsbys” for a party. The 1931 452 Roadster V-16 in gleaming black and red paint illustrates why Cadillac used to be known as “the Standard of the World.” And the cars are just huge! They are well worth a look.

Regrouped also is the English Car Collection. This display is divided into two groupings: the classics consisting of a 1932 Riley Nine Ultra Tourer, a 1931 Lagonda “Low Chassis Two-Litre” and a 1925 Bentley 3 Litre. Bentley was truly the class of LeMans in the 1920s. Next is a grouping of English sports cars. There is a 1934 Morgan 3-wheel Super Sports, a 1949 Jaguar 120, and a 1967 Morgan Plus 4 two-seat “Tourer.” In the late 1960s, Morgan was the low-priced British roadster that offered better performance than either of its rivals, MG or Triumph. Morgan accomplished that by offering their cars pretty well devoid of “extras.” The Museum’s display car is fitted with a number of “extras” including wire wheels, tonneau cover, twin wing mirrors, Brooklands steering wheel, full length rear bumper, radio with antenna and bonnet strap. If you ordered a basic Morgan Plus 4, the car came with a 2138cc Triumph 4-cylinder motor with dual SU carburetors, sans air cleaner (you could pay extra for one). The car came in one of four basic colors (red, green, blue or white). Standard wheels were steel with small chrome-plated dog dish type hub caps, a simple 1936 style three spoke steering wheel, single side mirror on the driver’s side,



no tonneau cover (but you did get a simple erect-it-yourself top with bows that would take about 5 minutes to put up during a rainstorm), and a full front bumper (but no rear bumper except for two small overriders). The car came with a small jack and lug wrench, and a tool kit consisting of several small wrenches, adjustable spanner, screw-driver, and a socket and bar for sparking plug removal. Upholstery was black vinyl that wore extremely well. Except for the notorious British electrical components made by Lucas Electric, the cars were extremely durable and reliable. And inexpensive. At least in England. And easy to work on. Despite the poor quality of the electrical system, you never needed an electric shop to diagnose your electrical issues. You simply waited until dark, rolled the car out of the garage into the dark, started up the engine and followed the sparks. If it did not start, chances were very good that either the ground was bad or the engine ignition coil was bad. Oh, for those good old days and simpler times. More next month.



Meyers' Manx Beach Buggy with deuce 3 window coupe powered by an 871 blown Chevy big block in background.



Beautifully restored 1940 Ford woodie wagon with surf board sits in front of San Diego Bay mural.



VW "hippie van." Hardly a hippie van—more like a work of art.



Somewhat plastic blonde at early Jack in the Box waits on driver in red Ford deuce roadster in the early days.



1950 Mercury custom coupe with flame paint, side lake pipes, twin teardrop spot lights and full skirts and period correct hub caps in front of graffiti murals.



# The PCA-SDR Charity

team is collecting items for a Silent Auction to be held at the Installation Banquet at the Catamaran Resort Hotel in Mission Bay on Saturday, January 8, 2011. The proceeds from the auction will benefit Monarch School (a school for homeless and at-risk children) and Rady Children's Hospital (a hospital that offers comprehensive care to our community's children).

Please consider donating an item to these worthy benefactors. Remember, these items do not have to come from you personally. Perhaps you have a favorite restaurant that you frequent - ask them if they would donate a gift card. Or maybe you, or someone you know, has a business to promote or would like to help these two charities.

Please contact Kathy Alnwick at 619-229-1515 or imthekaps@yahoo.com if you wish to donate any items to these worthy causes.

PCA-SDR very much appreciates your generosity and contributions.



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# October Performance Driving School

PHOTOS BY GREG PHILLIPS



Annette Linares, Sharon Cohen, Martin Reinhardt, Roland Schmidt, Mike Avitt



## New Members

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

### John Antonio

Oceanside, CA  
1974 944 Cab

### Brad Beyer & Angela Beyer

Solana Beach, CA  
2010 911S Cabriolet

### Veer Brar

San Diego, CA  
1999 911 Coupe

### Mike Cochrane & Cheryl Cochrane

Sacramento, CA  
1977 930 Turbo Coupe

### Pete Dine

Lake San Marcos, CA  
1999 911 Cabriolet

### Randy Frank & Jeri Frank

Valley Center, CA  
2008 GT3RS Coupe

### Jon Geary & Siu Ming Geary

San Diego, CA  
2007 911 Coupe

### Gregory Gruzdowich

Rancho Santa Fe, CA  
1992 911

### Seth Hanson & Sonia Minassian

San Diego, CA  
2006 C4S Coupe

### Ed Havrilla & Eddie Havrilla

San Diego, CA  
1977 911S Coupe

### Jamie Jaworski

Chula Vista, CA  
2010 Boxster Roadster

### Mustafa Joseph & Mary Jo Joseph

Murrieta, CA  
2009 Cayman Coupe

### Howard Krausz & Marjorie Krausz

Carlsbad, CA  
1996 911 Cabriolet

### Mike Kroopkin & Lou Fishman

Carlsbad, CA  
2005 Carrera Cabriolet

### Linda Noel-Malkemus & Stephen Dunivin

Coronado, CA  
1974 911 Coupe

### Will Pierson

Oceanside, CA  
1989 Carrera Targa

## Anniversaries

### Five Years...

James Barnum  
Brian Drache  
Sean Dynes  
Peter Hum  
Nancy Klamer  
Jack Pierce  
Leigh Rayner  
Carl Vanderschuit  
Joe Wiest  
Theodore Young

### Ten Years...

Robert Baizer  
Allen Deerhake  
Diane Johnson  
Jack Olive  
Mario Omoss

### Fifteen Years...

Larry Adams

### Twenty Years...

Arnie Stenseth

### Thirty Five Years...

Wayne Baker

### Forty Years...

Al Schlegel

### Fifty Five Years...

John Case

## 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](http://WWW.PCA.ORG).

For questions about your membership status or delivery of your Windblown Witness, send e-mail to [MEMBERSHIP@PCASDR.ORG](mailto:MEMBERSHIP@PCASDR.ORG).



Jack and Ginny Case celebrate their 55th anniversary with the Club this month! This picture was taken at the 2007 Porsche Parade in San Diego. Jack and Ginny were Grand Marshalls of that Parade

# November 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 November 2010 Board of Directors meeting was held at the Young home. Board members in attendance were Curt Yaws, Neil Heimburge, Carl Scragg, Bill Behun, Rikki Schroeder, Mark Rondeau, and Monique Straub. President-elect Carl Scragg, also attended the meeting. The meeting was called to order at 7:03. Minutes from the October 2010 meeting were approved unanimously.

## President's Report

Curt Yaws noted that the December meeting will be a joint meeting with the outgoing and incoming Boards. Hosts were identified for the early 2011 meetings. Keith Verlaque and Martha McGowan will hold the meeting in February. Mike Brown and Lori Chesley will host in January.

## Treasurer's Report

Accounts are reconciled as of the end of October. Income exceeded expenses. Cathy Young reported that she has sent out the budget requests that will hopefully allow her to develop an overall budget for the year. Some responses are already coming in.

## Chair Reports

**Archivist.** No report.

**Autocross.** (AX, pre-reg, reg, CW, equip, logistics, safety, tech inspect, tech adv, timing). Jerry Bumpus reported that his team is considering allowing "ride alongs" for a fee at an autocross. They will bring a proposal to the Board at a later date. Bumpus also raised the issue of driving event cancellations, associated policies. It was noted that cancellation is up to the event Chair.

**Auto Museum.** Michael Harris reported through Yaws that there is a new show at the Auto Museum.

**CDIs.** Mark Rondeau presented the reconciliation for the recent Driver's School. Students were very happy and the school was regarded as first-rate.

**Charity.** Bill Hartsock is still developing a set of rules for the Club which will be presented at a future date.

**Concours.** Steve and Aracelli Lopez will continue as Chair of this committee in 2011. They will provide a reconciliation next month. Keith Verlaque noted that the Concours was very well run with some spectacular cars.

**DE.** (DE, pre-reg, reg, CW, equip, logistics, safety, tech inspect, tech adv). Yaws reported that there were 60+ participants from the Porsche Club at this event, which was well received.

**Equipment.** No report.

**Goodie Store.** Steve Snedeker presented a summary for the year including sales projections through the end of the year. The Concours and Festival of Speed were the best sales events. He is working on development of new products. It was suggested that Snedeker provide a budget for the entire year that would provide him with the freedom to purchase new merchandise as needed. Snedeker will provide the budget at the next meeting.

**Historian.** No report.

**Insurance.** Tom Golich noted that all necessary certificates have been obtained. He expressed concern that he is not receiving either the waivers or event reports for driving events that are required by National. Yaws noted that Golich should always request any necessary information from all driving event Chairs.

**Legal Affairs.** No report.

**Membership.** Angela Avitt reported that there were 1426 primary and 1075 secondary members for a total of 2491. This is down slightly from last month but up by 36 members from January 2010.

Avitt presented an idea for a new event that would combine the new member and volunteer dinners. Her suggested budget for this event would be \$1,200, a significant reduction in costs when compared to past events. It was suggested that enough be charged to cover the costs. Scragg asked her to present a budget to the new Board at the December meeting.

**Military Liaison.** No report.

**Rally.** No report.

**Region Rules.** Tom Brown reported on possible Zone rule changes. There is a possibility that a new car classification system may be adopted that will reduce the number of classes and simplify class identification.

**Safety.** No report.

**Social.** No report.

**Sponsor Liaison.** No report.

**Tech Sessions.** No report.

**Time Trial.** (TT, pre-reg, reg, equip, safety, tech inspect, tech adv, timing).

**Tours.** Mike Brown and Keith Verlaque reported on the October 24 Tour which was attended by roughly 37 cars. To date, the Tours have been attended by many new members.

**Vintage Racing.** No report.

**Web Team.** Mark Riesenberger provided an update on development of the new website. The new site will include feature articles, area for advertising and other new interactive elements. Roll-out is planned to occur approximately around the first of the year.

**Witness Team.** Yaws noted that he'd received a suggestion to develop a directory. This could be included in a single page, with a reasonable monthly fee where people could advertise their businesses.

## New Business

Yaws noted that the Epilepsy Foundation contacted him about a very large fundraiser that will be held out here next year. If the group returns with a well-thought-out idea, it will be considered.

## Old/Unfinished Business/Announcements

None.

## Adjournment/Next Meeting

The Young's were thanked for hosting the meeting. The meeting was adjourned at 8:57. The next meeting will be December 7 at the Avitt's home.



## Rentals

**Car Trailer For Rent** - great open top car trailer, has an optional tire rack, storage box, all equipment, ready to go. lewis@sdgalv.com or (619) 299-6645

**RACE CAR RENTAL** Local AX, arrive and drive, 944 spec rental. \$300 w/ instruction from 23 yr PCA driver. 944's also available for big track DE's & TT's. Tim Comeau 619.994.0919 timcomeau@cox.net. www.comeauracing.com

## Street Cars

**1964 356sc** Original owner. Restored to original condition. Car comes with original sales receipt, toolkit, owners manual, service receipts dating back to the '60s and a Certificate of Authenticity. Hagerty value is \$88,000. Will consider offers. Serious buyers only. (760) 352-4488

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

**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

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

**1985 930 Turbo Slantnose** 3.3 liter, B & B Racing exhaust, recent transmission/ engine rebuild. Imported by Canadian Racer, Dick Barbour, rare grey market, Cabriolet model. Must sacrifice... \$17,000! (619) 565- 7989 or djones@sdyouth.org

**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

**1990 Porsche Carrera 4** Very Clean 1990 Carrera 4 Porsche, sunroof, xn't rubber, good brakes, very good paint job, recent new leather interior, xn't interior mats, custom air foil wing @ rear, 1995 engine w/ 26,000 mi., installed 5 yrs ago(has approx. 50,000 mi. on engine/body has high mileage but tranny, clutch, main drive train components have been replaced or updated. Outstanding driver getting 26+MPG, everything works very well. Very fast w/300 HP motor. Stock 90 carrera had approx. 240 HP If you want a Porche there is no better car on the market. \$16,000 OBO pictures available upon request 619 527-4020

**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 \$42,000 Call David (858) 722-4242

**1994 RS America** Black on black, sunroof, A/C, and Radio. 60k miles, all original, original paint, perfect condition, Black Forest serviced. Call Paul (619) 507-3822

**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

**2000 911 Carrera 4 Coupe** Millennium Edition, number 86 of 911, 34k miles, recent tires, new coolant tank, new ignition switch, \$31,000 (760) 546-8201

**2003 Carrera Coupe** Midnight Blue/grey 6 speed, 29,000 miles, new tires, heated sport seats painted to match, Bose, Xenon headlamp package, other options, \$37K (858) 525-1300

**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! \$56,000 (619) 972-6572

**2007 911 Carrera S Coupe** Gorgeous White/Sand beige interior, Sport pkg, 12K miles, Excellent condition/Nav/6 Disc/Sun Roof/Non Smoker, \$64K (619) 587-5802

**2007 GT3** GT Silver paint, Black Int. Sport Chrono pkg, Adaptive Sport seats, PCM 2.1 Navigation. Carbon Ceramic Brakes, Interior Carbon Fiber pkg, Sound pkg and many more options. 9400 miles. Flawless vehicle, never tracked. \$84,500. OBO. Paul (619) 384-1744

**2009 Cayman** (Gen-II model) 6 speed, 2.9litre 265hp. Carrera White, Sand Beige Leather, 19" Carrera-S-II. 9000miles, Registration until Sept 2011. Warranty until July 2013. \$42950 (714) 310-1729

**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

**Parting Out** 1976 911 Targa with 930 body and a Black Forest 3.2 ltr conversion, updated paint and black leather interior. \$21,500 John 760-612-4672 (760) 612-4672

**Sweet Deal on a 1999 Boxster** 1999 Boxster, metallic black with grey leather interior, chrome wheels, 5-speed manual transmission. Has 64,447 miles, a few minor dings and curb rash but well cared for by engineer owner. Just smogged with clean title. Asking \$9,995 as is. Call for appt. Car is in Carlsbad. (619) 840-6036

## Tow Vehicles

**89Mitsubishi Montero** Great 1st\_car project. Rebuilt heads, \$600 in new parts, HeavyDuty Radiator, 4Door, 4WD, 5Speed, V6, 31in. Tires. \$1500obo Trade for ? Mark (951) 294-7717

## Track/Race Cars

**1973 GT3 911 993 Turbo body** 2150lbs. 3.4L JerryWoods engine, 335BHP. Full 930 brakes and suspension w/ coilovers. Tracks like on rails; brick wall braking. Race gears, ZF LSD, squirters/ cooler. Quality engineered, built right, in Calif. \$43,200. http://911racecar.blogspot.com/ (847) 894-5473

## Parts

**IPD Plenum Cayman S** Brand new IPD plenum for cayman s. \$800 (760) 473-6522

**3.2 Heat Exchangers & CAT** 3.2, exchangers, CAT & cross over tube. Good condition, no pin holes \$170 for all of it. (760) 221-2522

**17" Kenisis Wheels/NT01 tires** 225/45ZR 17" up front & 255/40ZR 17" rear. 300 street miles on tires. Mario 79SC, silver/ blue wheels. \$1,800 (760) 221-2522

**Simone CF Dash & Doors** Car sold with out Carbon Fiber dash and door panels. Asking \$550 for both. Mario silver SC/ blue wheels. (760) 221-2522

**Porsche Boxster Seats** Set of black leather seats in excellent condition. These are from a 2002 Boxster. \$500 Tel: 714-310-1729

**Enkei NT03-M Racing Wheels** Fronts 18"x8.5" ET50, Rears 18"x9.5" ET55. weigh 19lbs each! For 987 fitment, rear spacers required. Can sell those too. \$950 (714) 310-1729

**Carrera S II 19" Wheels&Tires** Fronts 19x8" ET57, Rears 9x9.5" ET46. 987 Cayman/Boxster fitment. \$2950 with TPMS. Can be supplied without TPMS saving \$400. (714) 310-1729

**944 Harness Bar** Harness bar for 924, 944 or 968. \$25.00 (858) 864-3163

**16 x7 BBS Wheels - \$500** Lightweight Two piece Magnesium BBS Wheels. Black Honeycomb complete with unobtanium BBS Lug nuts. 52 off-set. mrondeau@cox.net (858) 864-3163

**6 & 7 x 16 FUCHS - SUPER DEAL!** I'm selling the wheels from my 911SC. Black centers. Polished rims. Very good condition. Perfect for a '74 to '89 Porsche upgrade or restoration. Center caps included! \$1,100. on EBay. Yours for \$750 (the price of replicas). Larry Bevins : email : larry911@san.rr.com or (619)-955-3974

**8&9x16" track rims-\$600** Remotec (BBS mesh-style) rims w/ correct offset to fit '73RS-'89 Carrera fenders. Straight but some mild curb rash. Could supply tires, too. (858) 454-5446

**Cayman S Stock Suspension** non PASM. Complete with Shocks, Springs, Top Hats, everything. \$100. Call (619) 252-8649

**1x Catalytic Converter** for Porsche 964 C2 C4 RS America incl. 2x Gaskets. \$100 Call (619) 252-8649

**Lloyds mats**, front sets, 996 Black w/ o script, 997 Black w/ red script. Used one month. \$125/ set retail, sell \$75/ set jhyldahl@cox.net (858) 485-8621

**996/997 Porsche OEM** cover in silver with lock and bag. Never used.

Retail \$275, sell \$175 OBO. jhyldahl@cox.net 858-485-8621

**CLOCK - OEM - BEAUTIFUL!** OEM Porsche dash clock for '74 - '89 911, 912, 930. In perfect/ new condition. Retail for \$499. Make offer. Larry Bevins : larry911@san.rr.com or (619) 955-3974



**993 Track wheels** Carrera Lightweight wheels. Italian. 18x8et50, 18x10et47. Two sets. True. \$600 set or \$ 1,100 both. Free delivery SD County. Forrest (619) 992-4378 forrestwalker37@aol.com

**944 Harness Bar** Harness bar for 924, 944 or 968. \$40.00 (858) 864-3163

**DRIVER SAFETY GEAR** G-Force Driving Suit, large, SFi 3-2A/5 \$150. Sparco gloves \$25. Nomex balaclava, socks, underwear, \$50. Arm restraints \$15. HANS device SFi/ FIA \$500. Cool Shirt CSC-12, large, used two times \$200.

EZ-Up w/ cover \$25. (858) 566-5039

**Porsche Cayenne Design** Wheels 19 x 9 ET 60, like new. >1,000 miles almost full tread Pirelli Scorpion tires. \$1,500/bo (858) 945-4350

**Boxster S Chronograph** Male- black face. paid new \$778.46. Complete with box/case and manual. \$250.00 obo. pics available 619-405-9582

**1981 911 SC** with Steel Slantnose Conversion. No Engine/trans. Straight Body, Decent red paint. Interior out of car. Fittapaldi Wheels. Engine/Trans available. \$7500/BO John (760) 214-1825

**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

**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

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

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

**NEW Boxster S Wheel** New in box/never used/ never mounted 8.5Jx17ET50 Boxster S (00-03) Rear Wheel. Concourse quality for your cream-puff. \$275 Russell rdshon@san.rr.com (858) 442-7466

**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

**Parting out 93 C2** Excellent running gear, test drivable. Body damage RF fender, LR fender & bumpers Greg Smith gdsmitmd@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

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

**Wanted:** Porsche or other car memorabilia/automobilia/parts. Also wanted, Porsche 356 or early (pre 1974) 911. John 619-667-3826 or www.john-straub.blogspot.com

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

## 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

**G-Force Racing shoes** Black hi tops with red lettering. size 9 1/2 manufactured june 04 worn 3 times. look new. pics available \$40. 619-405-9582

**NorthParkViewHomeForSale**Fourcar+garage, quiet, cul-de-sac. www.2227commonwealthave.com

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

## Business Directory

**High Performance Motorsports** Porsche, BMW, etc. Buy any new (Factory), used, leased, auctioned vehicles at Dealer Wholesale pricing. All Vehicles. (858) 735-1013

**High Performance Motorsports** Buy Porsches w inspection reports, carfax receipts under blue book. Porsches Approx 10% to 50% under KBB www.hpmsd.com (858) 735-1013

## 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).

Line-up at the Chuckwalla DE



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## Display Advertising

For display advertising contracts and billing information, please contact:

Richard Park  
WITNESSADS@PCASDR.ORG

### Rates

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

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

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

### Submissions

We prefer that materials be submitted in .JPG, or .PDF formats. Please send files to EDITOR@PCASDR.ORG. 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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 Zone 8 website: [ZONE8.PCA.ORG/](http://ZONE8.PCA.ORG/)  
 National website: [WWW.PCA.ORG/](http://WWW.PCA.ORG/)  
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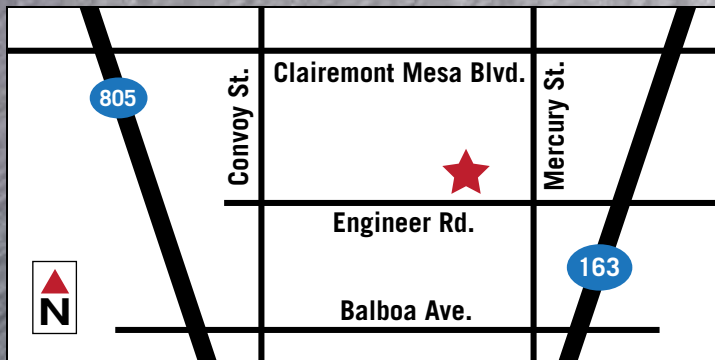
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Susan Brown, Editor

To:

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

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