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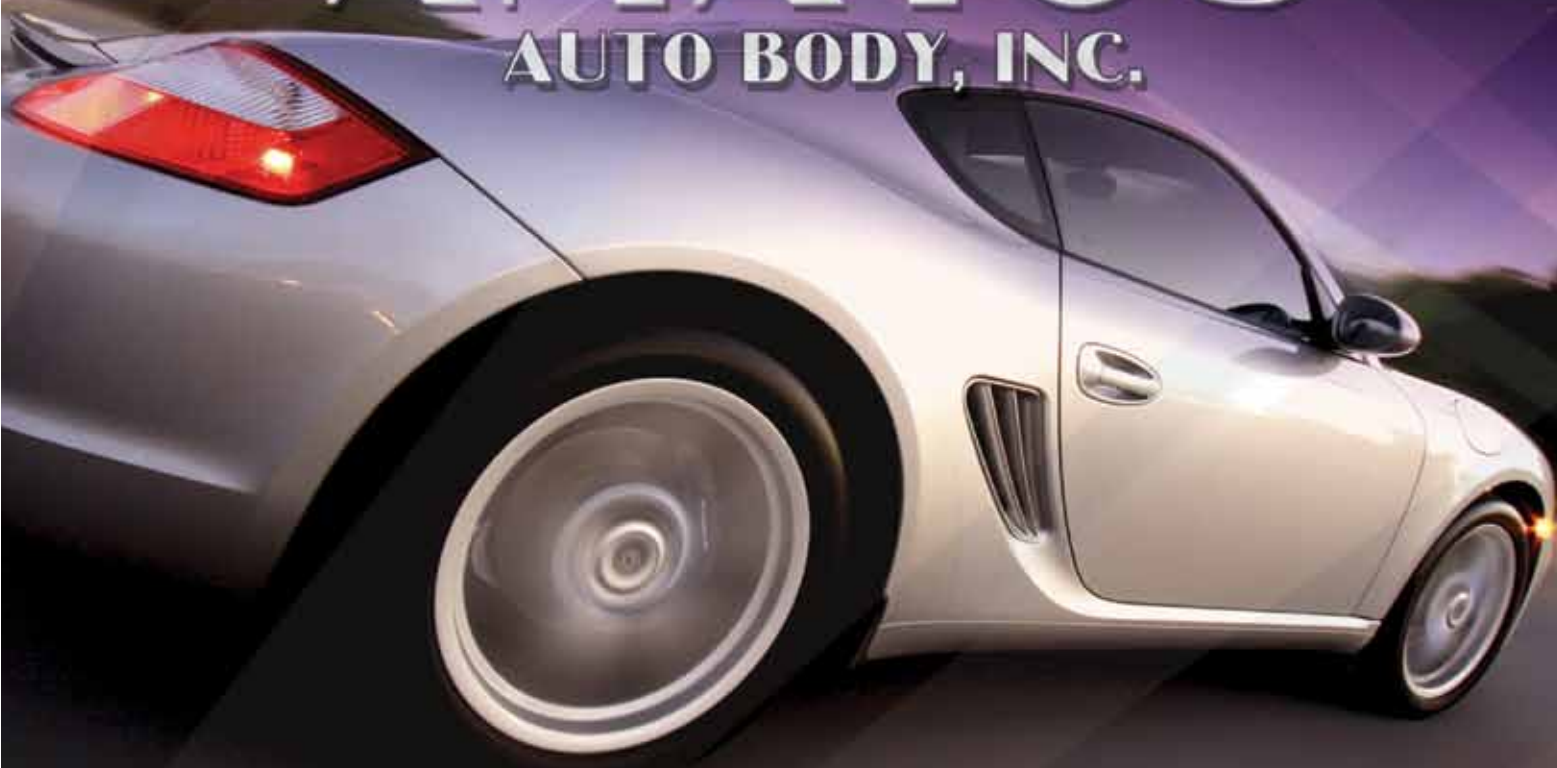
# WINDBLOWN WITNESS



The official publication of the San Diego Region Porsche Club of America  
January 2011

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## On the Cover



Al Schlegel captured a car within a car at the SDR Concours—"New and Old"

# WINDBLOWN WITNESS

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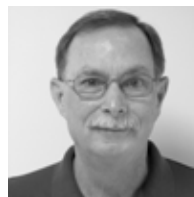
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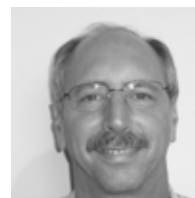
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# Thoughts While Sitting in Pre-Grid

*By Carl Scraggs, President*

Since I apparently get to use this column for whatever I choose, I'll start off by wishing all our members a happy, healthy, and prosperous 2011. I'm very excited about the makeup of the 2011 PCA-SDR Board of Directors: new board members Terry Barnum, Greg Phillips, Leigh Rayner, and Cathy Young join continuing members Monique Straub, Bill Behun, and myself. All of these individuals are very approachable and sure to listen to and carefully consider your suggestions. It's your club, so let these people know what you'd like to see happen. Even better, volunteer your help to make it happen that much sooner.

With the New Year comes the passing of the PCA-SDR torch (yoke?). A year ago, when Curt Yaws took over as club president, it was immediately clear that the club's spending had gotten way out of balance relative to its income. Even though the political makeup of the board spanned the spectrum ranging from Goldwater Conservatives to McGovern Liberals (am I showing my age here?), it seemed clear to all of us that, lacking taxation power (or the power to print money or issue municipal bonds), continued deficit spending was just not a viable option. So the 2010 Board took on the unpleasant task of balancing the budget. We mercilessly beat up our chairpersons, repeatedly pushing them to increase revenue, decrease spending, and, of course, to maintain the quality of the events while they did this. Our Chairs responded very well, and under Curt's leadership, the club was able to stop the bleeding. It now looks like the bottom line for 2010 will be very close to a break-even situation. So I want to thank Curt for passing on a torch that now burns much brighter.

---

## What can we expect in 2011?

We still don't have a crystal ball, but we do have some pretty reliable estimates of income and expenses based upon our experiences in 2010. For many of our events, the attendance numbers have been down. We believe this is due to the overall economy and the increased competition from some of the other nearby regions who have begun to put on some very good driving events. We used to get 15-20 drivers from Orange County coming down for our autocrosses, but that's no longer the case. Similarly, time trials scheduled on back-to-back weekends with other local regions have hurt attendance at both events. And perhaps most embarrassingly, our own Drivers Education and Time Trial Series appeared at times to be competing with one another. The 2010 Board left us with some excellent recommendations: reduce the total number of driving events, avoid conflicts with neighboring regions, and combine our DE and TT series. And as far as stimulating the overall economy, I suggest that we all rush out and buy a new P-car.


---

## New DE Format

On a more exciting note: Did you ever want to just put your foot down and really let that Porsche fly? But you're too worried about the safety issues and/or law enforcement to do this on a public highway? Wouldn't it be fun to find a nice twisty country road where there are no police and you never have to worry about anyone making a left turn in front of you? Well we've got one for you! This year you will get the chance to take your Porsche onto some very exciting racetracks where you can see what these cars were meant to do. Unlike past years, where drivers were required to have considerable autocrossing experience before they were allowed onto a racetrack, these will be entry-level events.

In the past, our Driver's Education (DE) program was little more than a Time Trial without the timing equipment—the emphasis was on the Driving, and the Education part took a back seat. Consequently, drivers were required to demonstrate significant competitive experience before they were allowed to participate. This year, our DE program will truly be educational, with experienced instructors introducing entry-level drivers to the big track experience. This exciting change in DE program for 2011 is described in more detail in another article in this issue of the Witness.

Robert Baizer and Jack Miller have been running the Club's Time Trial Series for something like 10 years now (trivia question for you old-timers: who ran Time Trials before Jack and Robert?). These guys are real pros and they run great events. Now they've agreed to take on the Driver's Education program following the National PCA guidelines. Jad Duncan and Mark Rondeau have volunteered to help with the instructional program. It's time to stop dreaming. Come on out and see what it's like to drive on a real racetrack! It's faster, safer and much more fun than driving on the streets. Your first opportunity will be the weekend of Jan. 22–23 at the Streets of Willow, one of my favorite tracks!

But even if you were born without the speed gene, there are so many other ways to enjoy your Porsche and your club. We are planning tech sessions, tours, concours, and a host of social events—watch the Witness and the website for details. Come on out and enjoy the fellowship of the Porsche Club of America. 

# January 2011

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## 05 Wednesday 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

### 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.

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## 08 Saturday 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.

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## 15 Saturday Z8 President's Meeting and Awards Banquet

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## 15 Saturday SDR AX

### Details:

Tentative as of the time we went to print. Check out [www.pcasdr.org](http://www.pcasdr.org) for details. Online registration at [pcasdr.motorsportreg.com](http://pcasdr.motorsportreg.com)

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## 22-23 Saturday-Sunday Z8/SDR DE and TT

### Place:

Streets of Willow

### Contact:

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

---

## 25 Tuesday 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](http://j-fat.com) for more information.





# February 2011

## 02 February Monthly Members and Board Meeting

**Time:**

6:00 p.m. Social hour and food

7:00 p.m. Meeting

**Place:**

Martha McGowan and Keith Verlaque  
2270 Nielsen Street  
El Cajon, CA 92020



## 20 Sunday SDR Driver Awards Dinner

**Time:**

4:00-8:00 p.m.

**Place:**

Basic Urban Kitchen and Bar  
410 10th Ave  
San Diego, CA 92101

**Details:**

See page 8 for details. Sponsored by  
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## 22 February SDR Last Tuesday Social

**Time:**

6:00 p.m.

**Place:**

Mexi-Cocina  
12213 Poway Road  
Poway, CA 92064



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).

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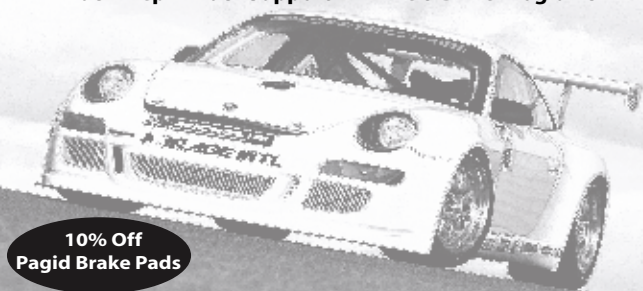
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# California Roll, Wrapping Up

*Text and Photos By Michael Harris*

The continuing display at the San Diego Auto Museum is entitled “California Roll: Diversity of the Car Culture.” 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 offers us.”

The collection consists of hot rods, low riders, a woody, a dune buggy, three Kalifornia Kustoms, a dragster, a dry lakes racer and a hippie bus. The event is sponsored by Jack in the Box. Jack’s display includes early TV commercials playing on a video monitor in front of a drive-thru, with a large mural showing two early examples of the restaurants. The commercials are very cute. Example: a woman tells her husband to stop right now as she feels the need for some shrimp. He pulls into the drive-thru and his order is quickly filled, then he hurriedly drives on to his destination—the emergency entrance at the maternity hospital. Right!

All of these cars are truly works of art and display some of the best of the period. There is a 1969 VW “Hippie Van.” It is painted in psychedelic rainbow colors with peace symbols, and the display also contains a 1960s rock and roll backdrop that looks like a scene from the Altamont concert. On the passenger’s side, you will notice a surfboard mounted on a roof rack and airbrushed with a healthy young woman dressed in a bikini, while the van’s side is airbrushed with likenesses of Jimi Hendrix, Jerry Garcia, Bob Dylan and others.

Moving along the display one sees a bright orange-red dune buggy created by Bruce Meyers, known as “Old Red.” Meyers raced his Meyers Manx in the

1967 Mexican 1000 (later renamed the Baja 1000). His goal was to beat the motorcycles. Manx and his partner not only won the race, they beat the motorcycle record by 5.5 hours. Manx set this record with no pit crew, no support system, no spares and no sleep. So states the information in support of the exhibit.

---

## Hot Rods

There are also three hot rods in the display. A fenderless gray and maroon 1932 Ford three-window coupe is tricked out with all the right hot rod equipment, including a 468 cubic inch Chevrolet big block motor with a huge Crower blower on top, along with two 725 Road Demon four barrel carbs. The motor is rated at 1,000hp, driving through a modified GM transmission. With all this go-power, the huge 4-wheel disc brake system is hopelessly sufficient for stopping power. Next is a primer flat-black 1932 Ford roadster set up for dry lakes land speed runs. The car is powered by a NASCAR small block Chevrolet built up to 368 cid with billet crank and 15:1 compression ratio. Horsepower is rated at 742 at 8,000rpm, although the motor will spin to 9,500rpm. Dry lakes racing became popular after WWII. Many returning GIs had acquired mechanical skills while in the military. Automotive-minded young men wanted something distinctive from their old cars, but also high performance. New cars were scarce due to the wartime economy, and when available were very expensive, so old cars were modified and motors changed and/or built up to produce more power. As many of these men had also learned machining and sheet metal/aluminum working skills, it was only natural that hot rods were born.

Across the display floor is such an example—an early dragster ‘rail job’ built by Joaquin Arnett of the Bean

Bandits Car Club in San Diego. Arnett was a welder by profession. He was one of the early founders of the club, started in 1951. The club’s mascot is painted on the nose of the race car. It is a mexican bean wearing a sombrero, with a bandana made from a black and white checkered flag tied around its face, riding two racing wheels and tires. The bright yellow dragster was hand-constructed by Arnett from old car parts that had been completely rebuilt and updated for racing purposes. The dragster is powered by a 275cid Merc flathead V-8 with four carbs on an Edelbrock manifold, aluminum hi-compression heads and mated to a 1937 Ford rear end with a 3.78 locked differential running rear brakes only. The car ran a fuel mixture of 50% alcohol and 50% nitro. In the National Hot Rod Association’s first National Championship, Arnett finished first in a field of 375 cars. Despite the “Bean Bandit” name, which derived from the original founders being largely of Mexican heritage, the club was multi-racial, with members of every ethnicity. The last hot rod in the display is a very nice red ’32 Ford Highboy roadster with a 351cid Ford V-8 motor sporting an overhead cam conversion, breathing through a large Holly 4-barrel carb. The motor puts out 350hp in a car weighing next to nothing. Difficult not to go down the street sideways with this package.

Museum Director Paula Brandes commented that the “California Roll” exhibit will end January 31st. The new exhibit will be “Glitz and Glam,” limited production cars built in the ‘20s, ‘30s and ‘40s. Sounds like an interesting group of cars. You can read all about them in the next issue of the *Windblown Witness*. New also to the Museum is a beautifully restored 1954 Plymouth Belvedere 4-door sedan in two-tone black over “California Gold.” The gold is actually a bright yellow. The car is powered by the original in-line, 6-cylinder, L-head motor with



Los Ancianos MC Club of La Mesa-50th Anniversary

7:1 compression, displacing 230cid. The motor produces 110hp and is mated to a three-speed manual transmission with overdrive. The car was sold new in Detroit in 1953 for \$2,132. The gift to the Museum was from one of the hard working docents. And a wonderful gift it is. The Plymouth looks better than new, with brilliant unblemished paint and glistening chrome. New also is a tribute to a local off road motorcycle club, "Los Ancianos M. C." of La Mesa/San Diego. The Club was founded in 1960 by a group of older men, and one must be at least age 30 to join. "Ancianos" means "the ancient ones" in Spanish. The purpose was and is to have fun, and to organize and participate in off road motorcrosses. There are a number of dirt bikes, photos and memorabilia depicting the Club's activities, as well as a video displaying interviews with current and past members, and clips of rides and races from their archives. The "Ancianos" display is next to the Steve McQueen 1970 Temecula Race exhibit, which is always worth a second look. The motorcycle display has been updated as well, with one wall devoted to Indian Motorcycles. Indians were built in the USA from 1901 until 1962, when the company was liquidated. The company enjoyed a resurrection in 1999 when Indian bikes were built in Gilroy, California. The re-birth was short lived, as the company failed again in 2003.

## Gift Shop

The Museum Gift Shop also offers some nice gifts for Christmas. There are a number of new car books (Haynes Publishing offers some histories on British cars such as Morgan and Triumph). And in honor of the hot rods now on display, *Merchants of Speed: The Men Who Built America's Performance Industry*, is available. It includes coverage on Edelbrock, Engle, Chet Herbert, Ed Iskenderian, Offenhauser, and a lot more. One can even buy some copies of the *Porsche 356 Club* quarterly magazine. Something for everyone. Please come on down and visit. And if you are a museum member, there is a 10% discount on store merchandise. 🐦



Meyers Manx "Old Red" winner of 1967 Mexican 1000 off road race.

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# Back to the Track in 2011 SDR's New Event Format

*By Robert Baizer & Jack Miller*

San Diego Region has always had one of the most active performance driving programs in Zone 8. All SDR track days for the past decade have been run under Zone 8 rules with great success, owing in large part to the focus on safety and the wide array of performance driving events offered in the Region (Performance Driving School, Autocross, Driver Education at Qualcomm, etc.). This sequence has allowed drivers to progressively advance their skills and has served our Region well.

During the rule proposal cycle last year, it came to light that the Zone's rules for qualifying drivers to run at track events were stricter than in the rest of the US. In fact, several Regions within Zone 8 were running under their own local Region rules in order to be more in sync with PCA's national event guidelines, which have more relaxed requirements for track event participation than do Zone 8 rules from prior years. Essentially only SDR's track events were functioning under the complete Zone 8 rules, so during last year's rule change process, Zone 8 modified its prerequisite criteria for certain event categories beginning in 2011. SDR's Board has consented to follow the new Zone 8 rules, so SDR will continue to run its track days as Zone 8 events and incorporate the changes that bring the criteria for running in these events in line with national standards.


Prior to the new rules being established, the SDR Board had elected to combine management of DE and TT track events under one committee for 2011. In order to meet the new Zone 8 rules, which effect Driver Education (DE) events, and still be able to run

SDR's unique Time Trial (TT) format, the DE & TT team came up with the following new event format for all two-day track events:

- All such events will feature both a DE and a TT, with single day participation available
- There will be separate run groups for DE and TT participants, allocated based upon demand
- DE run groups will follow the national DE standards (and 2011 Zone 8 rules) with respect to prerequisites, thus allowing drivers with no prior experience to participate
- Novice DE participants will have a required additional educational component
- No posting of times, either at the track or on the web after an event, will occur for drivers in DE run groups
- There will be no Expanded Passing Program (as defined in the Zone 8 rules and national guidelines) in effect for DE run groups
- TT run groups will follow the higher Zone 8 prerequisite standards that were in effect for 2010, thus requiring all drivers in TT run groups to have 8 performance driving days attained over at least the past 9 months but no more than 18 months
- Drivers in TT run groups will have their times posted at the conclusion of each session as well as posted to the web after an event
- When optional timed runs occur, only drivers meeting the TT prerequisites will be allowed to participate

- TT and timed runs participants exclusively will continue to accrue points for both SDR and Zone 8 annual awards

It's important to note that since DEs are intended to be fun and educational in nature, but not competitive in any way, no official timing will be performed by the Club during DE sessions. The DE & TT team will be emphasizing a culture of learning and extreme safety for DE run groups. Those interested in tracking their progress or friendly competition (who have the appropriate prerequisites) should run in TT run groups. Neither format is racing, though participation in either can lead to meeting the prerequisites for PCA Club Racing.

By offering both DE and TT formats within the same event, it is hoped that all drivers will feel welcome to participate at some level. Our first event is at Streets of Willow this month, January 22–23. Streets is a great track for everyone, whether they're new to track driving or broadly experienced. Even with the changes outlined above, we expect to be able to offer drivers the significant track time our Club's events are known for—comparable, for example, to what was offered at our most recent past event at Spring Mountain—while still maintaining a diversity of run group speeds. Our full calendar for 2011 is posted on the SDR website. Just click on Driving Events, then Driver's Ed or Time Trial. Those who have participated only in Stadium-based driving events and have yet to drive on a purpose-built track are especially encouraged to join in the fun. 

# PCA San Diego Region/Zone 8 DE & Time Trial Series

- ★ New Zone 8 Rules in effect for 2011: **All members may now drive in DE groups, no experience necessary!**
- ★ All events feature separate DE and TT run groups, with each group getting a full day of practice on Saturday, practice all morning and early afternoon Sunday, and optional timed runs on Sunday afternoon for TT'ers, unless otherwise noted. Additional education sessions for novice DE'ers.
- ★ TT run group times are posted after each session and online!
- ★ Free lunchtime track tours are available to all at most events.
- ★ Taste of the Track is offered on a space available basis (registration is available online only): Ride all day as a passenger with one of our skilled instructors, attend drivers meetings, receive all driver info, etc.
- ★ Single day registration is available.
- ★ Use the form below to register or save money by registering online.
- ★ Event hotel and other information is available at least 6 weeks prior to each event at [pcasdr.motorsportreg.com](http://pcasdr.motorsportreg.com).

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\*Minimum age of 18 years, valid state driver's license, and good mental and physical health required. Your car must pass PCASDR tech inspection. Pre-tech strongly encouraged.

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

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| <input type="checkbox"/> January 22-23   | Streets of Willow Springs                         |
| <input type="checkbox"/> March 11        | Auto Club Speedway - Infield (one day, no points) |
| # April 8-10                             | Auto Club Speedway - Roval (three days, TT only)  |
| <input type="checkbox"/> May 21-22       | Chuckwalla Valley Raceway                         |
| <input type="checkbox"/> September 24-25 | Willow Springs Raceway - 2.5 mi Road Course       |
| <input type="checkbox"/> October 21      | Auto Club Speedway - Infield (one day, no points) |

#Zone 8 Festival of Speed - Registration is only available online at [www.clubregistration.net](http://www.clubregistration.net)

Car Number _____	Car Class _____
Driver Name _____	<input type="checkbox"/> DE <input type="checkbox"/> TT
Phone _____	
E-mail _____	
Member # _____	Region _____
Emergency Contact _____	Phone _____
Driver Status: Instructors, will you instruct?	
<input type="checkbox"/> Student <input type="checkbox"/> Driver <input type="checkbox"/> Instructor <input type="checkbox"/> Yes <input type="checkbox"/> No	

Do you have a: _____	Signed _____
Competition Permit? <input type="checkbox"/> Yes <input type="checkbox"/> No	Log Book? <input type="checkbox"/> Yes <input type="checkbox"/> No

Car Year _____	Model _____
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Car Number _____	Car Class _____
Driver Name _____	<input type="checkbox"/> DE <input type="checkbox"/> TT
Phone _____	
E-mail _____	
Member # _____	Region _____
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<input type="checkbox"/> Student <input type="checkbox"/> Driver <input type="checkbox"/> Instructor <input type="checkbox"/> Yes <input type="checkbox"/> No	

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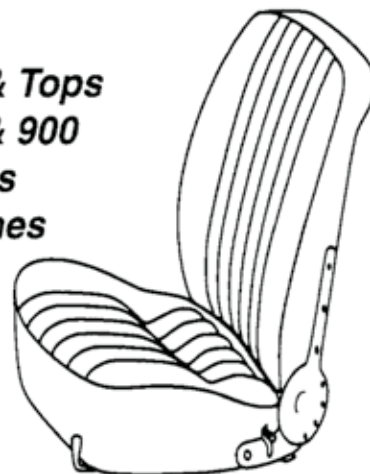


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# October Spring Mountain TT

*deText and Photos by Greg Phillips*

Thankfully we were heading for the desert, as the coastal weather was overcast and dreary when we left for the final time trial of the 2010 season at Spring Mountain, Nevada. The convoy formed on the I-15 at Gopher Canyon off-ramp, with Cathy Young in her 911 Targa, Mark Rondeau towing his 944S, Jim & Jad Duncan towing their 996, Jack Miller towing his Lotus Exige Cup, and Steve Grosekemper towing my 911SC. We did hit a little traffic on the freeway but for the most part it was a smooth trip. We decided to take the detour to Vegas and then back to Pahrump, as Robert Baizer had driven the usual route on CA-127 the day before and found they were doing construction on the road, resulting in lots of tar and pebbles deposited on his trailer. It took a little longer, but we arrived at the track with clean trailers and cars!

We were still early enough and checked into the Nugget, as the Best Western was sold out. Then it was off to the track. There was a line waiting at the entrance of the track, but they soon had it open and we were able to drive into the paddock to start unloading the trailers. After the trailers and cars were prepped, it was over to Robert Baizer's trailer for registration. As the sun was setting, it was time to head back into town for pizza and Fat Tire beer at Wulfy's before turning in for the night.

## Saturday

Saturday was an early start, heading out to McDonald's for breakfast with the early morning Pahrump crowd and then off to the track. We finished preparing the car and it was soon time for the driver's meeting with Jack Miller and Robert Baizer. We were running the long course and they also mentioned that they had just finished

a new addition to the track. Hopefully we would run it during the last run session of the day. He also reviewed the track's new caution light system. Instead of flags by the corner workers, there were a set of signal lights around the track that were controlled by the tower, and could be changed from green for go, to blue for passing, yellow for caution, black or checkered for the end of the session.

The other difference for the weekend was that the Lotus group would be driving with us for practice and qualifying, and they would also have their race after our timed laps on Sunday. With four run groups we would have a little more time between our sessions. I also had a student for at least a checkout ride. James Devonshire was driving his Cayman down from Calgary to winter in Phoenix, and felt this event would make a nice break on his drive. He had driven track events in Phoenix and Calgary, but this was his first time at Spring Mountain.



Jad Duncan taking it easy



"MacGyver" solution for broken fan strap



The weather was comfortable in the morning but was expected to warm up through the day, so we were running with warm weather driving requirements. Red run group was out second, after the Lotus group, and Steve took the 911SC out. Although the first two laps were under yellow, he soon was picking up the pace, and in the cooler morning temperatures his times were coming down. But with the shorter sessions, it was soon time for my Orange run session.

I went out with my student to get reacquainted with the track. We were a little late getting out as it took some time to get him fitted in the harness. After a few laps, the checkered light came on, so we headed back into the paddock and buckled into his Cayman. James was smooth and the Cayman did very well on its street tires. His line was good, and as he started learning the track, he was able to rely less on my knowledge of the track and start using his own. The Cayman is a very nice track car.

The rest of the morning went quickly, although I was able to do a little more photography with some of the extra time. I went out for another session with James and he was comfortable with going solo, so I agreed, as he was doing well with traffic and his line.

Lunch was catered by Cathy Young, who put on a great spread of sandwiches, chips and cookies. It had continued to warm up, so the shade from the EZ-Up was great. After lunch, Steve and I switched groups so he could run with David Quesnel in his car, and I got a couple of sessions with the Red run group. Jackie Corwin also took advantage of being in a different run group to ride with me on one of my sessions and give me some feedback on driving styles and lines.

Although uneventful for most, the Duncans were having starting problems with their 996. Jad had been turning some great times in the morning with a best of 2:30.03, but after lunch the car would not start.

The more complicated the electronics and ECU become in the newer cars, the more difficult it is to remove systems you no longer need (or want) and still have everything work correctly. Steve was able to help them track the problem to a relay with a homebuilt “hot-wiring” tool from a wire hanger. It was a premonition of things to come.

Although Steve and I were doing well in the 911SC, our “competition” in II was Otto Obrist, who was putting down some very fast times in his 944 Turbo, running a 2:33 in the morning sessions. Most of the RS-class GT3 contingent (Avitt, Yaws, Busalacchi) were missing, but Randy Gates was still learning the differences from his previous AWD Turbo and was down to 2:39 in the afternoon sessions.

For our last run session of the day, the track operators were kind enough to open up the new portion of the track. It was run under a standing yellow flag, but it was nice to see the new section at speed. The asphalt was still green but smooth, and the grip was good. It looked like this new segment would enhance the track when ready for full-time use. It made the pit entrance safer (using the old track section) and also made for a longer front straight.

After the track was cold, it was time to change brake pads and wheels for the next day before packing up. With the later season, it was dark by the time we were heading back into town. After cleaning up, we headed over to the local Mexican restaurant for dinner and drinks. Later on, back in our room, we looked at some of the video footage before turning in for the night.

---

## Sunday

The next morning it was back to McDonald's for breakfast. The weather was still nice, but predicted to get warmer and a little windier. At the track we raised the EZ-Up and got the 911 warmed up. Unfortunately for the Duncans, their luck was not getting better. Although it appeared the relay

problem was solved, the car would still not start, and they spent a frustrating day trying to figure out why.

The Lotus group was out first, and then I went out in the Red group, as we had switched groups to start the day. Although the numbers were not larger, they were faster overall in Red, and I needed to check my mirrors regularly. I was mostly passed, but did have a long chase with the BMW of James Balestrieri before the checkered lights came on and the session ended.

Steve was out next in Orange, and he started quickly. His first lap under yellow was a 2:48, but the next laps were 2:41, 2:40, and then a 2:39.66 before a warning light came on. He slowed and brought the car back into the pits. I had been taking pictures and when I rode the bike back in, Jad said I had joined the not-running club. After checking the engine, the problem was a broken strap for the cooling fan. After searching around the paddock to see if anyone had a replacement, it was time to go “MacGyver” and look for a solution. Steve was looking for a strap substitute and Jad mentioned that the trailer tie-down straps were strong enough. With that inspiration and a spare tie-down from the Duncan's trailer, Steve soon had a solution in place using the strap and ratchet mechanism to tighten it down.

The work was done quickly enough that we only missed one run session, and I was able to take the car out in Orange 8 for a shakedown. After three laps I was back in to check it. It was working fine and lasted the rest of the weekend without further problems. The other drivers in Orange were doing well, led by Randy Gates' GT3, who was running 2:37s, and Paul Young, who was very quick in his IP 911SC at 2:40.98. In the GP wars, Jackie Corwin had finally broken 2:50 with a 2:48.79, just behind Mark Rondeau, whose morning best was a 2:47.12. Chuck Sharp was running in KI but was doing so in his 944Spec car, going well with a 2:45.40. Sharing the car was Debby Sharp in Yellow, and she





Russell Shon



Cathy Young, Steve Grosskemper, Mark Rondeau, Jad and Jim Duncan

had picked up the pace, getting down to a 2:48.44 for the morning.

Speaking of Youngs—Cathy Young was doing well in the Yellow run group. She had been running 2:55s the first day, but was now picking up the pace and turned a 2:51 in the morning. The Hockett brothers, Dave & Dan, were running their Boxsters and doing well, with Dave down to a 2:46, ahead of Dan's 2:49.

In the Red run group, Otto was still leading with a 2:34, being chased by Jack Miller at 2:35 and Robert Baizer at 2:38 in their Lotus Exige Cup cars. Richard Park's AI 914-6 was down to 2:36.56, and David Quesnel was keeping his cards to himself as only a few laps were on the transponder sheet, but his best was a 2:39, just ahead of Peter Czajkowski's HI 911 at 2:40, and Michael Cornelius at 2:43 in his JP 944 Turbo.

During lunch, there was another driver's meeting to review the timing procedures for the afternoon. The timing would start with the fastest drivers and then continue until everyone had finished their laps. We would be coming off the track where the member's exit was, allowing the timed laps to finish promptly, as the Lotus group would be running their races at the end of the day after our timed session.

Although this was the finish of the 2010 time trial season, there were only a few competitive classes, and in only a couple of cases was the title up for grabs. In

GP, Mark Rondeau was leading Jackie Corwin 95 to 80. In OI, Jim Duncan was ahead of Jad Duncan 79 to 60, and in BoxsterSpecX, Dave Hockett was leading Dan 80 to 66. While both II and RS had several different drivers, Otto Obrist and Peter Busalacchi had already clinched their titles.

During the last practice session, I went out as a passenger with Steve to compare lines before timed runs. After the last practice group, they announced the timed laps. Otto Obrist took advantage of the missing Duncan 996 and won TTOD at 2:33.53, over Jack Miller at 2:34.63, Randy Gates at 2:34.73 and Robert Baizer at 2:36.21. David Quesnel had his best laps of the weekend and took AM at 2:36.74, just ahead of Steve Grosekemper at 2:37.07 for second in II, and Richard Park at 2:37.11, who was also second in AM. Peter Czajowski took HI at 2:40.36 and Paul Young took IP at 2:41.35.

After Steve finished his laps and came back to the hot pits, it was time for my timed laps. There was a small delay as the previous group finished their timed laps and then it was time to head out. The warm-up lap went well. The tires were still warm from Steve's laps and I was able to push hard from the beginning. The first lap felt good and I turned a 2:41.54. I was pushing harder on the second lap but ran wide at Ego Check, so my next lap was slightly slower at 2:41.64. But the first lap was good enough for 10th top time and 3rd in II.

After finishing, Jad Duncan used my car for his timed runs and his father, Jim, used Mark Rondeau's car for his. Jad ended up with a 2:42.29 but Jim's lap allowed him to take second in OI and take the season title 94 to 80. In GP, Mark turned a 2:45.10 for his best lap of the weekend to beat Jackie Corwin's 2:47.80, taking the GP season crown in the process. Dave Hockett continued his hold on his brother Dan with a 2:48.38 against Dan's 2:50.42, winning the BoxsterSpecX class title. Mike Cornelius had his best lap to take JP at 2:42.26, and Cathy Young took JS at 2:54.45.

After Jad's laps, it was time to get the car back on the trailer, load up the truck and get on the road for home. We took the short route back through Baker and the road was clear until we got back on the I-15. There was some traffic right at Baker but overall the drive home went smoothly. Although the time trial season was over, we had one more track event with a DE at Chuckwalla coming up at Halloween to get ready for.

For full results and season standings, check out the website at [pcasdr.org](http://pcasdr.org). And it's time to start planning for the 2011 season, which will open with a time trial and the new DE program at Streets of Willow. Not only will there be a DE program for novice drivers, we will also be testing out the new car classification system before it's adopted in 2012. Keep an eye on the *Witness*, website and Forum for all the details. 🐦

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# Membership

## New Members

David Bye & Kelly Barnes  
Encinitas, CA  
2003 911 Coupe

Chris Chiappinelli  
San Diego, CA  
2006 Cayman S Coupe

Chaunce Dolan & Heidi Dolan  
San Diego, CA  
1976 914 Coupe

Natascha Ehlers  
San Diego, CA  
2008 Boxster Cabriolet

Mike Elovitz  
Carlsbad, CA  
2008 911 Turbo Coupe

Abram Harris  
Carlsbad, CA  
2003 911 4S Coupe

Kevin Mansour & Chris Straub  
San Diego, CA  
2010 Panamera Sedan

Mark Morgan & Dave Gravley  
San Diego, CA  
1989 944S Turbo Coupe

Jim Nierman & Mary Nierman  
Rancho Santa Fe, CA  
2009 Carrera Coupe

## Anniversaries

### Five Years...

Robert Baadilla  
James Clow  
Nils Hallstrom  
Daniel Hunter  
Joseph O'Leary  
Michael Peters  
Steven Smith  
Larry Tagle

### Ten Years...

Warren Andren  
Matthew Bucur  
Charles Denherder  
Leland Hurty  
William Ibbetson  
Jeff Schwall

### Fifteen Years...

Joel Buxbaum  
Michael Gottlieb  
John Kinkaid  
Judy Rogers-Neece

### Twenty Years...

Robert Albrecht  
Guy Finlan  
Wendy Gillespie  
David Loynd

### Twenty Five Years...

Kenneth Martone

### Thirty Five Years...

Robert Gagnon

## 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).



# ANOTHER DAY IN PARADISE

## PCA-SDR Installation Dinner & Charity Auction

### *The Catamaran Resort Hotel in Mission Bay*

Date: Saturday, January 8, 2011  
Time: 5:30 pm check-in, 6:00 pm silent auction, cocktails, hor d'oeuvres, 7:00 pm dinner  
Cost: \$65/person until Dec 15, \$75/person Dec 16-31, \$95/person after Jan 1, 2011  
Dress: Semi-formal (coat/tie, cocktail dress)  
Address: 3999 Mission Blvd  
San Diego, CA 92109  
(858) 488-1081

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.

Contact Kathy for Silent Auction information.

To purchase tickets, please fill out the information below and mail to: (Sorry, no online registration for this event)

Martha McGowan  
2270 Nielsen Street  
El Cajon, CA 92020



We wish to express our gratitude to Computer Integrated Machining, Inc. for their generous contribution in support of this evening's events (Mike Brown 619-596-9246).

Names of attendees: \_\_\_\_\_

Contact phone number: \_\_\_\_\_ Email: \_\_\_\_\_

Dinner Selection: PRIME RIB (qty?) \_\_\_\_\_ FISH (qty?) \_\_\_\_\_ VEGETARIAN (qty?) \_\_\_\_\_

Credit card number (VISA and MC ONLY) will also be used as payment for auction items):

Total amount to charge: \_\_\_\_\_ VISA/MC# \_\_\_\_\_ exp date \_\_\_\_\_

Reservations for tables are per table of 10 and must be paid for all at the same time.

Make checks payable to PCA-SDR (not Martha or Kathy)

Please contact Kathy Alnwick 619.229.1515 or Martha McGowan 619.938.2697 with questions.





# New Year, New Look

By Susan Brown, Editor

I can hear the howls of protest already. The wailing and knashing of teeth. I have changed the *Witness*' "look and feel." Well, it needed an update, and the first of the year is a perfect time. The design is courtesy of Marc Riesenberg, an SDR member and creative designer. He's actually much more than that; he is also redesigning the SDR website, and has big plans to bring you more information, more quickly than waiting for your *Witness* to arrive each month. Yes, the *Witness* will still arrive, but we hope to augment the information you see in print with other articles, and pictures on the website. So, if you feel the urge to write an article, please do! You will be able to see it on the web as well as in print.

Pictures on this page, and the Event Capsules pages are courtesy of Greg Phillips, taken at the "Other Car" AX in December. 🐘





# December Meetings

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## Outgoing Board Minutes

The December 2010 Board of Directors meeting was held at the Avitt home. Board members in attendance were Curt Yaws, Neil Heimburge, Carl Scragg, Bill Behun, Rikki Schroeder, Mark Rondeau, and Monique Straub. The meeting was called to order at 7:14. Minutes from the November 2010 meeting were approved unanimously.

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## President's Report

Curt Yaws reported that Steve Snedeker passed away on Tuesday. He was instrumental in bringing the Goodie Store up to speed and will be missed. Flowers will be sent.

Curt Yaws reported that Tesla has requested approval to bring a car to an AX early in 2011. This was greeted with enthusiasm.

Curt Yaws reviewed suggestions received for new events. These included Saturday breakfasts and taco truck tours.

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## Treasurer's Report

Accounts are reconciled as of the end of November. Income exceeded expenses resulting in a net gain. Major expenses last month included the Time Trial, Autocross and archive storage. Major income sources included *Witness* advertising, Autocross, Time Trial, Drivers' Education, and Installation Dinner registrations. (See Treasurer's report for details.)

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## Chair Reports

**Autocross.** Jerry Bumpus reported

that attendance will be very low for the weekend's AX. Only 60+ attendees are registered.

**Charity.** Bill Hartsock is still developing a set of rules for the Club to follow.

**Concours.** Steve and Aracelli Lopez will continue as Chair of this committee in 2011.

**DE/TT.** There was much discussion about rule changes that eliminated any requirement for driving experience at our high-speed driving events. Robert Baizer reported on a solution that they will implement to ensure that the events are safe. Baizer noted that this will be a "test program" for 2011. It may be revised for 2012 based on input from all involved. He will describe all in a Witness article to appear in January.

Baizer agreed to check with Willow Springs to see if his September date can be exchanged to avoid a conflict with the Coronado event.

**Goodie Store.** A new Goodie Chair will be sought. Bill Behun will work with Snedeker's family to transition merchandise.

**Insurance.** Tom Golich noted that certificates are set for the rest of the year. He requests that event waivers be mailed to him.

**Membership.** Angela Avitt reported that there were 1,426 primary and 1,065 secondary members for a total of 2,491. This is an increase of 6 members.

**Region Rules.** Tom Brown summarized the approved Rule changes which become effective in 2012. Brown will encourage transition throughout 2011 through Motorsport Reg. Further discussion will occur under the auspices of the 2011 Board of Directors.

**Tours.** Mike Brown and Keith Verlaque reported on the Mystery Tour. There were 55 cars attending that went to Borrego Springs. More tours will be scheduled next year.

**Web Team.** Tom Brown presented a budget request for website hosting. A motion to approve the budget request was unanimously approved.

**Witness Team.** Susan Brown requested funds to upgrade necessary software. The motion was approved unanimously.

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## Adjournment

The Avitt's were thanked for hosting the meeting. The meeting was adjourned at 8:45. The next meeting will be January 5 at the home of Mike Brown and Laurie Chesley.

# December Meetings

## Incoming Board Minutes

The December 2011 Board of Directors meeting was held at the Avitt home. Board members in attendance were Carl Scragg, Bill Behun, Monique Straub, Terry Barnum, Cathy Young and Greg Philips along with Curt Yaws as Advisor. The meeting was called to order at 8:55 PM.

There were no minutes to approve.

## President's Report

Carl Scragg thanked the outgoing board for leaving the club in a stronger financial position than when they began.

He stated he will strive to keep board meetings efficient and moving as quickly as possible. He floated the idea of a Saturday morning board meeting from time to time to allow different members the opportunity to participate who are unable to attend week-night meetings.

He is hopeful that establishing next year's budget early will make for an easier year.

He requested that all board members who haven't done so already, notify him of the chairpersons for 2011.

He expressed concern about charity events in that the club is not legally a non-profit or charity and therefore could potentially expose the club to unknown tax liabilities. He suggests retaining goods and services events such as the sock and underwear drive but silent auction funds go toward the club rather than a charitable contribution.

Finally, he volunteered his home for the March meeting.

## Treasurer's Report

Cathy Young has received most of the budget requests except for the 2012 installation dinner. She requests a working group meeting to go over a proposed budget sometime before the January meeting. Carl will coordinate a time for a meeting that works for board members.

Carl, Curt, Cathy and Bill will coordinate the transition of bank account access to Cathy.

There was no report regarding accounts.

## Chair Reports

**Autocross.** Jerry Bumpus reported that 2012 rule changes will modify how cars are classed as well as how trophies will be awarded. It was recommended that Jerry be empowered to use the existing system alongside the new system to give members ample time to become comfortable with the changes as well as give the Web and Registration teams the opportunity to work out the inevitable issues. The schedule at Qualcomm has not yet been determined.

**Membership.** Angela proposes a general meeting to welcome new members and thank the chairs and volunteers sometime in September at the German Club. It was suggested there could be a voucher for new members to encourage participation. Additionally, candidates for the board could be introduced and have the opportunity to speak. It was suggested that a reduction in price for volunteers be considered instead of gifts. Discussion of budget and potential

dates will continue at the January meeting.

**Region Rules.** Tom Brown asked if the general membership roster should be printed for 2011. He also recommends that the board look at the standing rules and determine whether or not to reaffirm for 2011.

**Tours.** Keith Verlaque has been asked to stand in as Tour Chair. Based on member feedback, he proposes an increase from four to six tours with some being longer, overnight tours. He requests February 27 as the first tour date unless it conflicts with an autocross, in which case February 13 will be used instead.

**Web Team.** Tom Brown suggested that email correspondence to members be addressed as blind carbon copies rather than carbon copies to respect members' privacy.

## Adjournment

The Avitt's were thanked for hosting the meeting and it was adjourned at 9:46 PM. The next meeting will be January 5th at the Brown/Chesley home.

# Classifieds

## 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

08 BoxsterS 19k miles. 20K service completed.. Red. Preferred package plus, TiptronicS, power heated seats. Bose, 6CD, Bi-Xenon, plus much more. Health Issues dictates sale. \$35,000 (760) 529-3718

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

1972 Porsche 914 w/Chevy V8 4speed transmission, Upgraded side shift New clutch, K&N Air filter custom intake, Full Roll cage, Vista, SoCA 760 643-9495, \$16,000

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 Porsche 944 red/black, 5 speed manual with all extras, 50K miles, never raced, never wrecked. Runs great, new tires, original owner asking \$8500 (714) 968-3993

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 \$65,000. 41k miles. Red/Black. New headliner. Serviced at Black Forrest Porsche Care. 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

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 993 Coupe Midnight Blue/Cashmere 6 speed, ltd slip, ABD, 17" wheels, pwr seats, full records, 200 lb. comp. perfect, 63K mi. \$32,000. OBO. (858) 775-4022

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 996 Carrera Coupe Arctic Silver Metallic/Black 6 Spd Only 11k Miles Factory Sport:HtdSeats, Exhaust, M030 Suspension, PSM, Bose Orig. Owner Absolutely Flawless \$43k (760) 405-7359

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

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 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

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

Porsche 911 Carrera Sport 3.2 WPOZZZ91ZFS100519 Immaculate 3.2 Carrera sport. 80,154 miles. Extensive maintenance records. Runs perfectly. Upgraded Porsche 7" and 9" Fuchs wheels. H4 headlights. M&K single out muffler with Dansk euro premuffler. Upgraded Alpine headunit with IPOD. Has factory sport seats. Original engine, paint, no accident history. Steve Wong euro chip. This is an ROW car with a recent 207rwhp 190rwtorque dyno, available upon request. (619) 884-5936

## Tow Vehicles

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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

78 911SC w/Kininger built 3.2 engine. Weld-in roll bar, race seats, 5pt harness. Wevo shifter, limited slip. Tarett adj sway bars, torsion bars, bumpsteer, custom valved Bilsteins, B&B oil cooler, fiberglass spoiler & tail, 3 sets of wheels. Registered for street, ready for track. \$25,000 (619) 447-4709

## Parts

P201 mount, stand & clamp P201 and Mahle clamp with custom engine stand - \$250 for it all, pickup only please. endoguess@mac.com (858) 456-2480

yokohama 032R 2 of each 315/35/17 & 245/40/17 good life left, \$250 pick up only, behr911@sbcglobal.net (858) 453-6233

18" Forgestar F14s Set of 4. 18"x8.5" ET48 & 18"x10" ET35. Weigh 17-18lbs each. Matt Black Finish. \$1000 (714) 310-1729

Sparco Circuit Race Seat With Sparco Side Mounts Included. As new condition. Used in 1 AX. \$595. (714) 310-1729

SEATS 912/911 From 68 912 just completely refurbished with internal parts and black upholstery. Perfect. \$500 obo prefer trade for buckets. Have pics. breffer@san.rr.com (858) 220-1194



18" OEM Wheels (2) Front 7.5x18 et50 with Michelin Pilot Sport 225/40, (2) rear 10x18 et65 with 265/35 Michelin Pilot Sport. Great extra set for road or track. \$600 Glenn (760)789-5344

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 Black leather seats (pair) in excellent condition. These are from a 2002 Boxster. Priced to sell. \$350 Tel: 714-310-1729

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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

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

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

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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.johnstraub.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

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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

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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

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

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

All classified ads must be placed through the club's web site: www.pcasdr.org.

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

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## 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.**

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## Link Index

PCASDR website: [www.pcasdr.org](http://www.pcasdr.org)  
Zone 8 website: [zone8.pca.org/](http://zone8.pca.org/)  
National website: [www.pca.org/](http://www.pca.org/)  
AX & TT Results: [results.pcasdr.org/](http://results.pcasdr.org/)  
Online registration: [pcasdr.motorsportreg.com/](http://pcasdr.motorsportreg.com/)  
Forum: [forum.pcasdr.org/forum/](http://forum.pcasdr.org/forum/)  
National Calendar: [www.pca.org/calendar/pcacalendar.aspx](http://www.pca.org/calendar/pcacalendar.aspx)  
National Tech Q&A: [www.pca.org/techqa/techqa.aspx](http://www.pca.org/techqa/techqa.aspx)  
National Classifieds: [www.pca.org/themart/themart.aspx](http://www.pca.org/themart/themart.aspx)  
Join PCA: [www.pca.org/membership/joinpca.aspx](http://www.pca.org/membership/joinpca.aspx)



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- 4-Wheel alignment (Street & Competition)
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### New Year's Special

#### WHEEL ALIGNMENT SERVICE

- Includes complete inspection of suspension and brake system components

**\$25<sup>00</sup> OFF**

Through January 31st, 2011

Must present coupon at time order is written.  
One per customer. Cannot be combined with other offers.



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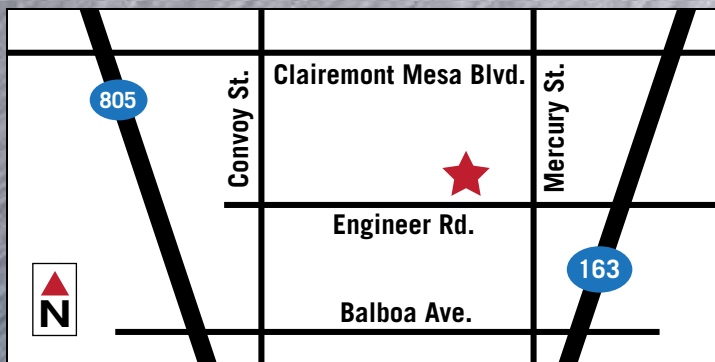
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**Call John, Jeff or Scott for an Appointment.**

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**Mon-Fri: 7:30am - 6:00pm Sat: 8:00am - 12:00pm**





WINDBLOWN  
WITNESS



Susan Brown, Editor

To:

PERIODICALS



**MOVING?** Send change of address for the *Windblown Witness* to:

**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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Porsche recommends **Mobil 1**



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