



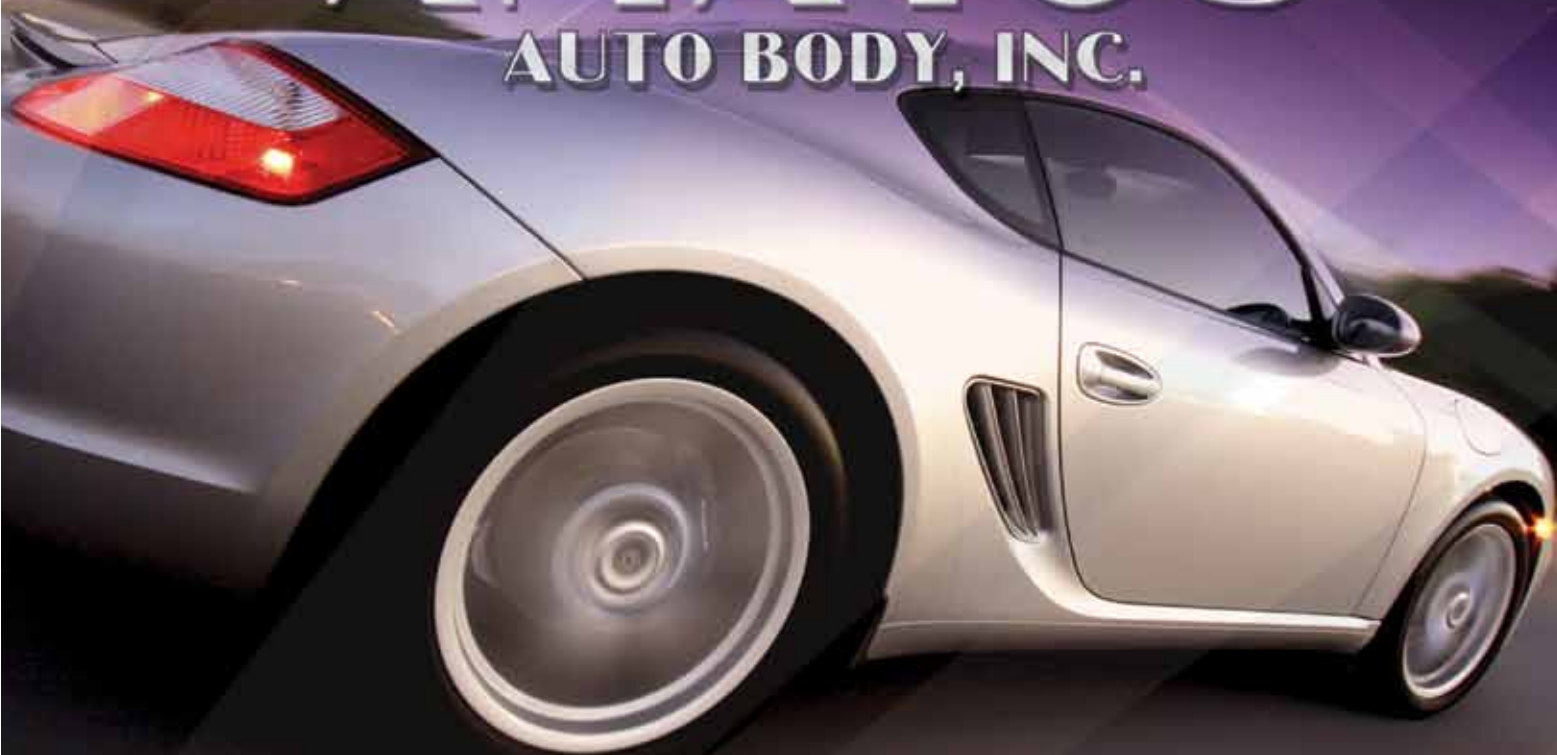
# WINDBLOWN WITNESS

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



# AMATO'S

## AUTO BODY, INC.



SPECIALIZING IN:

# IMPORT COLLISION REPAIR

### FACTORY CERTIFIED:

ASTON MARTIN  
AUDI

PORSCHE

BMW  
MERCEDES BENZ

THE FIRST AND ONLY PORSCHE CERTIFIED SHOP IN SAN DIEGO

AMATO'S AUTO BODY  
3848 SORRENTO VALLEY BLVD.  
SAN DIEGO, CA 92121-1401

CONTACT US TODAY!  
**858.455.6715**  
[www.AMATOSAUTOBODY.com](http://www.AMATOSAUTOBODY.com)

# Features



---

## Departments

- 02** Board of Directors, Witness Staff
- 03** Committees
- 05** From The Hot Seat
- 06** Event Capsules
- 10** Auto Museum Report
- 29** Membership Report
- 32** Monthly Meeting
- 34** Classified Ads
- 36** Advertising Index, Rates, Policy

---

## On the Cover



May Autocross  
Photo by Pete Ward

# WINDBLOWN WITNESS

## Editor

Susan Brown  
editor@pcasdr.org  
619.491.0150

## Photo Editor

Greg Phillips  
photoeditor@pcasdr.org  
619.429.7700

## Advertising

Richard Park  
witnessads@pcasdr.org

## Billing

Royce Ann Myrick  
witnessbilling@pcasdr.org  
619.475.1199

## Printing

GSG Print Group  
888.255.4846

## Advertiser Distribution

Ted Myrus  
858.566.5039

## Classified Ads

Ad2Ad  
www.ad2ad.com  
classifieds@pcasdr.org

## Proofreading

Angela Avitt  
Martha McGowan  
Tom Tweed

The Windblown Witness (USPS 361-790) is the official publication of the Porsche Club of America, San Diego Region, Inc., and is published monthly. \$14 of each member's annual dues is for a subscription to the newsletter. Copies are also available by subscription to non-region members at \$36 per year (Continental US).

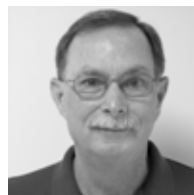
Any statement appearing in the Windblown Witness is that of the author and does not constitute an opinion of the Porsche Club of America, the San Diego Region, Inc., its Board of Directors, the Windblown Witness editors, or its staff. The editorial staff reserves the right to edit all material submitted for publication.

© 2011 by the Porsche Club of America, San Diego Region, Inc. All rights reserved. Permission is granted to chartered regions of PCA to reprint articles in their newsletters if credit is given to the author and the Windblown Witness. Office of publication: 1805 Altamira Pl, San Diego, CA 92103. Periodicals postage paid at La Mesa, CA and at additional mailing offices.

POSTMASTER: Send address changes to PCA Executive Office, P.O. Box 5900, Springfield, VA 22150.

## San Diego Region 2011 Board of Directors

board@pcasdr.org



### President

**Carl Scragg**

619.226.6025  
president@pcasdr.org



### Vice President

**Greg Phillips**

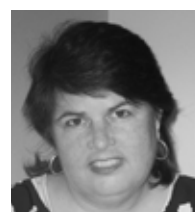
619.429.7700  
vicepres@pcasdr.org



### Secretary

**Terry Barnum**

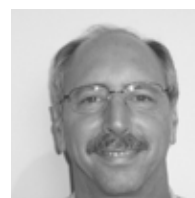
760.431.3575  
secretary@pcasdr.org



### Treasurer

**Cathy Young**

858.692.9150  
treasurer@pcasdr.org



### Director

**Bill Behun**

619.284.2123  
behun@cox.net



### Director

**Leigh Rayner**

760.734.4330  
leighrayner@yahoo.com



### Director

**Monique Straub**

619.667.3826  
straubstudio@aol.com



### Past President/Advisor

**Curt Yaws**

619.228.9678  
curtyaws@gmail.com

# San Diego Region 2011 Committees

SDR email addresses are located on page 31

<b>Archivist</b> Tom Brown	<b>eMaster</b> Angela Avitt	<b>Membership</b> Angela Avitt	<b>Tech Sessions</b> Martin Lipp	<b>Web Team</b> <u>Webmaster/Photos</u> Marc Riesenbergl <u>General</u> Tom Brown
<b>Auto Museum</b> Michael Harris	Tom Brown	<b>Military Liaison</b> Don Auten	Jim Binford	Martha McGowan
<b>Charity</b> Kathy Alnwick	<b>Event Flyers</b> Gary Burch	<b>Panorama Articles</b> Martha McGowan	<b>Tours</b> Peter Dorey	<u>Forum</u> Mike Dougherty
Martha McGowan	<b>Goodie Store</b> Leslie Shirley Skip Shirley	<b>Policy, Procedures/ Rules</b> Tom Brown	Mike Brown Ralph Turner	Tom Tweed
<b>Concours</b> Steve Lopez	<b>Historian</b> John Straub		<b>Vintage Racing</b> John Straub	Steve Grosekemper
Araceli Lopez	<b>Insurance</b> Tom Golich	<b>Social</b> Kathy Alnwick	Kaid Marouf Joe Hofmann John Bell	<u>Classifieds</u> Jeff Grow
	<b>Legal Affairs</b> Bill Hartsock	Katie Kinnering	Monique Straub Don Middleton Chuck Sharp	<b>Yearbook</b> Greg Phillips
	Jim Ryan	Katina Rondeau		
		Angela Avitt		

## Autocross/QDE

### Chairs

Jerry Bumpus

Mark Bray  
Hassan Zaidi

### Chief Driving Instructors

Joel Bowman

Sean Molloy  
Larry Bevins

### Pre-registration

Jackie Corwin

Phil Corwin  
Debbie Sharp  
Jennifer Reinhardt

### Registration

Kari Bray  
Katie Kinnering

### Corner Working

Steve McKay

Mark Bastain

### Equipment

Michael LaGrasta  
Jim Hicks  
Matt Sparks

### Logistics

Mike Brown  
Lori Chesley

### Safety

Gary Burch

Mark Rondeau  
Dave Malmberg

### Tech Inspection

George Taylor

Emilia Turkovic

### Tech Advisor

Steve Grosekemper

### Timing

Kim Crosser

Kari Bray  
Martin Reinhardt  
Tom Brown

## Driver Education

### Chairs

Jack Miller

Robert Baizer

### Chief Driving Instructors

Jack Miller

Mark Rondeau

Jad Duncan

### Pre-registration/ Registration

Robert Baizer

### Equipment

Don Middleton

### Safety

Mark Rondeau

### Tech Inspection

Rick Sylvestri

Peter Czajkowski  
David Quesnel

### Tech Advisor

Steve Grosekemper

## Time Trials

### Chairs

Jack Miller

Robert Baizer

### Chief Driving Instructor

Jack Miller

### Pre-registration/ Registration

Robert Baizer

### Safety

Mike & Angela Avitt

### Timing

Robert Baizer

You drive one of the finest engineered vehicles in the world. Shouldn't the quality and installation of your custom audio, mobile communications, navigation, and security systems meet or exceed those standards?

- Design, installation, sales and service for all your mobile electronic needs.
- Complete on site repair facilities.
- Detailing services worthy of your vehicle.



[www.lajollaaudio.com](http://www.lajollaaudio.com)

5161 Santa Fe St. Suites A & B

San Diego, CA Sales: 858/581-6545

Repair: 858/373-0596 Detail: 858/373-0597



## ***West Coast Specialties*** ***San Diego's Porsche Specialist Since 1978***

7686 Formula Place San Diego, CA 92121

858-549-8226



PIONEER CENTRES PREFERRED BODY SHOP

*Collision Repair — Wheel Repair & Painting — Automotive Clear Bra — Ding Removal  
Bumper Plugs — Interior Console Painting — Aerokit Installations*

[www.westcoastspecialties.net](http://www.westcoastspecialties.net)

# The Great X-Car Experiment

*Text by Carl Scragg, President*

For quite awhile now, the Club's Standing Rules have given the chairperson of a driving event the discretion to permit some non-Porsches to run. And, although they may have had that authority under the rules, our event chairs quickly discovered that they had better wear their flameproof undergarments if they decide to allow an X-car to participate. A number of years back, when I was acting as a Chief Driving Instructor, a member had enrolled his teenage son in our Performance Driving School. The member approached me and explained that, if required by the rules, his son would drive the family Porsche in the PDS. However, he thought it might be more beneficial for the lad to learn car control skills in his daily driver. It seemed like a good idea to me, so I naively granted his request. Well, the reaction from our members and our instructors when the young man showed up at the driving school in his POS Japanese econo-box would have made you think that I had just given the first woman permission to drive in Saudi Arabia. I've made my share of mistakes during my time with the Club, but I got more heat from that decision than from anything else.

But times change. Our autocross program has historically been one of the strongest financial engines of the Club, but over the last couple of years the attendance has steadily fallen off while the expenses have increased (fees for using the stadium lot have risen by a whopping 33%). Perhaps attendance is off due to the slow-down in the economy, but we also face some real competition from a rapidly growing autocross program run by the Orange Coast Region. We used to get 10-20 drivers coming down from Orange County for every event, but no longer. What had been our most profitable events were in real danger of running in the red. The simple solution of increasing the fees has the potential for causing another reduction in attendance—and with any further decrease in the number of drivers, we

would not have sufficient volunteers to handle all of the corner-working, tech inspection, timing, registration duties, etc. Using paid corner-workers is an option, but that involves another major cost increase.


So, at the beginning of this year, our autocross chairs pulled on their nomex underwear and announced that, as a means of increasing the attendance to avoid running in the red, non-members would be allowed to drive non-Porsches in our autocross events. The Great X-Car Experiment has been running for about 6 months now, and given the level of passion surrounding the desire to limit our events to Porsches, the Board felt that it was time to invite input from the members. If you frequent our online Forum, you are surely aware of the level of interest that this subject has generated. Last time I looked, there were over 2700 visits to this online discussion. And at the most recent Board meeting, members were invited to voice their opinions.

Based upon the input received by the Board, the reaction of our autocross drivers to the presence of X-cars at PCA-SDR events is overwhelmingly positive. Yes, there are concerns, and there have been problems. But change rarely occurs without some difficulties and without some angst. Fortunately, we have an exceptional group of committee chairs, and they have accepted the challenge and worked hard to sort out the problems. And there will probably be more course corrections required as we go forward.

What we have seen so far is that the X-car drivers are just “car-guys” (and “car-gals”). Many of the problems encountered have been due to the fact that they were new to our events and they had to learn the PCA-SDR way of doing things. The problems are similar to what you might expect if any group of 20 newbies showed up on the same day at one of our events. The X-car drivers have not shown themselves to be unsafe or otherwise unruly or difficult to

manage. In fact, as they have learned our system, they have demonstrated an admirable willingness to pitch in and help with track set-up and cleanup. They seem genuinely pleased to be allowed to come out and enjoy the PCA-SDR events and they are working very diligently at being “good guests.”

If I might generalize, the X-car drivers do seem to be somewhat younger than the Porsche drivers and they do tend to drive less expensive cars (might these be related?). Although some of these X-cars are turning in some very impressive times, they are discovering that there is something noticeably unique about the handling characteristics of the Porsches. We've already heard a number of comments to the effect that when they can afford it, they want to buy a Porsche and join the club. Might we be sowing the seeds that will grow our future membership?

Does any of this mean that we are moving away from being a “Porsche Club” and towards becoming just another sports car club? Obviously the answer depends strongly upon one's perspective. The Board made it very clear that X-cars are being allowed to participate on a “space-available” condition. First priority will always go to members driving their Porsches, second priority to members driving their “other car”, and non-members get third priority. I think that everyone would prefer that 100% of the cars at our events be Porsches driven by members. But since we do not believe that we can continue to host our highly regarded autocross series without some additional financial support, it is necessary that we explore new approaches. Thus far, our events have had something like 80% Porsches and 20% X-cars, and the participants seem to be enjoying the situation (and our club treasurer is very happy with the improved financials). So long as the pluses outweigh the minuses, we will probably continue along this path. But this is the Porsche Club of America and we need to make certain that our policies remain in the best interests of the Club. 

# August 2011

---

## 03 Wednesday Monthly Members and Board Meeting

**Time:**

6:00 P.M. . Social hour and food

7:00 P.M. . Meeting

**Place:**

Dave Gardner/Susie Amundson  
16611 Adrienne Way  
Ramona, CA 92065

**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.

---

## 06 Saturday Z8/SDR Concours

**Time:**

7:00 A.M. .-2:30 P.M. .

**Place:**

Shoreline Park  
Shelter Island Drive  
San Diego, CA

**Details:**

Join San Diego Region at the Zone 8 Concours d' Elegance at Shoreline Park along with the 912 Registry Car Show. See page 20 for details and registration form.

---

## 07 Sunday SDR Autocross

**Place:**

Qualcomm, West Lot

**Details:**

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

---

## 18-21 Thursday-Sunday Monterey Historics

**Details:**

Monterey Peninsula's Classic Car Week is a veritable feast of things to see and do for car lovers. For more information go to [www.mazdaraceway.com/pages/sched-reunion](http://www.mazdaraceway.com/pages/sched-reunion).

---

## 30 Tuesday Last Tuesday Social

**Time:**

6:00 P.M. .

**Place:**

Yanni's Bistro  
12205 Scripps Poway Parkway  
Poway, CA 92064

**Details:**

Everyone is welcome, no RSVP needed!

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.net](http://www.pcasdr.net).



July AX



# September 2011

## 07 Wednesday Monthly Members and Board Meeting

### Time:

6:00 P.M. Social hour and food  
7:00 P.M. Meeting

### Place:

digital OutPost  
Terry Barnum's company office  
2772 Loker Ave West  
Carlsbad, CA, 92010

## 10 Saturday New Member Welcome/ Volunteer Appreciation

### Time:

6:00 P.M. – 9:00 P.M.

### Place:

German American Society  
1017 S. Mollison Ave  
El Cajon, 92020

### Details:

Come celebrate Oktoberfest with the PCA while we honor our most precious resource, our volunteers, as well as welcome new members to the club. If you are a volunteer, this night is for you! If you are a new member, come on out and see what we do, how much fun we have, and what a great club this is! Added bonus—candidates for the 2012 Board of Directors will be here to meet and greet! See page 25 for details.

## 15-18 Thursday–Sunday PCA Escape-Flagstaff

### Details:

Is Savannah too far? How about Flagstaff, Arizona? I think not! Join your PCA friends for a mini-Parade virtually right in your own back yard. Escape is purely non-competitive. It is a socially oriented weekend focusing on camaraderie and friendship. It is a great opportunity to show off your car, see old friends, make new ones, and enjoy the good will and fellowship of other Porsche owners. See <http://escape2011.com/> for details.

## 24-25 Saturday–Sunday Z8/SDR DE/TT

### Place:

Willow Springs Raceway

### Details:

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

## 28 Tuesday Last Tuesday Social

### Time:

6:00 P.M.

### Place:

Miguels (Old Town)  
444 San Diego Avenue  
San Diego, 92110



July AX





**The Monarch School** is helping kids, but they need our help. Please bring **NEW SOCKS** or **NEW UNDERWEAR** to any PCA-SDR event starting in June.

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



For the past three years PCA-SDR has sponsored a new sock and underwear drive to support and aid students and this year we're doing it again! At every club event starting in June, please bring new socks and underwear to be donated to Monarch School.

The school is in need of new socks and underwear in ALL sizes for kids as young as 5 and as old as 18. Give the items to me or a board member. Last year we donated more than 650 items. Let's see if we can top that this year!

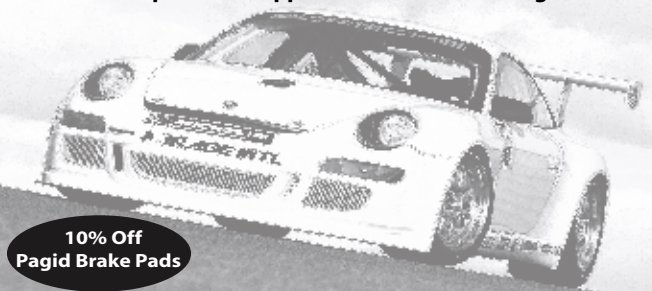
Thank you all for your generosity.  
Call Martha 619-938-2697 or Kathy 619-992-2439  
or email [prereg1@cox.net](mailto:prereg1@cox.net) or [imthekaps@yahoo.com](mailto:imthekaps@yahoo.com)  
if you have any questions.



# MIRAGE INTL

Porsche Tuning Specialist

Tune Up & Maintenance • Major Services  
Chassis Tuning • Suspension Tuning • Custom Exhaust  
Aircooled Engine Building • Lightweight Body Panels  
Custom BBS Motorsport Wheels  
Track Prep • Track Support • Arrive & Drive Programs



10% Off  
Pagid Brake Pads

**858.581.1101**

8448 Miracrest Pl. Suite F, San Diego, CA 92121

Located in San Diego off Miramar Rd. between the 805 & 15 Hwys.

**MOTUL**

[www.mirageintl.com](http://www.mirageintl.com)



## Personalized Autohaus, INC.

*Scheduled maintenance and service  
for all Porsches from 1951 through the '90's*

356 Tall 4th gear available - 28/21 ratio  
Quality 356 Repair & Restoration  
Vintage Race Preparation  
356-911 & 4-Cam



**WAYNE BAKER**  
owner

(858) 586-7771 FAX (858) 586-1669  
8645 COMMERCE AVENUE  
SAN DIEGO, CALIFORNIA 92121

[waynebaker@earthlink.net](mailto:waynebaker@earthlink.net)  
[www.waynebaker racing.com](http://www.waynebaker racing.com)

## EXECUTIVE DETAIL

One **STOP** Services

**858-837-0726**

Get more detail for less

**10% OFF**

Coupon

\*\*\*\*Present this coupon @ the time of service\*\*\*\*

Mini or Complete Detail Service (Excludes Deluxe Washes & Sealant Packages)



- Now Offering Teflon\*, Fabric & Leather\*, Vinyl Guard Packages\* w/ 5 Year Warranties
- Door Ding Removal
- Window Tinting & Glass Chip Repair

**\*By Appointment**



"On Site Auto Detailing Since 1988"

[www.executivedetail101.com](http://www.executivedetail101.com)

## MEXI-COCINA

RESTAURANT & TEQUILERIA

Established 1978  
12213 Poway Road, Poway, CA 92064  
Tel: (858) 748-6452 Fax: (858) 748-1798



**Champagne Brunch**

**Saturdays & Sundays  
8:00A.M. to 3:00P.M.**

\$10.95

Voted Best Mexican 2001, 2002, 2003, 2004, 2005, & 2006

**\*\*\*Monday Night Sport Specials\*\*\***

**\*\*\*Enjoy Sunday Games & More\*\*\***

**\*\*\*Happy Hour\*\*\***

**Mon. - Thurs. 2PM to Close  
\$2 Cocktails & \$2 Domestic Beers**

PCA Member

# "The Story of Pontiac" and More

*Text and Photos by Michael Harris*

The continuing display at the San Diego Auto Museum features Pontiac. The display includes an early Pontiac, a 1932 model, and cars through the '40s, '50s, '60s and beyond. Viewers will learn why Pontiacs were known as "Silver Streaks" and where "Wide-Track" came from. The 1941 two-door Torpedo back coupe displayed is a good example of the "Silver Streak" styling. Finished in two-tone grey with lots of chrome, this 1941 model is well preserved and nicely restored. PCA member John Rickard knows the owner and asked him how often he went cruising in this lovely car and was told "not much." After John drove the car, he knew why. No power or disc brakes, 1941 style bias-ply tires, vague and heavy steering all combine to detract from the beautiful appearance of this classic car.

The display reflects how Pontiac grew from an overweight, overly chromed and almost bankrupt middling car company to become the billboard for "race and win on Sunday, sell on Monday." The display clearly illustrates this transformation with the display cars. Bunkie Knudsen took over in 1957 as head of the Pontiac Division within

the GM family of cars. Between 1955 and 1956, Pontiac began to drastically change its image. Gone was the straight-8 motor and in its place was a modern, powerful, overhead valve V-8. The overly chromed "Silver Streak" appearance was toned down a bit in 1955 and disappeared with Knudsen at the helm. Look at the 1955 "Safari" two-door sport wagon on display. Although the hood still replicates the Silver Streak chrome spears of earlier cars (and doubled), the rest of the car is a very clean design. And the interior is even better.

The 1960s cars represent Pontiac's glory days. The late '50s represent the beginning of horsepower for the division. Fuel injection in 1957, tri-power in 1958, with increasing engine displacement and horsepower. The lovely 1959 Bonneville hardtop with large tailfins and spinner hubcaps epitomizes the extent of 1950s excess in size and extra chrome. The 1960s cars include a 1963 Grand Prix, two GTOs, a 1967 Firebird, 1969 Grand Am and a 1968 Firebird convertible. The Firebird convertible has been upgraded to HO configuration with a 335HP 400CID V-8 with 400 Hydra-Matic. Performance was 0-60 in 5.5 seconds. The car weighed 3,350 pounds and sold for

\$3,750. Engine displacement ranged from the small V-8 in the Tempest at 326CID, to 389, 400 and even 421 cubic inches. Graphic art displays recall Pontiac's success in drag racing and NASCAR. An interesting display of car models also represent the wide variety of sporty cars and competition models developed by Pontiac, including the various GTOs and a limited production 1962 Catalina set up for drag racing, fitted with a 421CID V-8 with dual quads sponsored by Royal Pontiac in Michigan.

The display also contains examples of how Pontiac lost its way in the 1970s, when GM was controlled by the bean-counters and the car people no longer held the reins of power. The display model 1977 Catalina is indistinguishable from its twin at Chevrolet and Oldsmobile. Mention is also made of the Aztek, a vehicle frequently listed by automotive writers as one of the top ten worst designs in American automotive history.

A high spot near the end was the Solstice convertible and coupe. The coupe is extremely rare. The display model is a high performance supercharged 4-cylinder coupe owned by Jim Wangers, formerly head of



Very rare 2009 Solstice coupe owned by North County resident Jim Wangers, retired Pontiac Marketing Director.



Pontiac Car Club badges with Pontiac Chieftain logo on front of '52 Silver Streak.

Pontiac advertising and marketing during Pontiac's most successful years. Mr. Wangers, now a North County resident, addressed an Auto Museum crowd on the evening of July 18th. He spoke of his career with GM that spanned many years. An expert on Pontiac, he expressed his opinions on the rise and fall of Pontiac during its 83 year run. Wangers recalled his time with three of Pontiac's greatest leaders, Bunkie Knudsen, Pete Estes, and John DeLorean. Another individual heavily involved with Pontiac's success

is commercial artist Art Fitzpatrick, whose iconic drawings for Pontiac advertising emphasized the long, low, wide stance of various Pontiac models in different American settings. "An Evening with Art Fitzpatrick" is scheduled at the museum on Monday, August 29th at 6:00PM. Light refreshments will be served and admission is free for members and volunteers. General admission is \$5.00. The reception for the Pontiac exhibit will be held at the museum on August 12th from 5:30-7:30PM on the

exhibit floor. Cost is \$10.00 for volunteers, \$15.00 for members, and \$20.00 for non-members. The museum-sponsored annual car display, *The Greatest Show on Turf*, will be held at Liberty Station on September 11 starting at 9AM. The museum was also the local conduit for the Dust Ball Rally, a "treasure hunt" style rally originating in El Paso, Texas. The museum housed two TV monitors enabling visitors to keep up with the rally.

For the museum's younger visitors, a new movie is playing in the children's section, Pixar's "Cars." Fill-in-the-blank car pictures are also available for children to color. Museum staff post the finished pictures for visitors to admire.

Video monitors are also available in the Pontiac display showing a variety of TV commercials featuring Pontiac. Another monitor displays Jim Wangers talking about Pontiac and the cars in the display. Lots of good information for viewers.

A new feature at the museum is a free trial membership for three months. Stop by for details. Coming to the museum on September 11th is a new display, *The Story of Volkswagen*. Porsche people should be interested in the early days as Dr. Ferdinand Porsche was key to the company's creation and early success. Karl Ludvigson's book, *Porsche: Excellence was Expected*, sets out many interesting details of the company's creation in Chapter 1.

Director Paula Brandes noted that the current cycle of new displays every four months has benefited the quality level of the displays. In the past, displays changed every three months. Recently the museum has expanded its gift store both in space and type of merchandise handled. The museum will soon become a licensed distributor for Griot's Garage car care products. So you will have another reason to visit the museum. Hurry down to visit the Pontiac collection, as it will end soon. And tell them you are from the Porsche club. News on the VW display next month. 🐦



1968 Pontiac Firebird convertible with 400CID V-8 engine would do 0-60MPH in 5.5 seconds.



1952 Pontiac Chieftain 2-door hardtop with skirts. "Daytona Speedway" graphics in background were still years in the future.

# BUMPERDOC®

Automotive Reconditioning Centers

Bumper Repair



Paintless Dent Repair



Auto Body



Window Tinting + AutoDetailing + Headlight Restoration + Wheel Repair + and more.....

With the addition of our new Escondido location, it's even easier to save time and money on all your Auto Reconditioning needs. PCA Members can take advantage of a 5% discount on all services at either location (parts excluded). Please stop by either location for a free written estimate on any of our services.

**Kearny Mesa**  
3885 Convoy Street  
858-505-0770



[www.BumperDoc.com](http://www.BumperDoc.com)

**Escondido**  
2035 Auto Park Way  
760-741-0300

## 85 of the World's Best Products From the U.S.A., Germany & Sweden

Guaranteed best of the best: Pollution free vacuum cleaners, air filters, drinking water filters (rental & sales), alkaline water devices, travel water filters, shower filters, whole house water filters, water softeners, non-chemical non-toxic swimming pool and spa purifiers, spa enzymes, non-toxic carpet and padding, least toxic carpet cleaning, vegetable juicers (conventional & hydraulic), wheatgrass juicers, Temper-pedic mattresses, non-toxic organic latex mattresses, electromagnetic field testers, German made dishwashers, clothes washers and dryers, rotary irons, and built in appliances, including refrigerators, cook tops, ovens, turbo steam ovens, vent hoods, and fully automatic coffee machines and much more... [www.seagulldistribution.com](http://www.seagulldistribution.com). Free literature available on most of these products. *The quality of these appliances is so good that they make the competitive brands seem like toys!*

**Expert on the above products:**

**Jeff Shipper, Seagull Distribution Co.**  
3670 Clairemont Drive #2  
San Diego, CA 92117  
(858) 270 7532 [www.seagulldistribution.com](http://www.seagulldistribution.com)

**Come into the showroom  
to see 65 of the world's  
best products.**

**Mon. - Sat. 10:30am to 6:00pm  
Closed Sundays**



# EUROPEAN



*MotorSports*

(760) 599-9307

**"GERMAN AUTO REPAIR"**  
Track and Street  
Rust Repair, Corner Balancing  
Welding And Fabrication



*"Hier wird deutsch gesprochen"*  
2588 Progress St. Vista

## VOLKER'S GERMAN

*"I Promise"*

*"I Provide"*

- No lies! No Greed! All is done with integrity & diligence
- Your VW, Porsche or German made car will run better, longer and on less expense
- Free pre-purchase inspections, no strings attached
- Committed price quote and car ready as promised
- Restoration Bug, Types 3/912, 914, 911
- Vintage Race engines
- 911 to 89 and VW Type I 100,000 mile engine specials
- Preventive maintenance, brakes, suspension, transmission, electrical, engine rebuilding with 100,000 mile warranty
- Race set-ups, mechanical restoration and a full line of Amsoil synthetic lubricants
- Legal "Fun sleepers" built from early Bugs, Campers, Buses 911, 912 and 914
- German Porsche and VW factory trained master mechanic with 47 years of experience
- We are the only "All Amsoil" VW & Porsche garage in Southern California

Home of the Al Holbert story "Dare to be Real"

911 & VW air-cooled off-road & street engine specials  
by the leading builder

The Most Qualified and Honest German Car Repair!

**7953 Mission Gorge**  
**SANTEE**

**(619) 448.6216**



(760) 753-4969

**ENCINITAS GERMAN AUTO SERVICE**



We Have The Personnel, The Latest  
Tools and Equipment and Can  
Diagnose and Fix Any Porsche

751 2nd Street, Encinitas, CA 92024  
(760) 753-4969

**AUDI • BMW • MERCEDES • PORSCHE**



...CALL FOR SPECIAL  
CLUB MEMBER PRICING ON  
1997-2002 BOXSTER  
**GLASS WINDOW**  
**REPLACEMENT TOP**

**WE SPEAK PORSCHE!!**

CABRIO & TARGA TOPS  
ELECTRO-MECHANICAL & FRAME REPAIR  
CARPETS - HEADLINERS - LEATHER WORK

*Serving San Diego since 1947*

**OCEAN BEACH**  
**BOAT & AUTO**  
**UPHOLSTERY**

4838 VOLTAIRE STREET  
SAN DIEGO, CA 92107  
(619) 223-9797

VISIT US ON OUR WEBSITE AT  
[www.obupholstery.com](http://www.obupholstery.com)

# 2011 Father's Day Tour— The California Swamp Monster

*Text by Keith Verlaque*

*Photos by Ted Witte*

It was Sunday morning June 19, 8:05 am, Father's day 2011. There was a bustle of activity in the forecourt of the Chevron gas station nearest to North County fair as three Porsches were fueling up for an impending expedition. "Glad I'm not the only one who's running late" calls a fellow P-car driver to the other two.

He needn't have worried, the planning for this particular Father's day tour had already taken into account that it might be attended by people other than the usual "let's get out there early and have the twisties to ourselves" die-hard Porsche drivers. Wisdom borne of many years experience organizing tours dictated that instead of meeting (as always) at 08:00 and leaving at 08:30, this time the adventure was scheduled later with the meeting starting at 08:30. The organizers were making allowances for those who like to lay in bed late; those whose priorities had not yet developed to match ours; whose fascination for all things new and electronic distracted them from the truly valuable things in life—like giving your fine German automobile a workout a little harder than the usual morning commute, getting it to breathe a little deeper, to have the tires flex a little further and the suspension do its stuff as it takes on the curves of San Diego county's finest back roads. This time we were catering to... young people!

We pulled into the usual parking area in the southwest corner of North County Fair parking lot and joined a host of other Porsche owners already chatting excitedly about their cars and how much they were looking forward to today's drive. We were officially greeted by Kathy Alnwick, the organizer of the social side of today's activities, with her

bodyguards and support crew consisting of Ted and Eleanor Myrus and their son Trevor (you decide which was which).

Tour chairs Mike Brown and Peter Dorey gathered us up and began the driver's meeting by asking first-timer participants to introduce themselves, to identify their Dad and the car that they would be touring in. They then went through the usual formalities of cautioning the Dad's about driving too "enthusiastically" on public roads, because with a group of 55 Porsches we were highly likely to get officer friendly's radio buzzing in his black and white.


Then we were all given a copy of the route directions, we saddled up, set our odometers to "0.0" and headed out. We cruised past the Wild Animal Park on San Pasqual Valley Road and up into Ramona where we turned left towards Julian. Just as we were leaving Ramona we turned right onto Old Julian Highway for a brief run through the twisties and thus avoided the long line of cars and slow moving trucks on the main road. We then stopped for a "bread" break at Dudley's bakery in Santa Ysabel and once again started out across country meadows towards Warner Springs. Once through Warner Springs we headed on to Aguanga and through Cahuilla we were gliding along like a mile long, multi-colored snake glinting in the sun. If you haven't been cruising the countryside on a sunny day in a line of Porsches stretching as far as you can see, you really should give it a try—it's a lot of fun.

As we made one right turn, I recall seeing a guy standing on his lawn watering the grass with a hose. He was standing motionless with his head moving from side to side as he watched the long line of Porsches go by. Some of us gave him a friendly wave or a thumbs-up as we passed.

We went though wooded valleys, across wide open plains and up into pine forest-lined twisty mountain roads to reach our destination of the small town of Idyllwild on the other side of Mount San Jacinto from the Palm Springs Aerial Tram. The air felt fresh and the sky was an unbelievable shade of blue as we pulled in to The Creek House among the pine trees where we all got to relax and enjoy an excellent brunch.

There were quite a few young people on the tour. Apparently they all made sure that their Dads behaved and then, after brunch, a group of "youngsters" posed for a photo with their Dads as a memento of the Father's Day Tour.

Thanks largely to Kathy Alnwick making all the brunch arrangements and handling all the reservations and advance payments, the brunch went very well and everyone seemed to really enjoy themselves. It really is fun to take your Porsche out for a cruise in the countryside and just relax and enjoy the drive—after all... isn't that why you bought the thing in the first place?

At brunch I heard one of our group who was driving near the back of the pack ask "Hey, when we made that right turn coming into town... did you see the guy holding the hosepipe, standing in a swamp?" :o) 



Porsches almost as far as the eye could see



Porsches wait patiently during the drivers' meeting



Daniel Lewis of Pioneer Porsche with his daughters



Why are these people smiling? It's Father's Day!



Father's Day Rocketship



Ian McIntyre and his manager

# Rolling Thunder at Buttonwillow with Zone 7

*Text and Photos by Greg Phillips*

The good news was that Zone 7 with Golden Gate Region and Zone 8 with Grand Prix Region were sponsoring another event at Buttonwillow with a Club Race and Time Trial. The bad news was that it was over Memorial Day weekend and the weekend following the SDR event at Chuckwalla Raceway. But it was so much fun last year, we decided to attend again. This year they were to keep me busy, as I was working as the Medical Liaison for the Club Races, instructing for the DE, and also running the Time Trial event.

We left early Friday from Dieter's as Steve Grosekemper trailered north through LA. We did well with traffic, but as we neared Buttonwillow, we started looking for the traffic to back up, as they were working on the I-5 and it was down to one lane in sections. Thankfully, we had gotten an e-mail from Suesan Way about the traffic problems and were planning on it. As we neared the area we saw some brake lights and were able to take the next off-ramp and follow the back roads to our motel, the Rodeway Inn off the Stockdale Hwy. which was the next exit south of the usual Buttonwillow lodging. We had hoped to use the Best Western off the same exit, but they were sold out for the holiday.

After checking in, we found we were past the bottle neck and headed back on the freeway to the track to unload the trailer. Friday had a DE put on by the Central Coast Region, so we were able to watch some of the track action while we waited for our garage to be available. As this event was so close to Chuckwalla and the upcoming Tribute to Le Mans event, the turnout from SoCal was less than last year, but there was a good turnout overall. It looked like Otto Obrist's 944 Turbo would be the man to beat again this year. There was also a good 944-Spec turnout for the club races with Chuck Sharp, Peter Busalacchi and Nick Perdikaris. It

was also interesting to see the Spec 911 class racers as well as the Spec Boxsters.

After finally getting unloaded, teched and checked in with the event organizers, it was time to head back for dinner. We took the back roads again to avoid the freeway traffic and had a nice meal at the Willow Ranch before heading back to the Rodeway Inn. Saturday was to be an early start, so we turned in early.

Early Saturday we had time for a quick breakfast at the Inn and headed to the track. We finished preparations and I reviewed the safety and ambulance teams as they arrived, and reported to the Club Race Steward. Soon it was time for the driver's meeting. Another interesting wrinkle for GGR is that they have a hand stamp that is passed around during the drivers meeting to help insure full attendance.

After the drivers meeting, it was time to head for the grid to meet my morning student, Don Costello, and his Boxster. We reviewed procedures and then buckled in before heading out onto the track. The weather was quite a change from the heat of Chuckwalla, as there was a late spring storm moving through Central California, so we had cool weather with intermittent clouds. We started out with me driving a couple of laps and then came in to switch, and Don began his Buttonwillow laps. The first session went quickly and we soon had a checkered flag and came back into the pits.

Steve was up next in the Green drivers group and he headed out in the SC. His experience last year with GGR was littered with black flags, primarily due to differences in passing zones. This year he promised to be more careful and not to have any improper passes outside the GGR passing zones. The good news is that he was successful. He managed to finish the session without a black flag. The club racers went out next, and

while they were on track, over the PA, Steve was called to report to the grid. It seems that three different drivers had complained that his driving was too aggressive, and one stated that he had almost punted him off the track. Luckily, Steve had the video running, and after discussion, he was advised to be less aggressive.

I was out next in the Red instructor's group. The weather was warming nicely and it was time to get reacquainted with Buttonwillow. They were using the same #1 configuration we normally use and running clockwise. Red group had open passing with a point-by, but it was also limited to instructors only, no students were allowed as passengers. I started out behind Otto Obrist's 944 Turbo to avoid traffic and we were quickly up to speed after the yellow flag laps. The track was mostly open for several laps except for pointing by a couple of GT3s. In the cool morning, the power felt good and grip was excellent, and my best lap was a 2:15.

After a short worker's break, I was right back on the track with my student. He continued to do well as he became more comfortable with the track. He handled traffic well and his line became more consistent throughout the session, and soon we had another checkered flag.

Steve was up next in Green and did well, including a good chase with a highly modified 911 that looked like a Daytona Prototype body with great flames from the exhaust. Unfortunately, there was some miscommunication at the end of the front straight, and after passing a line of cars, Steve thought he saw a point through the window net. As he moved up to pass the other car, it came down on him, turning in for the corner. This led to his first and (spoiler alert) only black flag for the weekend. He finished the session chasing and re-passing the rest of the pack before his checkered flag.

Next up was the Club Race qualifying

session and they worked on turning in their best laps. Fastest was a GT3 RSR at 2:01.67 and next was another GT3 at 2:03.77. The Spec 911 group was tightly packed with four cars all in the 2:10s, then a 2:11 and a 2:12. The Spec Boxsters were similarly clumped with five Boxsters between a best of 2:13.05 and 2:17.38. In the Spec 944 class, Peter was fastest at 2:20.36, then Nick at 2:20.56 and Chuck next at 2:24.89.

Lunch was up next as Chuck Sharp had a mechanical problem and lost a wheel. Rather than delaying the next session they started lunch early and gave us time to catch our breath and check our cars over before starting again in the afternoon. I had a new student, John Martin in another Boxster. This is one of the differences between our system and the GGR (Zone 7) system. They have each student work with two different instructors on Saturday. At the end of the day, there is a meeting of instructors to review the students and decide if they are ready to be solo on Sunday or will need another instructor to work with them. It is helpful to have a pair of opinions to help decide on the students that are on the cusp. John was not one on the cusp. He did very well throughout the day and was ready to solo on Sunday.

After the lunch I was out again in Red. I started out near the front with only Otto and a GT3 in front of me. At the end of the first lap, a Cayman S had caught up, so I pointed him by, as the GT3 ahead was slow to point me by, pulling ahead on each straight. He did point the Cayman by, and after another lap he also pointed me by after the Riverside sweeper. Now I was chasing the Cayman. It took a couple of laps to reel him in, and then we had the rest of the session in close proximity, as traffic would split us up for a short time. He was faster in the straights,



but through Riverside and the Esses I could reel him back in. We were only passed by the pair of GT3s that were running together. I never was on his tail long enough to get a point-by, and then the checkered flag was out for us. Between the warmer weather and traffic, my laps were slower with a best of 2:16 in the session.

Next up was the Green group. Over lunch, we had decided I would switch into this group and leave Steve in Red. This would allow me to take out my students, and also would likely allow Steve more flexibility with open passing, limiting his black flag opportunities. Since we had to come in and switch cars we were a little behind the pack. But as we caught up with the other drivers, we found they had their arms out for point-bys almost as soon as they got into the passing zones. It seems they may have been trained to pull over for the red 911 with the yellow stripe. With the passenger onboard and slower traffic I had trouble getting a clean lap but did finally turn a 2:16 at the end of the session.

Steve was out in Red after the Club race group. He had more fun in the faster group and moved quickly through the group. He confused the Cayman driver I had been dicing with earlier as suddenly the Cayman was no longer able to keep up. I had to tell him when he came by the garage after the session that I had sent in the ringer driver. Steve was able to finish a session without a black flag or complaints of aggressive driving.

The rest of the afternoon went quickly. I was back out with John in Yellow, and then we switched into my car for my last session in Green. Another fun session as we had lots of traffic to move through. Most of the drivers had been well-trained, although there was an early SWB 911 with a larger motor that was fast on the straights and slow elsewhere, but was reluctant to use his point-bys.

After Steve finished another Red session without incident, we headed over to watch the Club race from the timing building. It was a fun race as there were

several different packs that were dicing. A couple of GT3s were running up front, then the Spec 911 group, the Spec Boxsters, and then the 944s, which included Vince Knauf among them.

Peter was chasing Vince hard through the Bus Stop, and on one lap tried an outside pass through Riverside. He was not successful but did leave a long trail of dust as he went into the dirt. He was able to keep it together, and was back behind him for another lap before finally getting by as Vince spun.

The Spec Boxsters were also having a good dice. On one lap, the trailing car went wide through Sunset and dropped two wheels off. He kept his foot in it and came back on track and was able to gain on the leader before out-braking him at Sunrise. They stayed side-by-side through the next two corners until the pass was completed on the I-5 straight. The action stayed busy until the checkered flag finally flew to end the first day on the track.

The instructors had their meeting in the timing tower to review the students. We went over their performance and made assignments for the following day for those that needed more work. I was able to sign off John's student sticker so that he could go solo the next day. While I was at the meeting, Steve had changed tires to the 8&9" Fuchs with the better rubber. Our last task was to submit a timing sheet to enter the time trial. Since GGR does not have transponders for all the cars, they ask you to submit the estimated time you will run for the TT, and that is how they line up cars for their timed runs.

After finishing up at the track, it was time to head back for dinner. We decided to visit the Willow Ranch again for more tri-tip, and then head back to the Rodeway Inn. We spent a little time reviewing the videos before fatigue settled in and we were off to sleep. We woke up the next morning to find the storm had blown through and it had rained during the night.

Sunday was a later start, since I had no student. We had time to hit the IHOP before heading to the track. After arriving at the track, we finished prep and soon it was time for the Green group. The track was dry, but there were a few puddles, the largest being at the start of the Esses. But the rain had washed off the rubber and it was a green track with less grip. The other tricky part was that where the berms met the track there was a small amount of mud still drying out, so if you put your tire on it, your grip was less until it cleared off your tires. It was a fun session overall, and I was able to get down to 2:14 on a clean lap.

Steve was out after the Club Race practice. He had a clear track and was working on his line through the Esses and through Bus Stop. Near the end of the session, he nailed the Esses and was just touching 120 when he started braking for Sunset. Unfortunately, the combination of more speed and later braking ran him wide—first up onto and then over the berm, dropping the outside wheels into the dirt, and then finally into the mud puddle at the end of the berm, with the dust cloud switching to flying mud as he brought all four wheels back onto the track. This made for some interesting photos as I was shooting from the timing tower. I only wish I had been closer. Steve was running his times down to 2:07 for the first session.

We were getting our times from the G2X timer, but without transponders timing the rest of the group, we were not sure where we stood with the rest of the cars. We were able to look at the Club Race transponder times, but not the time trial group. We knew Otto was unhappy about his power output in his Turbo, but we were not sure how fast he was going.

Next up for the morning was the Sprint Race. We went up to watch from the timing tower again. The weather was improving and the sun was out by the end of the race. Again, there were several different battles going on within the pack, but for one of the Spec Boxsters, the day ended early as he lost it into Sunset, tried to save it, and ended up

looping it back to the inside, hitting the tires along the pit wall. The rest of the racers finished without incident and the Boxster driver was OK.

After the race and getting the Boxster cleared away, it was time for Green to go out. The weather had changed again and there were a few sprinkles as we left the grid. It never got worse than just a few sprinkles and the track stayed dry, then it cleared up by the end of the session. It was a fun session, as I was able to move through traffic quickly (with Steve's training). After my session, Steve was up in the Red group, so we made a quick swap and he headed out. He had an uneventful but fun session chasing down the GT3s in the twisties and the Esses. He kept passing people until the checkered flag came out.

Over the lunch break we had the drivers meeting for the time trial where the timing procedures were reviewed. Their system was a little different in that they had the driver's do a full lap after the checkered flag, rather than bringing them in early after the Sunrise corner. They also had different procedures if you went off track during your timed laps, as the Hockett brothers were to find out.

After lunch was the final Club Race, and it was being done as an Australian Pursuit format. Here the slower cars were given a handicap based on their lap times, so ideally, everyone had an equal chance to be first. But at the end, only one driver could be first and that was Peter Busalacchi in his Spec 944, just ahead of Andrew Forrest's Spec Boxster.

We had one last practice session, but we kept them short as we were keeping our tires in good shape. The sun was out and it was warming up nicely by the time we were called up to the starting grid for timed laps. Steve was gridded with a GT3 RS, a 997 Turbo, and Ken Short's AR2 911. They were soon flagged off for their timed session. Steve went out quickly on his first lap and was flying as he came down for the green flag. He carried as much speed as possible into


Sunrise, and then was out of sight until he came back into the Bus Stop. He was carrying maximal (maximal? I like it but is that a word? Yes, it's OK -Martha) speed and again was flying over the inside berm as the bump put him up onto two wheels before settling and heading into Riverside, then over Phil (Lost) Hill before hitting the back straight. After braking for the Mazda hairpin, he was back on the gas and upshifting to 4th and then 5th as he went through the Esses. He was gaining on Ken's 911 as he braked for Sunset and got back on the gas down the front straight, taking the white flag. He had almost caught Ken past the flagstand, but he saw his time of 2:05.11 on the G2X and felt that was all there was to get, so he backed off slightly and chased Ken around for his second lap and got the checkered flag.

After we switched transponders and drivers, I was sent up to the grid for my laps and lined up behind Otto. We were soon flagged off and headed onto the track. The warm-up lap went smoothly and I tried to set up my exit from Sunset to get a running start on my first timed lap. The first lap went smoothly until I was coming up through the Esses and saw a cloud of dust ahead. I initially thought Otto may have gone off in front of me, but as I got closer, I saw that it was from a car going off near the entrance to Phil Hill. I finished my first lap and saw a 2:12 on the timer. I tried to clean up my second lap and carry more speed through the Bus Stop and over Phil Hill and be more aggressive through the Esses. It did work as my second lap was showing a 2:11.81 on the G2X and the transponder time was 2:11.79.

Steve was the TTOD with an official time of 2:05.10, followed by Armando Locayo's GT3 RS (GGR) at 2:07.39 and then Otto with a 2:08.37 lap. Next were Craig Lisowski's Cayman S (GGR) at 2:08.53, Ken Short with a 2:09.97 and John Tavernetti's 996 C2 (GGR) at 2:10.66. I was 7th with 2:11.81, and that was my best time for the weekend. The rest of the top ten were other GGR drivers: Andrew Seligson's 944 Turbo S at 2:13.17, Walter Nilsen's Cayman S

at 2:13.69 and then Charles Gayraud's 993 C2S at 2:14.09. Both of the Hocketts went off track in their Boxsters during their timed runs and were DNF.

It was a great run for Steve, even more impressive after looking at the pictures and the in-car video. In looking back at the Club race results from Sunday with the green track, the fastest lap in the sprint race was 2:06.16 and in the pursuit race, the only faster cars were a GT2R 996 GT3 at a 2:04.28 and a GTA1 GT3 RSR at 2:01.82!

The drive back from the track went smoothly and we were both quite happy with our results. But now we have to wait until the end of the summer, as our next event will be at the big track at Willow Springs on September 24 & 25. Start planning now; it will be another great event, although there will be a lot more competition from the rest of Zone 8. Maybe it was not so bad to have Buttonwillow back-to-back with Chuckwalla. 



# Village Walk at Eastlake Car Show

*Text and Photos by Angela Avitt*

The San Diego Region's Social Chair, Kathy Alnwick, works very hard to make great social events happen for our members. The Village Walk at Eastlake Car Show was an example of just that. About 30 Porsches and 45 SDR members spent a very relaxing Sunday afternoon gazing at some of the most beautiful Porsches in our club. The display ranged from Bathtubs to GT3s, all looking their very best. Of course, it's not just the cars, it's the people, too!

A great bunch of PCA-SDR members turned out to enjoy the fabulous California sunshine at the "Summer Sundays" program that is sponsored by the Village Walk at Eastlake. A different car club is invited every Sunday during the summertime. This is the second year that SDR has participated.

The shopping center provides a band and crafts for kids. In addition to socializing with club members, there are so many great restaurants from which to choose. From Mexican, Chinese, Italian

to American, there was something to suit everyone's taste buds. The event was just in time for happy hour, and some half-price, ice cold Margaritas really hit the spot after standing in the sun for a few hours. All in all, this was a great way to spend a Sunday afternoon. I predict SDR will be participating in this event every summer. 🐦



Kathy Alnwick, Laura Manz, Christy Taylor, Angela Avitt



Mike Avitt, Wayne Aymar, Jerry Griffin, Laura Manz



LAST TUESDAY SOCIAL



**YANNI'S BISTRO  
& CELLAR**

12205 SCRIPPS POWAY PKY  
POWAY, CA 92064  
858 527 0011

6pm-8pm  
AUGUST 30, 2011



2444 SAN DIEGO AVE  
SAN DIEGO, CA 92110  
619 298 9840

SEPTEMBER 27, 2011

Complete One-Stop  
Service For All Porsches

Smog Failure Repairs and  
Adjustments

Four Wheel Balancing

Fuel Injection /  
Computer Diagnosis

Air Conditioning Service

Alignments & Corner  
Balancing

Engine & Transmission  
Repairs

1 Year Warranty

An independent Porsche & BMW service  
serving the San Diego Porsche drivers  
since 1960

**DIETER'S**

Mention this ad and receive 20% off  
parts on all brake services in August!

**619.234.8106**  
1633 Market Street  
San Diego, CA 92101



## **C2 Motorsports**

The Racers Store

San Diego's Sports Car Racing Specialists  
8380 Vickers Street, Suite D  
San Diego, CA 92111

If your weekend isn't complete without a helmet on your head and the smell of hot brakes, we're the store for you.

Bell & Zamp Helmets  
Momo & Sparco Driving Suits, Gloves, & Shoes  
Koni, Bilstein, H&R, and Eibach Suspension  
Belts and Harnesses by Crow and Autopower  
Racing seats by Sparco and Momo  
Autopower Roll Cages  
Redline Lubricants  
Tire Gauges, Pyrometers, and other track tools  
Books & Videos

Got Grip?  
Track and Ultra High Performance Tires  
Installation by Appointment

858-495-9200  
www.c2racers.com  
info@c2racers.com

## HELPING TO *grow* YOUR FUTURE

PCA member since 1977



With the real estate market in an unpredictable state, finding someone to trust to sell your home or investment property, or finding that perfect home or investment property is important. Even more important is someone there to assist you in navigating towards a successful real estate future.

(619) 337-3222 direct line  
(619) 992-8434 cell  
roger@rogerroberts.com  
www.rogerroberts.com  
DRE# 01140779

Proud to be affiliated with the  
#1 Residential Real Estate  
brokerage in San Diego County.



760.747.4010

2350 Meyers Ave 92029

Here are a few reasons why we've had a great 2011...

- For you taking advantage of our New Client discount, 10% off parts AND labor on final invoice
- Your enthusiastic response for service and repair images concerning your Porsche
- Your trust in us servicing your non-Porsche vehicles
- Online appointment scheduling at web-site
- Service contract repairs
- Performance upgrade installations
- And most of all, telling your friends about us

Thank You San Diego Region  
PCA Members!

EXCLUSIVE OFFER TO PCA SAN DIEGO MEMBERS

## HAVE A PORSCHE PROBLEM?

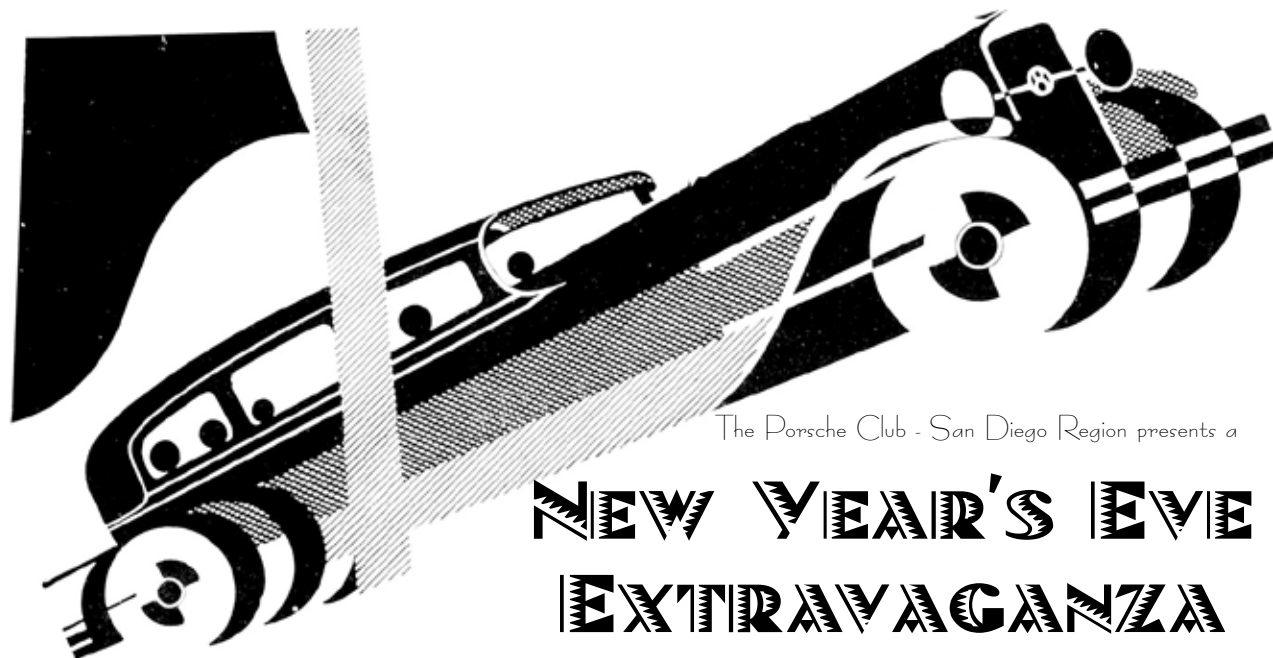


We'll give you **FREE** troubleshooting and repair advice—call or stop by.

**KÖNIG**  
MOTORSPORT<sup>SM</sup>

Service, Diagnostic and Performance Experts  
1555 South Coast Highway, Oceanside CA 92054  
(760) 433-0401 :: KönigMotorsport.com

OFFER EXPIRES 11/1/2010



The Porsche Club - San Diego Region presents a

# NEW YEAR'S EVE EXTRAVAGANZA

**AFTER HOURS ENTRANCE TO THE SAN DIEGO  
AUTO SHOW**



**COCKTAIL RECEPTION AT THE AUTO SHOW**



**DINNER AND DANCING**



**LIVE MUSIC BY THE BLUES DOCTORS**



**NEW YEAR'S EVE FAVORS**



**MIDNIGHT CHAMPAGNE TOAST**



**FIREWORKS ON THE BAY!**

Online registration at: <http://pcasdr.motorsportsreg.com>

Or, fill in the information below and mail to  
PCA-SDR, 12653 Crest Knolls Ct., San Diego, CA 92130.

Rooms available at the Marriott Hotel-- please contact  
[social@pcasdr.org](mailto:social@pcasdr.org)

Number of Attendees: \* \_\_\_\_ Names: \_\_\_\_\_

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

Dinner Selection: \_\_\_\_\_ Beef (number?) \_\_\_\_\_ Salmon (number?) \_\_\_\_\_ Vegetarian (number?)

Credit card number (VISA and Master Card only): \_\_\_\_\_ Expiration date: \_\_\_\_\_

\*Reservations for a table of 10 must be paid for all at the same time. For tables of 10, please include a separate page with names and dinner selections of the attendees.

Please make checks payable to: PCA-SDR.

# OKTOBERFEST

**VOLUNTEER CELEBRATION  
AND NEW MEMBER  
WELCOME PARTY**



**SEPTEMBER 10, 2011**

**6pm-10pm**



**GERMAN AMERICAN SOCIETY OF AMERICA, inc**  
**1017 S. MOLLISON AVE EL CAJON, CA 92020**

sponsored by

**PIONEER CENTRES PORSCHE**

**RSR AUTOSPORT**  
1985 FRIENDSHIP DR  
EL CAJON, CA 92020  
858 776 8347

9020 MIRAMAR RD  
SAN DIEGO, CA 92126  
858 695 3000

**PHIL THEARLES  
AUTOWERKS, inc.**  
8809 MISSION GORGE RD  
SANTEE, CA 92071

619 449 0111 ptautowerks.com

**GERMAN BUFFET DINNER**

**\$15 per person, includes 1 bar ticket**

**FULL NO HOST BAR OPEN  
GERMAN BAND AND DANCING  
MEET THE 2012 BOARD CANDIDATES**

**REGISTRATION OPENS ONLINE AUGUST 1st**  
**[www.motorsportsreg.com](http://www.motorsportsreg.com)**

you must log in and create an account to access the event  
pay with credit card

**REGISTER BY MAIL BEGINNING AUGUST 1st**  
please send check payable to PCASDR for \$15 per person

**ANGELA AVITT**  
2120 BROOKHURST DR.  
EL CAJON, CA 92019  
[Membership@pcasdr.org](mailto:Membership@pcasdr.org)



## PAINT PROTECTION

protect your investment

- Protect paint from rock chips
- Computer generated cuts for an exact fit
- UV Stabilized
- Does not change appearance of vehicle
- Removable if needed
- 4 year limited warranty from road debris
- Resists impacts up to 120MPH

## MODERN IMAGE CLEAR BRA

Full angle protection

MI Clear Bra will leave your vehicle protected from rock chips and abrasions from every angle.

Call us today for a **FREE** estimate 858.408.0744

# 3M™

## WINDOW TINTING

### 3M CRYSTALLINE

with nano technology

3M Crystalline Automotive Window Films have the ability to reflect up to 97% of the sun's infrared radiation with high visible light transmission.

Blocking 99.9% of UV Light, 3M Crystalline Automotive Window Films provide a total Sun Protection Factor (SPF) of well over 1,000.

"Leaping ahead to meet today's lifestyle needs  
3M Crystalline Automotive Films are the smart choice"

-3M



8656 Production Ave San Diego, CA 92121



## All German Auto

Your Dealership Alternative

Independent Service and Sales for

AUDI • BMW • MERCEDES • PORSCHE • VW • MINI

**AUTHORIZED  
DEALERS FOR:**



## We Service what we Sell!

Providing quality service of excellence in German automotive repair since 1991

View our Inventory online at  
[www.allgermanauto.com](http://www.allgermanauto.com)



Ph: (760) 738-4626 Sales: (760) 803-2052 Fax: (760) 738-8013  
1327 Simpson Way Escondido, CA 92025

Parts • Tools • Books • Upgrades • Articles



**FREE Shipping!**



**PelicanParts.com**  
**888.280.7799**  
 310.640.1245 International  
 310.640.2632 Fax

\*Orders including \$75 or more of qualifying parts will receive FREE Ground Shipping on those items to the 48 Continental United States.




**Tops & Interior Kits for 356 & 900 Series Porsches**


We manufacture what we sell!  
 (kits or in-house services)

Call us to discuss your Porsche interior restoration needs.

**Autos INTERNATIONAL, INC.**  
 1206-B Simpson Way Escondido, CA 92029

info@autosintl.net/info@autosintl.com  
 760.737.3565 fax 760.735.9909  
 www.autosintl.net/www.autosintl.com

**SPEEDZONE**  
**PAINT+BODYWORKS**



**SPECIALIZING IN QUALITY PAINT AND BODY FOR YOUR GERMAN AUTOMOBILE**

» EXPERT COLOR MATCHING AND DENT REPAIR  
 » SATISFACTION GUARANTEED

**www.speedzonepaint.com**  
 9962 Prospect Ave. Unit A • Santee, Ca. 92071  
 T: 619.596.9663 • brad@speedzonepaint.com

**TCsGarage.com**

**Parts & Accessories**

**Free Shipping on orders over \$50\***

- Parts for Repair, Maintenance, Restoration & Racing Porsche, BMW & VW/Audi
- Covercraft Covers, Lloyd Mats, Wheelskins, SWEPCO
- Zymol, P21S, Einzsett & Detailing Supplies
- Located in Vista - drop by and see our store



**Don't see what you need?**

CONTACT US at 760-295-3330 or E-Mail: tom@tcsgarage.com

We can usually get what you need the same day.  
 Owned & operated by Tom (former co-founder Pelican Parts) & Bev Gould,  
 PCA members for over 30 years

1315 Hot Spring Way #105, Vista, CA 92081

**www.tcsgarage.com**  
 Tel: 760-295-3330 E-Mail: tom@tcsgarage.com

\*Some terms & conditions apply. Good for ground shipments only.  
 See our website www.tcsgarage.com for details.



**100% Satisfaction  
Guaranteed**  
**(760) 846-0942**

Mention Promo Code #W0942 for 10% Off!

**We come to you!**

# Got Curbs?

**Exclusive Choice of Hoehn Porsche Sales and Service**



**Mobile Wheel  
Repair**  
**Serving  
San Diego and  
Orange County**



Since 1972  
**Bob Campbell's**

**356 SERVICES**

Santa Clarita, California

## BUY A 356!

Many More Investment Caliber  
Porsches Available.

Visit [www.356Services.com](http://www.356Services.com)

## LOCATE A 356!

Still don't see the right one?  
Call for the most current inventory

## SELL YOUR 356!

Convenient, private, secure sale.  
You remain anonymous until sold.  
No calls, just me.  
No Lookie Lous.

## 356 RESTORATION REPAIR & SERVICE

**OVER 70 YEARS OF COMBINED PORSCHE  
EXPERIENCE IN EVERY JOB WE DO**



▲ **1956 Sunroof Coupe**  
Drive it home  
\$47,500 USD



◀ **1954 Coupe**  
Runs & Drives  
Very Solid  
\$39,500 USD

▼ **1964 C Coupe**  
Great driving car  
\$42,500 USD



▲ **1964 C Cabriolet**  
Recent Award Winner  
Cardex Matching  
\$125,000 USD



From a simple tune-up, to  
award-winning complete  
restorations.

By appointment.

Enclosed Pick-up, Delivery  
and Storage is available.

**BUYER'S AND SELLER'S REMORSE COUNSELING AVAILABLE**

PHONE/FAX 661-251-3500 :: [Bob@356services.com](mailto:Bob@356services.com) :: [www.356services.com](http://www.356services.com)

No affiliation with or approval of  
Porsche AG or Porsche Cars North  
America is intended or implied

# Membership

## New Members

Jam Attari  
Encinitas, CA  
2005 997 Coupe

Charles Bockman & Terry Bockman  
Chula Vista, CA  
2001 Carrera 911 Coupe

Shauna Brammer & Joseph Baron  
San Diego, CA  
2010 Cayman S Coupe

Jim Chun  
San Diego, CA  
2002 Boxster S Roadster

Rad Debell & Laura Debell  
San Diego, CA  
2003 Boxster S Roadster

Deiter Hofstetter & Tiffany  
Hofstetter  
San Diego, CA  
2004 911 Anniv Coupe

Kat Koploy-Miller  
Carlsbad, CA  
2008 Boxster Cabriolet

Jerry Lasker  
San Marcos, CA  
2010 Cayman S Coupe

Kevin Mcadam & Anne Mcadam  
San Marcos, CA  
1986 951 Coupe

Steve Nelson  
San Marcos, CA  
2011 911 Cabriolet

Jean-Paul Todero  
San Diego, CA  
1992 911

Albert Tamayo  
San Diego, CA  
1971 911 E

## Anniversaries

### Five Years...

Martin Lipp  
Bob Maldonado  
Timothy Moore  
Richard Rutherford  
John Swanson  
PorscheKatze Tanaka  
John Valentine  
Chris Vega-Mclain

### Ten Years...

Jay Abrams  
Charles Kunze

### Fifteen Years...

Steven Gerken, Ph.D.

### Twenty Years...

K Clark  
Bonnie Rickard

### Twenty Five Years...

Otto Obrist  
Martin Schacht  
Robert Yahne

### Thirty Five Years...

Woodrow Hunt

## 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).



New Porsche dealer opening up in Big Pine, CA on 395 just 350 miles north of San Diego. Photo by Chris Cohen-Richards

# 2012 Porsche 911GTS in Arizona

*Text by Rink Reinking, Southern Arizona Region*

I hope that there are a few of you who remember coming to Phoenix International Raceway to join us, and the Arizona region, for a series of time trials in the early 70's. Well, we're at it again. This time with a driver education event, albeit a very special one.

The 2012 Porsche 911GTS is coming to Arizona with the help of Porsche Cars North America and Southern Arizona Region, PCA. PCNA has chosen PCA driver education events as the ideal way to showcase a pair of these new cars. The Southern Arizona Region, SAR, is one of just 5 of the 139 national regions of PCA that will show off the 2012 911GTS. Two of these outstanding cars will be at our upcoming DE event at Inde Motorsports Ranch in Willcox, AZ, this November 19–20. Although that is months away, this would be a good time to mark you calendar for an exciting event.


Porsche Cars North America wants to

introduce this exciting new car in a special way. They want you to see the car, photograph it, sit in it, and ride in it on a real race track. We are using a relatively new track in Arizona, located in Willcox, south of Tucson. The Inde Motorsports Ranch facility is the closest to San Diego of the five events PCNA has scheduled. We hope you can take advantage of this very special DE and 911GTS demonstration opportunity.

This might seem like a long way to go for a new car introduction. And, it would be if that's all that's going on. But the SAR has some ideas about things for you to do during the November 19–20 event. For example, this world-class race track beckons and we will provide some additional ways for you to enjoy it. First of all, this is a driver education event and this one will have some special options for newcomers. The event details are still unfolding, but there are some ways that you can stay up with the event news. The SAR website at [pcasar.com](http://pcasar.com) is a very good resource. Or, if you choose, you can join our newly-created

e-mail list, OnTrack. To do that, just send a note to "[OnTrack@pcasar.com](mailto:OnTrack@pcasar.com)" with the subject "ADD." The periodic announcements sent via OnTrack will remind you of deadlines and point you to new information about SAR driving events as they develop. We plan to limit these mailings to about 12 per year, but you can opt-out of this list at any time by sending email to the same address with "REMOVE" in the subject line.

Inde Motorsports Ranch is a world-class racetrack. It's 2.75 miles long with a 2200 foot straight, 21 turns and over 240 feet of cumulative elevation change. This is a track you can really enjoy in your own car, and on the same day, take a ride in the 2012 911GTS. For additional track information, see our webpage [pcasar.com/driving/inde\\_motorsports.htm](http://pcasar.com/driving/inde_motorsports.htm) where you will find a 21-page track guide, track map and on-track video.

See you trackside in November! 





# July Board Meeting

---

## Board Minutes

The July, 2011, Board of Directors meeting was held at Mark and Katie Kinninger's home. Board members in attendance were Carl Scragg, Monique Straub, Cathy Young, Terry Barnum, Bill Behun, Leigh Rayner and Greg Phillips, along with Curt Yaws as advisor. The meeting was called to order at 7:00PM sharp. Minutes from the June, 2011, meeting were approved unanimously.

---

## President's Report

Carl and Kathy Alnwick presented a spreadsheet comparing costs between having the New Year's Eve Party at the Convention Center and the Marriot. The cost may be approximately \$120 per person but they are hoping to reduce it to \$100 per person. Carl explained why they felt Convention Center is the better venue choice. Several members were somewhat skeptical of the event's cost but after Carl's description of the evening's varied events, all were quite enthusiastic. A motion was unanimously approved to move forward with the Convention Center and begin advertising the event.

---

## Vice President's Report

Greg reported that there are several candidates interested in becoming Board members and the process is moving forward. Candidates need to have their statements ready for the Witness by September.

---

## Treasurer's Report

Cathy presented the Balance sheet, Profit & Loss for the month of June, and

Profit and Loss Year-to-Date comparison. Overall finances are positive. She recommended removing the charitable checking account and moving the funds into the savings account. Cathy's report was approved unanimously.

Accounts were reconciled as of the end of May. Cash in was greater than cash out, resulting in a net increase in cash. Major expenses included an AX, Time Trial and Windblown Witness printing. Major income sources included an AX, Time Trial, a National rebate and Windblown Witness advertisers.

---

## Chair Reports

**Autocross.** (AX, pre-reg, reg, CW, equip, logistics, safety, tech inspect, tech adv, timing). Jerry Bumpus reported there were 110 cars at the July AX. The Taste of the Track has been suspended until there are enough instructors to accommodate the program. Jerry stated they are looking for an Equipment Chair and are training Gordon Carter to be an AX Chair. Dates for the remainder of the year's AXs were approved unanimously.

**Auto Museum.** Michael Harris reported via email that the museum is hosting Pontiac: Rise and Fall of an American Icon. Early and late cars are on display.

**CDIs.** Joel Bowman reported on scheduling difficulties for a Fall Performance Driving School. Keith Verlaque proposed that skipping the Fall School may in fact drive more interest in the Spring School. Carl suggested approaching Qualcomm as early as possible for a Spring date.

**Concours.** Steve Lopez submitted a budget request for the August 6 Shelter Island Concours and asked for volunteers to assist at the event. Pat & Oscars will cater the event and PJ Graphics in Oceanside has been contracted for the trophies. The request was approved

unanimously. Tom Brown offered to locate the curb ramps for use at the event. Steve arranged with Jerry to borrow the AX equipment and will return for the next morning's AX.

**Goodie Store.** Skip and Leslie Shirley will have merchandise ready for the Coronado Speed Festival event. Carl asked for volunteers to sell merchandise at the August 6 Concours and August 7 AX while Skip and Leslie are out of town.

**Insurance.** Tom Golich reported that all insurance certificates are in place for upcoming Concours events and will obtain certificates for the AX dates.

**Legal Affairs.** Jim Ryan will take over for Bill Hartsock.

**Membership.** Angela Avitt reported that membership is down by 1 from last month: Primary 1404, Affiliate 1054, Total 2458. We signed up 12 new members, we have 5 transfers-in, 64 on-time and late renewals, and 37 memberships lapsed as of 6/30/11. Overall since January 2011 we are down 21 members.

**Policy/Procedures & Region Rules.** Tom Brown asked for final comments on the proposed 2012 Rule changes hosted on the Zone 8 website. They are also linked at pcasdr.net.

**Social.** Angela Avitt reported that the Last Tuesday Social will be at the Randy Jones Sports Grill in San Diego on July 26. Registration will open on August 1 for the September 10 New Member Welcome and Volunteer Appreciation Party at the German American Society in El Cajon. Michael Harris reminded all interested in showing their car that National City's 20th annual Automobile Heritage Day featuring the Porsche Marque will be held on August 7 and Angela will send out an email to members. Kathy Alnwick reported that the Village Walk at EastLake event was

well attended and will submit a check to the Club.

**Tech Sessions.** Jim Binford reported that the next Cars & Coffee and Tech Session will be held at HRE in Vista on July 23 at 9:30AM. There were approximately 25 people at the Bumper Doc Tech Session. Tom Golich suggested insurance waivers for Cars & Coffee events that drive to a Tech Session and will obtain a blanket policy from National for these events. The August Discount Tire tech session has been postponed.

**Time Trial (TT, DE).** Robert Baizer reported via email that they may want to discuss X-car participation depending on how the policy develops for AXs.

**Tours.** Mike Brown will coordinate a tour to conclude at an AX when the AX schedule has been finalized and approved. He reported that the recent Idyllwild tour was a success.

**Vintage Racing.** John Straub reported that tickets for the Coronado Speed Festival are now available online. He has been in contact with Fleet Week and they will provide the same location as last year. Cathy Young asked for preliminary costs before next week's budget meeting.

**Web Team/eMaster.** Tom Brown reported that in May the pcasdr.net site became very slow due to the provider capping the server's bandwidth to what has been purchased. The solution is to upgrade to a more powerful server. Carl asked about offsetting the cost with advertising and suggested everyone think about a person to sell site advertising.

A motion to approve the new server for the next 6 months was unanimously approved.

**Web Forum.** Steve Grosekemper reported that during the next month forum members will need to add their identities to their signature and there will be stricter control on avatars.

**Witness Team.** Royce Ann Myrick reported via email that no advertisers are greater than 90 days late in payment.

---

## Unfinished Business

A review of the X-car/non-member experiment at AXs prompted spirited discussion and thoughtful suggestions by many members, who expressed an understanding that allowing non-members and X-cars to participate in AX events is an economic necessity; preferred that the AX Chair determine the number of non-member participants; did not want non-members posting on the forums; felt non-members should be charged more for AXs; wanted a Porsche-only Top Time of Day list; and wanted Club members to have priority for instructors.

After considerable deliberation, the Board decided:

- There will be no change to the existing forum policy which allows for posting by members only.

- Tom Brown was requested to separate the AX TTOD list so it is Porsche only and he will attempt to have it in place after the August AX.

- A motion to increase non-member fees to \$60 per event was approved unanimously.

- The Standing Rules will be enforced which state that non-members need to have prior experience and should not require an instructor. Carl was concerned about safety and stated a check ride should remain mandatory.

- The AX Chair will retain the responsibility of deciding the number of non-member participants at an AX.

- A motion to limit the number of cars to 130 except for Zone events was approved.

---

## New Business

Greg will be attending the Porsche Parade and will miss the August Board meeting. He will likely be volunteered for many tasks in his absence. Martha presented Carl with the Best Car Club award from the Fallbrook Hot Summer Nights event.

---

## Adjournment

Mark and Katie Kinninger were thanked for their hospitality and the meeting was adjourned at 10:43PM.

The next meeting will be Wednesday evening, August 3rd at Dave Gardner and Susie Amundson's 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

## Street Cars

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

1970 authentic 914/6: 3.2liter, AM class champ several years. Have most parts to convert back to a fabulous street car. Brilliant orange paint by Qualtech. See April 2010 Witness cover. Richard (619) 961-5615

1974 911 T restored stored last 10 years. rebuilt motor before going to paint. 2stage paint all panels removed. new seals/rubber. needs interior f/r glass and quarter windows. clean tittle, cur regs. \$15000 8584498007 (760) 598-3322

1974 911S W/1980 3.0 ENG 40 IDA WEBER CARBS. RECENT: TRANS REBUILD, CLUTCH, A/C COMPR. & HOSES, TENSIONERS & MORE. OLD CIS SYS AVAIL W/SALE. SAME OWNER 30 YRS. SVC REC'DS AVAIL \$15,500 (858) 273-4060

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

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

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 4 Cabriolet Only 14,288 miles! Original owner, super clean, garaged. Artic Silver Metallic, blk leather interior, Bose sound system, 5-speed automatic w/ Triptronic. \$38,950. Call (858) 551-0050

2003 Carrera Coupe Midnight Blue/ grey 6 speed, 30,000 miles, new tires, heated sport

seats painted to match, Bose, Xenon headlamp package, other options, \$34K (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

95 993 Cab White /blue two owners tiptronic ex demo clean straight and strong extras 71k miles \$33k call 760413 4724

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

## Track/Race Cars

1973 Porsche 911 GT Class Professionally engineered and built. 335bhp / 2150 lbs. Twice the fun of Stock, Half the price of Cups. Always competitive and many podium wins. Details and photos at <http://porsche911gt-class.blogspot.com/> Asking \$43,200. Make an offer.

1984 911 carrera project car. 930 all steel body. no motor and trans \$3000 (858) 568-8071

1984 944 SPEC Dyno at 135RWHP, 2 sets of wheels, rebuilt transmission, short 5th, LSD, new clutch, exhaust, registered and passed smog 2/2011. By-pass pipe. Spare parts. Lap timer, portable cool suit bag system. Recaro seats, 5-point harness. All receipts. Over 25K invested. Just serviced by Black Forest. Asking \$10900. reasonable offers considered. gunterenz@gmail.com (760) 840-8888

1998 Boxter Spec BSR, \$28,000, 2650 lbs w/ driver. Won 2010 Porsche Owners Club (POC) Time Trial Championship series, 2nd place POC Cup Championship series (W2W racing), POC track records. Full spec setup, Nascar cage, two sets Porsche wheels, extra Toyo tires, GT3 lower control arms, Tarret drop links, Bilstein PSS9's, extra Laguna muffler. New wheel bearings, pads, rotors. Fully serviced, maintained by Speed Gallery. AIM system (for tach). RLC Racing Commander DA system with synchronized Chase Cam video system and Motorola race radio negotiable. \*2007 Toyota Tundra V8 Crew Cab. 51k miles, UltraHauler enclosed trailer available for full race package. PHOTOS - photobucket.com user: bbogardpics, bbogard1230@gmail.com, 858.922.9536

'79 911SC Hector's Silver "SG" now with full cage, trick brake setup and significant weight reduction. Complete versatile sorted track/ street with fresh 3.2 maxmoritz. \$32,500 aw@merepointcapital.com

## Parts

Cool Suit (size L), hose and 10qt cooling unit. Only used a couple of times, in perfect condition. New system retails for \$428 - asking \$200. jjgrow@aol.com (619) 972-5792

Tie-Downs Deist 2" in-line ratchet tie-downs (4) and 2" attachment straps (2). Perfect condition. Retail for ~ \$200 asking \$100 with carry bag. (619) 972-5792

7.5&9x17" track wheels Cup replicas with early 911 offsets (fits SC, Carrera, and RS flares). Cosmetically rough and a little heavy, but straight-\$300. (858) 568-5840

930 parts 1978 I have an as new K27S turbo w/ billet adapter, new blown 6 full bay intercooler, new Tial, B&B ss header w/heat, Kinesis 17" 3 piece w/ nice pilot sports, H&R spacers, front floating rotors, Koenig race seat w/mounts, Momo steering wheels with hubs, stock turbo, intercooler, exhaust, as new smog pump complete setup.have lots of other stuff. want approx 50% of retail cost. take it all? I'll make you an offer you can't refuse. cash, please. I am 30 miles east of san diego. johnnywishbone@mac.com (619) 990-2395

Victor LeMans 18" Wheels Used set street wheels, Very Good Condition/few tiny nicks, no rash. Silver finish/ mirror lip. 8Jx18ET45/9.5Jx18ET49. Fits all Boxster/ Cayman/993/964/928/968/ late944. \$750 Russell rdshon@san.rr.com (858)-442-7466

911 Turbo Exhaust System For Sale: Performance Exhaust System for 911 Turbo 997 series cars. Exhaust by G. M. G. racing of Santa Ana, CA. Only on car for 6 weeks and is like new. Paid \$5,200 will sale for \$2,200 OBO. Increase hp of 35+ and 30 lbs savings in weight per manufacture. Very High Quality and have photos upon request. (818) 279-3054

15mm H&R Wheel Spacers (pair) For late model Porsches, 986/987, 996/997, Cayenne. NEW, in box, includes longer wheel bolts. \$150. Russell rdshon@san.rr.com (858) 442-7466

18mm H&R Wheel Spacers (pair) For late model Porsches, 986/987, 996/997, Cayenne. Used, in good condition, includes longer wheel bolts. \$125. Russell rdshon@san.rr.com (858) 442-7466

911/964 7-Spoke Rims & Tires Carrera C2/964 16 In wheels in good cond, w/ used tires. Front: 6 in rim w/ Dunlap SP Sport 8000 P205/55/ZR16/89W (60% worn) Rear: 8 in rim w/ Dunlap SP Sport 8000 P225/50/ZR16/89W (60% worn). \$500 (not including

shipping). duck1@san.rr.com; (619) 575-0363. Leave msg please. (619) 575-0363

SEATS. fit 78-83 911SC Original front seats, redone by OB Upholstery. Camel leather, xcellent cond. Also rear seat backs, 911SC embroidered Floor mats, and center console. Pics by request. \$400. obo Angelaavitt@yahoo.com (619) 447-4709

Convertible Soft Top & Frame For Porsche Boxster in Black. Excellent condition to fit 986 97-02 model years. \$400 (714) 310-1729

-89 911 rr. coilover kit 911. rears only recommended for racing. RSR bilstein rear shocks set up for racing. \$850 jae@mirageintl.com (858) 581-1101

16 x7 BBS Wheels - \$400 Lightweight Two piece Magnesium BBS Wheels. Black Honeycomb complete with unobtanium BBS Lug nuts. 52 offset. mrondeau@cox.net (858) 864-3163

Cup1 Wheels \$900 OBO Set of 965 turbo wheels, 7s and 9s. ET55 5/91 mfg date. newly polished by Al Reed. also fit 944s (760) 944-9576

Bra's/Seat Covers Bra's for; 914, 911SC, 924(S). Custom Sheepskin made for 911SC w/ sport seats-great condition. Misc. 944 parts. Make offers Bill 858-688-9274

CG Lock - New In Box Attaches2seatbelt, keeps lap section from going slack. Great for Autocrosses/ DEs/ TTs. Works with stock&aftermarket seats. \$40 Russell rdshon@san.rr.com (858) 442-7466

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

IPD Plenum Cayman S Stock cayman s exhaust--no tip--\$350, stock cayman s plenum and throttle body--\$250 (760) 473-6522

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. \$200 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 as factory spacer kit. \$75. Russell rdshon@san.rr.com (858) 442-7466

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. \$250 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. \$60 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 gdsmitthmd@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

Fuchs wheels FUCHS 16X7 and 16X9 for 930 Turbo wanted. Prefer black or red centers. (619) 884-5936

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

SEATS WANTED GTS Classics (classiccar-seats.com), Monte Carlo's with Basket Weave or look alike. (858) 220-1194

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

## 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! custserv@synpsg.com (951) 479-8483

Boxster Chronograph Boxster chronograph watch (black dial, white numbers) in original case with box and manual. Excellent condition. Can send pictures if interested. \$450. gotz@cox.net

North Park View Home For Sale Four car+garage, quiet, cul-de-sac. www.2227commonwealthave.com

Permabag storage cover My Porsche 911 is gone. Protect your Porsche now. Permabag PM for sale. Check specs and size at www.permabag.com. \$200 OBO. (858) 699-6798

## Business Directory

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).

---

## Advertiser Index

356 Services	28
All German Auto	26
Amato's Auto Body	IFC
Autos International	27
Bill Behun, Architect	8
Black Forest Porsche/BMW Service	IBC
BumperDoc	12
C2 Motorsports	23
Charlie's Foreign Car	13
Dieter's Porsche & BMW Service	22
European Motor Sports	13
Euorspec	23
Executive Detail	9
Konig Motorsport	23
La Jolla Audio	4
Mexi-Cocina Restaurant & Tequileria	9
Mirage International	9
Modern Image	26
Motor Works, Inc.	31
Ocean Beach Upholstery	13
Pelican Parts	27
Personalized Autohaus	9
Pioneer Centres Porsche	BC
Roger Roberts, Realtor	23
Seagull Distribution	12
SpeedZone Paint & Bodyworks	27
TCsGarage	27
Velvet Touch Wheel Services	28
Volker's German	13
West Coast Specialties	4
Wheel Enhancement	31

---

## Special Event Flyers

The Monarch School	8
Z8/SDR Conccours	20
August and September LTS	22
New Year's Eve Party/Installation	24
Oktoberfest	25

---

## 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.**

---

## 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)



# AT BLACK FOREST WE ARE PASSIONATE ABOUT YOUR CAR

## SERVING SAN DIEGO FOR OVER 34 YEARS

We offer a complete range of diagnostic, maintenance, overhaul, repair services and performance upgrades.

- Minor, Major and Emission Controls Service (15k, 30k, 60k, 90k..)
- Calendar-based services (Brake Fluid, Coolant Changes)
- 4-Wheel alignment (Street & Competition)
- Smog testing and Certification
- Air Conditioning and Heating Systems
- Engine Overhauls (Air and Water-cooled)
- Transmission Overhauls (4,5 & 6 Speed Manual and Automatic)
- Performance Upgrades including Brakes, Suspension, Fuel Sys, Transmission, & Performance Chips and ECU software.

## August Special

### GET READY FOR FALL!

**\$50<sup>00</sup> off any Minor Service**  
**\$100<sup>00</sup> off any Major Service**

Through August 31th, 2011

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

## PREFERRED CUSTOMER PIT-PASS



- **Free Pit-Pass Safety Checks** (Check oil, brakes & tires)
- **Free Car Wash With Every Service**
- **10% Savings on Labor**
- **Automated Service Reminders Via Email**

**Stop by and sign-up with your email address to become a Black Forest Preferred Customer**

8066 Engineer Road, San Diego, CA 92111

**858.292.1192**

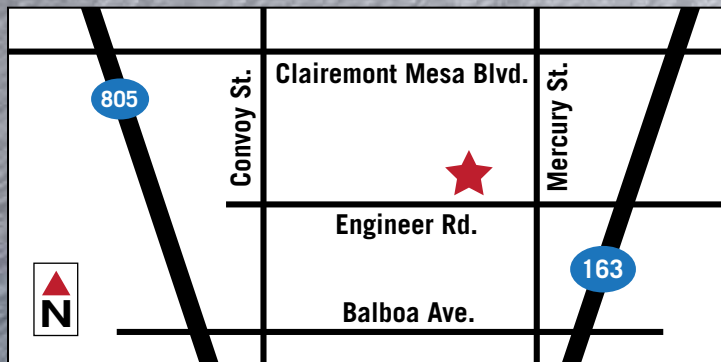
www.blackforestautomotive.com



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

We are always available to check your vehicle records on our computer and answer questions.

**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).

©2011 Porsche Cars North America, Inc. Porsche recommends seat belt usage and observance of all traffic laws at all times. Optional equipment shown is extra. [Include your local and state required disclosures]



## Hydraulically and philosophically upholding the highest standards.

Never underestimate the importance of the specialist. Dedicated to Porsche vehicles above all else, Porsche certified technicians must complete over 80 hours a year training in the latest diagnostic technology and techniques. You'll also take comfort knowing all Porsche genuine parts are factory-backed for two years when installed by your authorized dealer. Better still, there is no substitute for having your vehicle serviced by professionals who not only know Porsche, but live Porsche every day.

## Porsche Certified Service.

Pioneer Centres Porsche  
9020 Miramar Rd.  
San Diego CA 92126  
858.695.3000  
[www.pioneerporsche.com](http://www.pioneerporsche.com)  
M-F 7am-6pm

Porsche recommends **Mobil 1**



**PORSCHE**