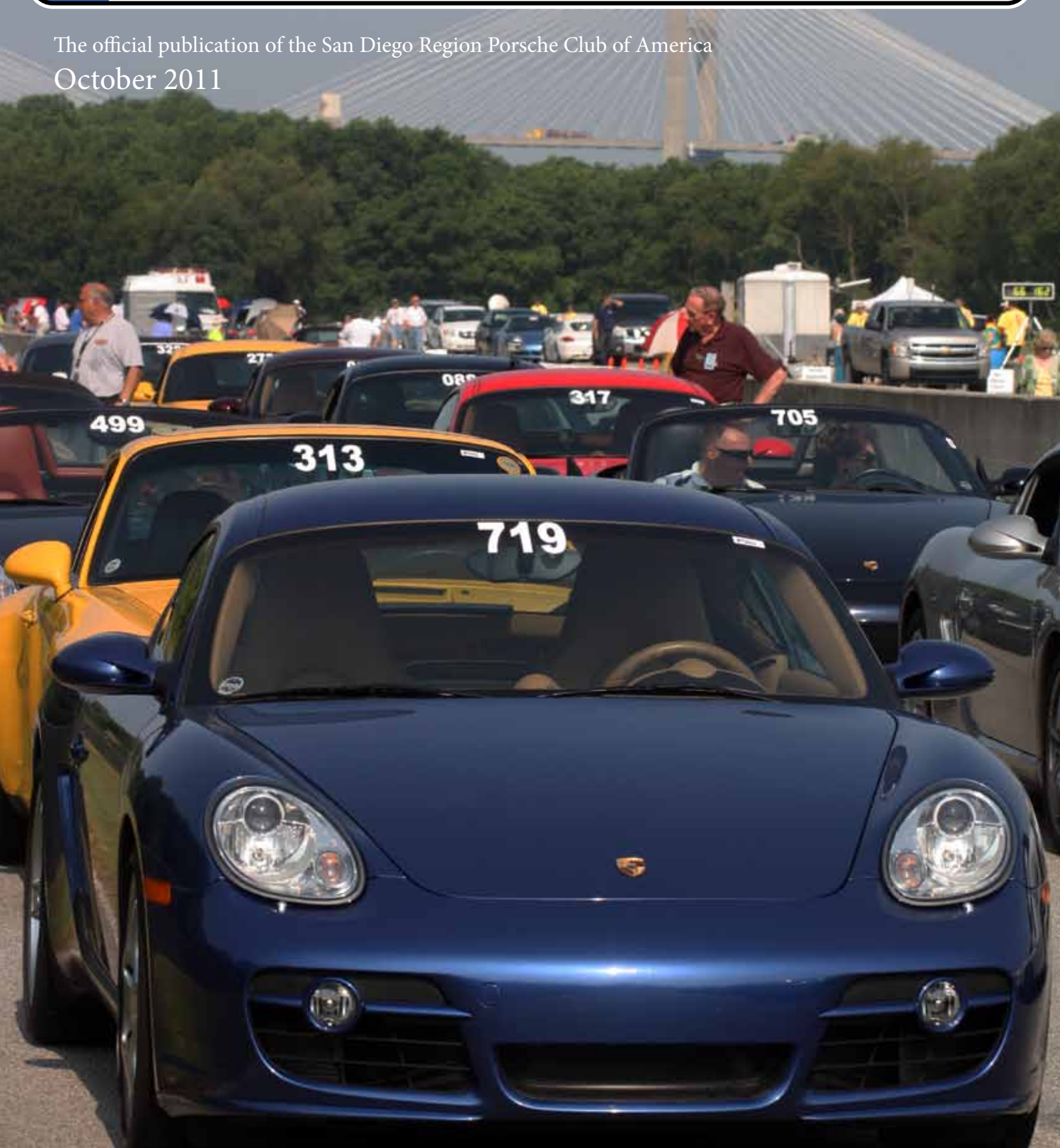




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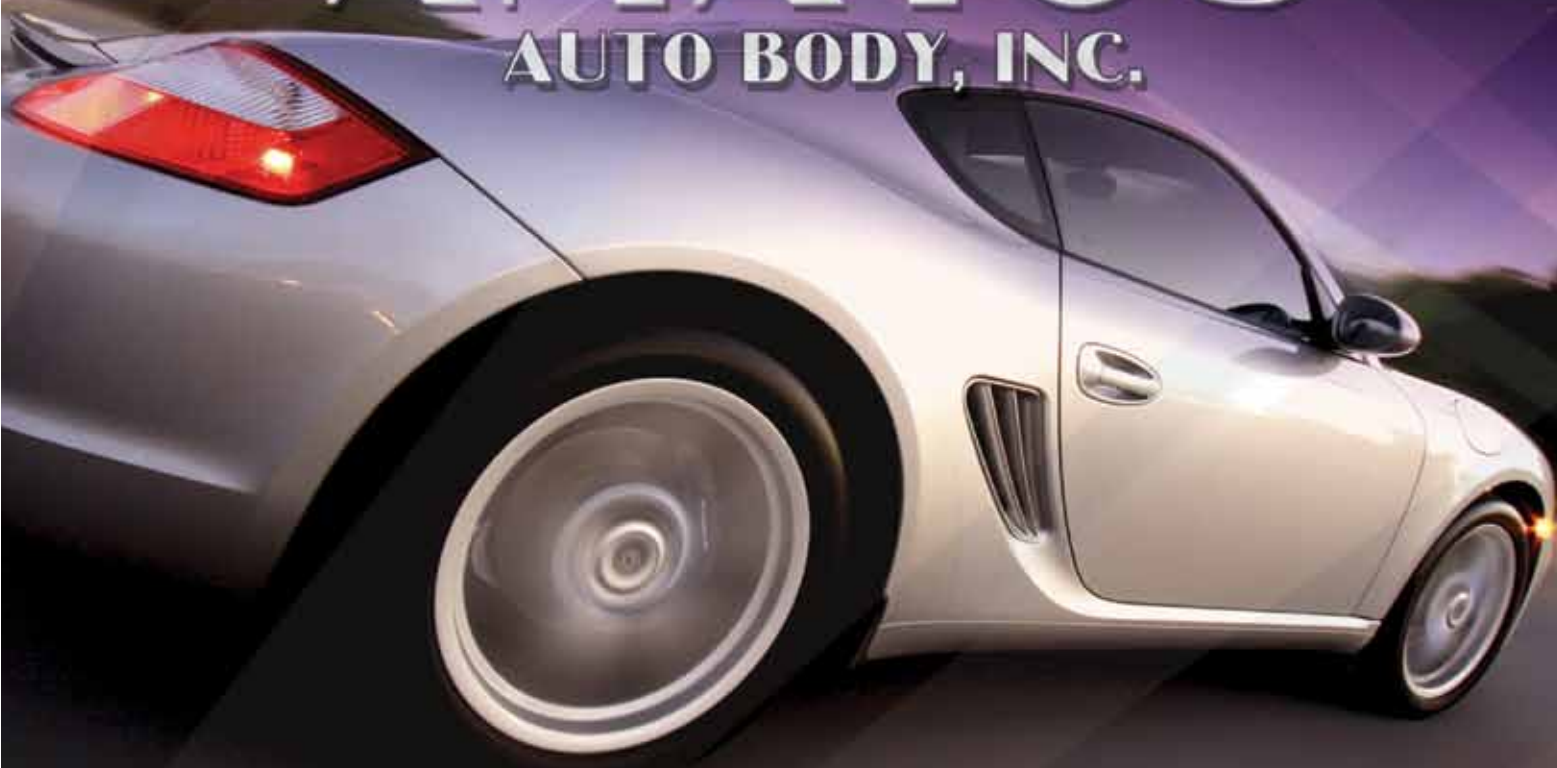
The official publication of the San Diego Region Porsche Club of America

October 2011



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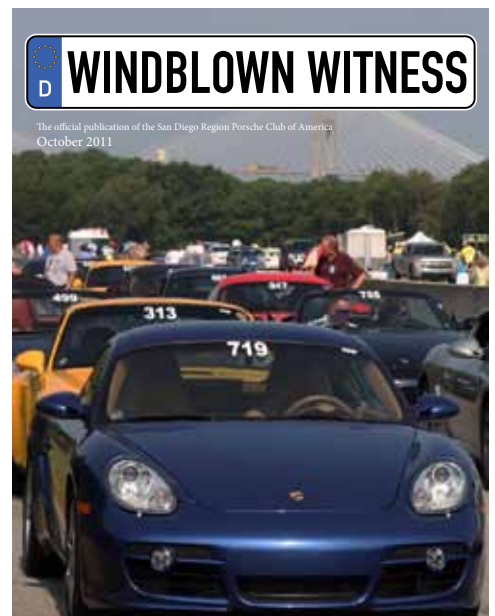
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On the Cover



Savannah Parade, Photo by Greg Phillips.

WINDBLOWN WITNESS

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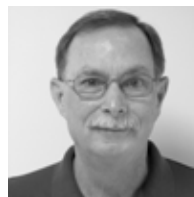
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San Diego Region 2011 Committees

SDR email addresses are located on page 31

| | | | | |
|--------------------------------------|---|---|--|---|
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Things Uniquely German

Text by Carl Scragg, President

We have just elected a new Board. As I write this, the results are still unknown. Three new board members will replace the three outgoing board members (Monique Straub, Bill Behun, and myself). They will join the four continuing board members (Greg Phillips, Terry Barnum, Cathy Young, and Leigh Rayner). The Board members then look at each other and decide who will take on the responsibilities of president, VP, treasurer, and secretary. (Remember San Diego's weak mayor system?) The responsibilities of the Board are primarily administrative, managing club finances and our over-crowded calendar. All of the heavy lifting is done by our hard-working volunteers.

One of the first and most important tasks of the incoming board members will be to recruit volunteers for the several dozen committees that do all the real work. Without our solid corps of volunteers, all of the social events, the driving events, the performance driving school, the car shows, the web site, and even the Windblown Witness, will all come to a halt faster than a 928 running on fumes. This is the time of year when we are on the lookout for eager and willing club members. So if you're reluctant to get involved, just keep reading your Witness, quietly keep your head down and it's likely that nobody will even notice you.

For many people the first step can be a little daunting. Maybe you've looked at that mail-in card that was in last month's Witness but you have no idea what all those chair positions entail. You could, for example, just circle the box that's labeled "corner working," but unless you're already an avid autocrosser, you probably have never thought about what our corner-working chair does. Honestly, those mail-in cards don't get much response. I believe that's because our newer members are smart enough to be reluctant to volunteer for something

if they don't have a clear idea of what they are volunteering for. Or, maybe you're interested in the tech sessions, but you're afraid that you don't have enough experience to do a really good job as the tech session chairperson. You needn't worry—we don't just throw our new volunteers into the deep end. It is the responsibility of every chairperson to train his or her successors. Mentoring is an expected part of the job. We try to assign a new volunteer to work with an experienced chairperson for the first year. So if you're interested in tech sessions, just contact the current tech chair (contact info is in the Witness and on the web site) and express your interest. I can guarantee that you'll get a warm response. Talk with the chair, find out what it involves, how much time it takes, any special skills needed, and then decide. But be forewarned, that one phone call may lead to a deeper involvement with a great group of club members.

Do you have an interest in writing or photography? The Witness editor needs you. Are you even somewhat computer literate? We have some first class computer nerds that run our web site, but they could use more help and they will train you. Do you like the social events? We always need people to help organize the Last Tuesday Socials. What about our tours? Everyone loves these events, but we need organizers. It doesn't really matter where your skills or interests lay; there are current chair people with similar interests who

are eager for your participation and fresh ideas.

Perhaps you're still not sure how to get your feet wet. Maybe you'd like to stick a big toe in the water and see how it feels. Well, I've got a deal for you! We still need more volunteers for our Porsche exhibit at the San Diego Auto Show occurring between Dec. 29th and Jan. 1st. We will be showing 15-18 interesting cars spanning the history of the marque. Some of these cars are quite rare and valuable and our exhibit will be roped off. We need several more volunteers to work inside the ropes. Requirements? Just your enthusiasm for Porsches and a willingness to "work" a 4-hour shift at the Auto Show talking to people about cars and the Porsche Club. And don't worry, our club experts will give you a crash course with all the details about the cars in the exhibit. After their tutoring you will be able to dazzle the public with your knowledge. To volunteer for the Auto Show, you can contact either Keith Verlaque or myself. It promises to be a great event (and a good way to get your feet wet as a Club volunteer).

And about those life-long friendships I mentioned: Does anyone remember the 3 amigos who volunteered as autocross co-chairs so many years back? Well, today they have their own business, selling (and modeling) the latest in designer driving suits. 🦋



October 2011

01 Saturday SDR Autocross

Place:
Qualcomm West Lot

Details:
Online registration at pcasdr.motorsportreg.com

03 Monday Z8/GPX AX & DE

Place:
Streets of Willow

Details:
Online registration at pcasdr.motorsportreg.com

05 Wednesday Monthly Members and Board Meeting

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

Place:
Home of Curt and Janet Yaws
3617 Fenelon Street
San Diego, 92106

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.

09 Sunday Porsche Swap Meet

Time:
8:00 A.M. – 3 P.M.

Place:
Chambers Motorsports
2205 Faraday Ave, Suite L
Carlsbad, CA 92008

Details:
For more info, please see page 14.

09 Sunday Wounded Warriors Tour

Time:
8:00 A.M. – 1:00 P.M.

Place:
Park Blvd. and President's Way

Details:
For more info, please see page 33.

14-16 Friday-Sunday Rennsport Reunion IV

Details:
The Rennsport Reunion brings together an unprecedented gathering of significant Porsche vintage and current race cars, as well as those who have driven them to victory, in the world's most famous sports car races. The first Rennsport Reunion was held in 2001 and is held at three-year intervals. This is the first time it's been on the West Coast. The track will be Mazda Raceway at Laguna Seca. The races will be complemented by

an exhibition parade and a Concours on Saturday afternoon. Don't miss it! The chances are it won't be back here for six or more years! See <http://www.mazdaraceway.com/porsche-rennsport-reunion-iv> for details.

21 Friday SDR DE

Place:
Autoclub Speedway

Details:
Online registration at pcasdr.motorsportreg.com

25 Tuesday Last Tuesday Social

Time:
6:00 P.M.

Place:
Rock Bottom Restaurant/Brewery
8989 Villa La Jolla Dr.
La Jolla, CA 92037

Details:
The more the merrier, no RSVP needed, just join us!

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

November 2011

02 Wednesday Monthly Members and Board Meeting

Time:

6:00 P.M. Social hour and food

7:00 P.M. Meeting

Place:

Home of Tom and Susan Brown

1805 Altamira Place

San Diego, CA 92103

12-13 Saturday-Sunday Z8/SDR DE & TT

Place:

Buttonwillow Raceway

Details:

Online registration at pcasdr.motorsportreg.com.

12-13 Saturday-Sunday Tech Tactics

Place:

PCNA Training Facilities

Ontario, CA

Details:

A longtime east coast favorite, this year Tech Tactics is coming to Zone 8, where Porsche trains its technicians. Held on two days, each day will consist of lectures by three PCNA Field Specialists and four members of the PCA Technical Committee; along with a special guest speaker from Porsche AG.

Each day will be limited to 125 participants. Mark your calendars and stay tuned for more information.

19-20 Saturday-Sunday GPX/SGVR AX & DE

Place:

Pomona Fairplex

Details:

See page 15 for details. Online registration at pcasdr.motorsportreg.com

21 Monday Motorhead Monday

Time:

6:00 P.M.

Place:

Hacienda Casa Blanca

700 N. Johnson Ave

El Cajon, CA 92020

Details:

Join your fellow "big track" drivers for dinner, videos taken at the racetracks, and a great deal of trash talking and excuse making!

26 Saturday SDR Autocross

Place:

Qualcomm West Lot

Details:

Online registration at pcasdr.motorsportreg.com. The last AX points event of the year.

29 Tuesday Last Tuesday Social

Time:

6:00 P.M.

Place:

Mexi-Cocina

12213 Poway Road

Poway, CA 92064

Details:

Bring a new unwrapped toy for Rady Children's Hospital. See pcasdr.net for wish list.



Joel Peavy and Ken Gibson at a Last Tuesday Social



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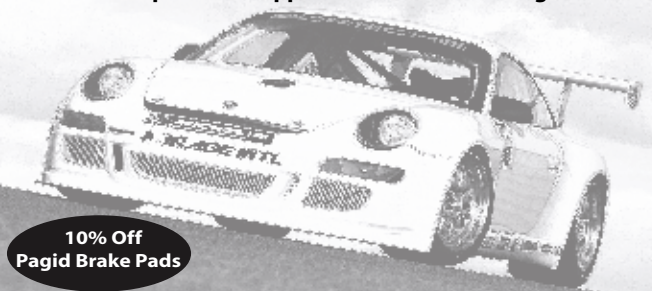
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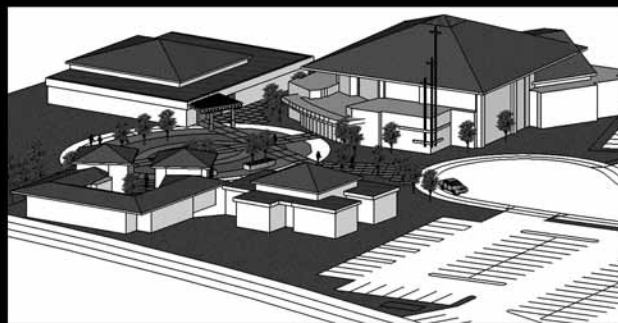
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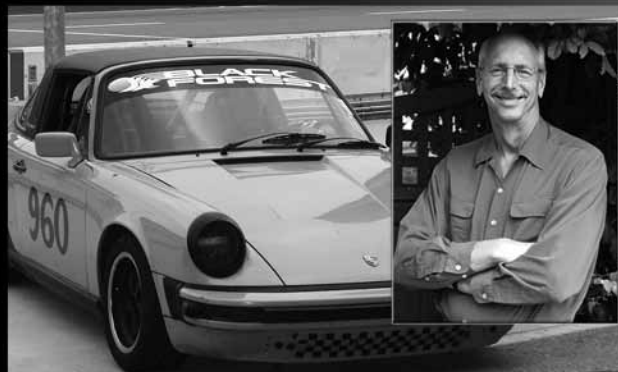
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The Story of Volkswagen, and the end of the Pontiac Story

Text and photos by Michael Harris

The San Diego Auto Museum's new display "Volkswagen, the People's car, 30 million sold, more or less" opened September 30th. As one might glean from the title, a take off on McDonald's, the show has a lot of tongue in cheek humor and irreverence reminiscent of the VW ad campaigns of the 1960s. The display features 15 cars of the 1950s and 1960s and includes a real "Hippy Van" rather than the 1970 van/art car displayed during the recent "California Roll" display. The "fun" features include a number of 15–20 second video displays of patrons telling their VW stories. Also paper and pens are provided for visitors to write down their own VW stories. The art work is extremely colorful and the featured cars reflect the emphasis on fun as well as a brief history of the marque. One example is an "original and unrestored" 1958 VW convertible complete with skirts, towing a "custom" trailer and personalized with scores of beer and soda bottle caps pinched along the windshield frame, and "Mexican Volks Tijuana Club" pinstriped on the body. In lieu of a fancy paint job, the car bears a "rust" finish (sometimes

referred to as "patina.") By "rust finish" one does not include an original "rust" finish. And by "rust finish" one does not mean a color but real rust, as when bare metal is affected by the elements. Next month we will have a photo display to flesh out the vehicles in the show. The Opening Reception will be held starting at 5:30PM on Friday, October 14th. The public is invited and a small fee will cover drinks and refreshments.

September 11th was the Museum's Annual Greatest Show on Turf auto display with hundreds of neat cars on display, from specific marque clubs participating to individuals showing their cars. In years past the show has been held on the grounds of the Auto Museum, but lack of space has limited the number of cars on display. This year's event was held at Liberty Station, the former venue for the Naval Training Center. This turned out to be an excellent choice as the grounds are spacious, the locale offers easy access, and food and shops are close by. By 9:30AM, 235 cars had been checked in and more were waiting. Director Paula Brandes welcomed the attendees. Volunteers were dressed in colorful green/yellow t-shirts

that screamed "VOLUNTEER" just like at a Porsche Parade. Paula stated the location was a great improvement over past events. There was truly an eclectic collection ranging from a nicely restored Chris-Craft wooden power boat on a trailer to the latest set of muscle cars, mainly Mustangs, Camaros, and Corvettes. English sports cars were represented by four restored Austin Healeys, several Triumphs, (a 1967 TR-4A was better than new in bright white) an Austin Mini and a Jaguar or two. The American Corvettes ranged from two 1962s, a 1963 split window, a 1965 fuelie coupe, a 1967 and a 1969 coupe, several from the 70s, and a host of new Corvettes.

Only one Porsche was seen, a 1966 912 listed as "original owner" in black over black with sun roof, Fuchs mag wheels and a 2.7 911 engine rebuilt with "S" cams and Weber carbs in place of the 1,600cc opposed four engine. It was "for sale" with an asking price of \$22,000. There were also a lot of hot rods, a few classic cars (a 1940 Buick Phaeton in black had the best chrome work seen), and some unusual 50s cars. A rare last year of production 1958 Packard Hawk



'58 VW ragtop with custom trailer, luggage rack, and great tow bar now at Museum's VW Display



Pink and black 1957 Cadillac Coupe de Ville at "Greatest Show on Turf."

two-door hardtop had one of the best paint jobs in the show in metallic purple with silver coves and huge wide whitewalls. The Hawk was powered by a Studebaker 289ci V-8 fitted with Packard valve covers and a McCulloch supercharger. Very sporty and very deserving of the “Best of Show” trophy it received. A 1957 Cadillac Coupe de Ville in pink and black was evocative of the era as was a 1947 Mercury woodie wagon with Corvette power and enough collectibles in the car to constitute a hobby by itself. Even the San Diego Police and Sheriff’s Departments had some nicely restored 50s and 60s patrol cars.

The Museum hosted “An Evening with Car Artist Art Fitzpatrick” on Monday, August 29th. Mr. Fitzpatrick was a commercial artist known for his auto art advertisements for General Motors during its most successful days in the 1960s. If you look at a copy of “Life” or “The Saturday Evening Post” during those years you will certainly see drawings of GM products that exaggerate the lowness, length and width of the cars. The cars are colored in the two-tone finishes popular at the time and are placed in an every day setting or a glamorous one. A Pontiac Bonneville taking a well dressed couple to the opera for example. Mr. Fitzpatrick’s art is very distinctive and he helped sell jillions of cars for GM. Museum staff expected 35 or so guests and instead had 130. If you did not attend, you missed a fascinating talk.

Mark your calendars for “What is the Electric Car,” Movie Night at the Museum, on Thursday, October 20th at 7:00PM on the exhibit floor, featuring a film and panel discussion with representatives from General Motors and Rick Woodbury, inventor of the Tango electric vehicle. Phone Faye at 619-398-0307 for reservations. Cost is \$5.00 in advance or \$10.00 at the door. The museum is also offering a field trip to the Mullin & Murphy museums, two fine auto collections in the LA area, on Saturday, November 12th. The tour departs from the museum’s parking lot at 7:30AM and returns at 7:30PM. The cost is \$50 per person and includes

transportation, lunch, museum admissions and light refreshments. The Mullin Collection offers exotic cars of French design while the Murphy Collection features Packard and other fine cars. This event will certainly sell out. Faye will take your reservation starting on Monday, September 12th.

If registration sells out, you can be put on a wait list.

A full month of activities awaits you. Stop by the museum and say “hello.” You may find just the volunteer activity you have been looking for. ✈



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Monique Straub day dreaming about piloting classic Chris-Craft at Monaco.

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Savannah Parade

Text by Bob McLaughlin (former SDR member, current SNR member)

Photos by Greg Phillips

The expression, "Everyone loves a Parade," was true for those of us attending the 56th Porsche Parade in Savannah, GA. Parade is a wonderful way to connect with Porsche friends from around the world, as well as participate in enjoyable activities and excellent meals.

Savannah is a beautiful old city, established as a colony on Savannah's waterfront in 1733. The riverfront has played an important part in Georgia's history as colonial port, exporter of cotton, or tourist destination. The last riverfront cotton office closed in 1956, and the revitalization of the waterfront area began in 1977. The Westin Hotel and Convention Center, site for the Parade, are located on Hutchison Island, across the narrow shipping channel that leads to Savannah Harbor. Huge freighters laden with containers passed close to the convention center frequently.

I arrived an hour and a half prior to the start of Registration on Sunday, and found my friend, Susan Brown, already at work as Parade Registrar. Susan gets more done in a day than most people get done in a month. In addition to being Parade Registrar, she is editor of the award winning San Diego Region newsletter, and is HR Director for her international software company, as well as many other things I don't recall. Susan put me to work as soon as she saw me. There was a huge rush at 8:00AM when the doors opened, but registration moved very smoothly. The morning saw many friends from across the US greeting each other, which is a particular pleasure at Parade.

Sunday, Concours prep day, dawned bright and beautiful, but by late morning the sky darkened bringing thunder, lightning, and rain, along with the constant humidity. Fortunately, the cars were inside the spacious, air-conditioned

convention center garage. The work that goes into preparing these cars is enormous. I was able to see first hand as I volunteered two four-hour shifts on Sunday. Fellow volunteers, Tilly and Taxi, entertained the folks in the busy garage and made the day lots of fun as Tilly pushed Taxi (wearing a race helmet) on a cart to hand out water, as well as other antics.

Corey Johnson, from Minneapolis, MN, had his beautiful 356 Carrera 2 GS on jack stands with wheels off so he could clean every last speck of dirt from the underside of the car. The car looked stunning and it was obvious that this car would score well. Corey ended up missing top score by one tenth of one point: 298 points.

Skip and Leslie Shirley, multi-time Concours winners, had their secret weapon with them, grandson Jared Morrison. Jared said that he could get his hands in all of the tight places to make sure they were clean. Although he is only in middle school, Jared said that he is hooked on the Porsche event. Their 1963 356 T6 took the Gmund trophy with 298.1 points. Skip even went so far as to have tire covers to prevent scuffing the tires when the car was moved. It was a special pleasure visiting with Skip and Leslie, as I had worked closely with them on activities in the San Diego Region.

Another special car in the prep area was a 1973 911S brought from Indiana by Candyce Jones. The 911S was purchased new by her late husband, Jim. She said that the car sat in the garage for eighteen months before friends encouraged her to show the car at Parade. Candyce brought the car and entered it in the Concours as a tribute to Jim. She handed out flyers telling the story of Jim and the car, as well as describing her preparations for showing the car. I was especially pleased to watch Candyce receive a special award for her effort during the Concours Banquet.

Another car that caught my eye was a 2011 GT3 RS Club Sport World Challenge car. Owner, James Cambron, said that only seventy of these cars were built and that PCNA brought six to the US. The car was detuned to use one hundred octane fuel and produces 495 horse power. Ask me about the story James related to me about showing up on highway patrol radar at 9,000 RPM in sixth gear....

Mark Shevitz, long time master of ceremonies at Parade, was funnier than ever at the Welcome Party. Mark works extremely hard to make every event fun and entertaining for those attending. Although Peter Porsche was unable to attend due to health reasons, Porsche AG was well represented by Sandra Meyer, worldwide club coordinator, and Paul Gregor, club coordinator for the US, along with the crew from Porsche Classic, who restored the fabulous 1973 911T raffle car.

Monday, Concours day, dawned gray and threatening, but the thunder storm of the previous day was forgotten as the sun welcomed all to the Concours d'Elegance in Forsyth Park. The park had acres of beautiful Porsches lined up, some for display and many for judging. Of special interest were the race cars, which included a 917K, a 962, a 910, a Brumos 917/10, a Brumos 934, and a 966 Spyder built by Gunnar Racing.

Following the Concours, Sharon Neidel, Zone 7 Rep, held a reception for Zone 7 attendees at her hotel a few blocks from Forsyth Park. It was so nice to meet others from Zone 7 for the first time. There were about fifteen PCA members from the Zone attending the Parade.

Tuesday turned out to be a day of relaxation. I discovered a Starbucks hidden in the back of the hotel lobby, thereafter starting each day at the coffee palace. I toured vendor row, made purchases at the popular Goodie Store (wondering how I would fit all of the stuff in my suitcase for the trip home on Delta Airlines),



Overcast skies made for almost comfortable conditions at the Concours



Bob with Jack and Ginny Case. Jack and Ginny DROVE there!



Kate Mallory at the Concours Banquet



Skip and Leslie Shirley with grandson Jared Morrison



914 Display at the Concours

participated in the ice cream social, and watched PCA Executive Director Vu Nguyen skillfully control RC cars around the Traxxis RC track. Traxxis was a major vendor and had a huge display of their RC cars, offering lessons to anyone wanting to try them. Other activities this day were the TSD Rally, driving tours to Hilton Head Island or Jekyll Island, the Michelin Drive & Compare, and a bus tour to Brumos Autowerks in Jacksonville, Florida.

On Wednesday, a tour bus took forty of us to Robert Irvine's Eat! restaurant on Hilton Head Island, SC, for a cooking class. Tom Brown, Parade Coordinator, appointed me "Bus Captain," saying that if I left anyone at the restaurant he would fire me. Tom and I enjoyed many humorous times together during SDR events. Robert Irvine was traveling for the Food TV Network, so his business partner Lee Lucier presented the program. Lee regaled us with many humorous stories while presenting recipes that included Hominy Hoppin' John Salad, a delicious cold salad, and She Crab Soup (I enjoyed this so much that I ordered it for dinner back at the hotel). Of particular interest was Lee's preference for Porsche Design knives made by Kron. These have a form-fitting horizontal handle.

After demonstrating the recipes and serving samples, Lee then introduced us to onsite chef Jared McElroy, who demonstrated how to make Caramel Key Lime Flan. While we were eating the delicious flan, I asked Jared what the basic steps to becoming a good home cook might be. Without skipping a beat he responded that mastering salt and pepper is the key to success. He suggested that we make soup from scratch without salt, and then add a teaspoon of salt at a time to determine the amount required. Both Lee and Jared said that a properly prepared meal would not need additional flavoring at the table. I guess that is about as basic as it gets.

That night, the Rally Banquet included a Casino Night for the first time. Attendees were given slips of paper worth twenty-five thousand dollars, and after dinner had the opportunity to make bets on a wide variety of games. Any money retained at the end of the gaming session could be traded for raffle tickets. It was a fun-filled evening. I put all of my winnings in the "all-expense-paid trip to Germany," as did most everyone else. You might guess that since I'm writing this article at home in Sparks that my number was not called. I should have put my tickets in the seat belt holder jar.

On Thursday, I was up early for the two-hour bus ride to Brumos Autowerks, where I found myself "Bus Captain" again after failing to leave anyone behind on Wednesday. Brumos is located in Jacksonville, where Hurley Haywood, Hall of Fame race driver and Brumos VP, greeted us. Hurley was very gracious and would autograph items purchased in the Porsche Boutique, as well as items brought in. After a generous amount of time in the Porsche Boutique, we rode the bus a short distance to the race shop. The group was divided and half went to the race shop, while the other half went to Motorwerks. Motorwerks restores any make of customer cars. Don Leatherwood, former GM of Brumos Racing and now GM of their museum, described the cars undergoing restoration in some detail.

In the race shop, the current Brumos Porsche RSR race car was disassembled as it always is when in the shop, and we were given a short presentation by the Race Director. Don Leatherwood then led us into the Brumos Museum. This was a special privilege for PCA members, as fewer than five thousand people have been allowed to see the impressive Brumos collection. See the May issue of Panorama for photos and details about the collection. Don had an amazing knowledge of each of the many cars on display.



Paul Young Jr. and Sr. win their Rally class



Tom Brown, Parade Chair

Back at the hotel/convention center, I visited the RC cars again, and found Zone 8 Rep, Michael Dolphin, anxious to try out the Traxxis RC boat he had won during Casino Night. The Traxxis rep, Michael, and I went to the marina where we were able to try out the boat, a fifty mile per hour race boat. Michael was very excited by how the boat performed. Needless to say, all the young people wished they had won the boat.

Friday included one of the major events at the Parade, the Kumho Technical and Historical Quiz, which was held early Friday morning. After spending a considerable amount of time writing the Tech Quiz for the 2007 Parade, I have taken a break from the quiz, having had many sleepless nights worrying over the questions. I'll make an effort to participate during next Parade.

The Tech Academy offered a number of interesting one hour presentations by experts in the field. Anyone attending six of the one-hour lectures received a Doctor of Porschology certificate. Mine is prominently displayed in my garage. Some highlights included John Paterek's class on cosmetic repairs, which covered changing color of upholstery as well as paint repairs. John concluded with a demonstration of bringing back paint on Betty Jo and Leonard Turner's black 1974 Carrera. Ed Mayo, who runs an independent Porsche repair shop, gave a thorough lecture/demonstration on tuning Weber carburetors. Pete Tremper, a PhD in organic chemistry who created paint for DuPont for forty years, enhanced our understanding with a fine dissertation of various types of paint and how they are made and best used.

The Autocross Banquet that evening awarded the two drivers from Alaska the Long Distance Award, a set of tires, which they will have to decide between them who gets the tires. One of the drivers started for the Parade in May, and both drove over four thousand miles.

Saturday dawned cooler and overcast,

which was helpful to the runners in the 5K. Pat Corona from San Diego Region was one of the approximately sixty runners. I took photos of Pat and her significant other, Greg Phillips, but didn't stay long as the tiny mosquitoes seemed to enjoy my company. At noon, during the Volunteer Lunch, hundreds of prizes were given away to those who volunteered eight or more hours during the Parade. Mark related that the hotel and convention center administrators said that no other group had so many of its members volunteering to help put on their event. PCA set a new standard of volunteerism and courtesy.


During the afternoon, another impressive event was the Parade of Porsches. A couple of hundred cars lined up by model type, and then drove through Savannah with police escort, bringing the town to a halt. Drivers reported shopkeepers, chefs, and patrons standing curbside waving at Parade of Porsches participants.

That evening the week long Parade concluded with the Victory Banquet, where the 1973 911 T was given away, along with another all-expense-paid trip to Germany, and other prizes. I was surprised to hear my name called for a free track day at Atlanta Motorsports Park, a private membership track designed by modern-era Formula I track designer, Hermann Tilke. Now I'm laying awake at night weighing fun vs. expense of buying a trailer, hauling my Porsche across country and spending a day at the track. For a track junkie, decisions like this are not easy, even if they don't pencil out financially. Next came the long awaited awarding of the beautifully restored 1973 911T raffle car. The actual people who restored the car from Porsche Classic were on hand to turn over the key to the "better-than-new" 911 to raffle winner, Bud Kibbee, who was attending his first Parade. The ceremony was thrilling to see. After having so much fun seeing so many friends and participating in a number of events, concluding the Parade made me eager for

the next one. The good news is that the 2012 Parade will be held in Salt Lake City. Hopefully more members from the Sierra Nevada Region will participate.

After having a few days to decompress after the Parade, I had some thoughts about next year's Parade that would make it a more enjoyable and fun time for those who will attend:

1. Design a SNR tee shirt and enter it in the Tee Shirt Contest.
2. Study for the Technical and Historical Quiz and actually participate by taking it. Somehow, members actually love taking the quiz.
3. Enter your car in the Concours. There is lots of camaraderie and enjoyment in this activity.
4. Prepare your car and participate in the autocross and/or Driver's Education event. Everyone that I spoke with seemed to really enjoy these events.
5. Select a partner and participate in the TSD Rally. There were lots of husband-wife partnerships in this event and, to my knowledge, all marriages survived.
6. Enter our Region Newsletter in the Newsletter contest. Ours is as good as any other newsletter, and could win recognition for our Region.
7. Invite fellow Porsche owners to join SNR and submit the numerical increase to PCA. Who knows, we might win a prize for either recruiting the most members, or factoring the increase as a percentage. Both categories have prizes.

I encourage Sierra Nevada Region members to become involved with our Region, as working with friends who enjoy creating exciting activities for our members is about as enjoyable as it gets. I also hope to see you at the Parade in Salt Lake City in 2012. 

Editor's Turn

If you've made it this far into the magazine you've already read Carl's pitch for volunteers. If you are interested and really want to make an impact on the Club, consider being the editor of the Witness! Yes, I'm going to step down after almost four years of editing. This is a GREAT job. It requires about 20 hours a month, more if you are the type who wants to make a lot of changes each month. We use InDesign to produce the magazine, and I've found that the software is fairly easy to use on a basic level. It can do much more than I ask of it. You don't have to be a grammar whiz either, but you do need to be comfortable with correcting the articles. Tom Tweed, Angela Avitt, and Martha McGowan keep me on the straight and narrow by proofing each edition. If you are interested, please email me at editor@pcasdr.org and we'll talk.

The Web team also needs a lead person to keep our new website up to date. We have a few people who post articles regularly, but

need someone to lead that effort. To volunteer for that, email webmaster@pcasdr.org.

The picture below was taken at the Parade, during a rare moment of downtime. Tom kept very busy as Parade chair, generally working

from 6 A.M. until 11 P.M. every day. I didn't work that hard, but kept busy as Registrar ensuring that entrants started their Parade week off on the right foot. Thanks to Greg Phillips for a nice picture. 📷



Teresa, Paul Romero Sr, and Paul Romero. The Romero family won some Porsche books donated by Bill Behun at the August AX. Paul Sr. and Teresa were 1st in their class!



Chris Harris won the BRI at the August AX, but left before he knew it! Here he is retrieving the illustrious award from Martha McGowan and carefully buckling it in for the ride home.

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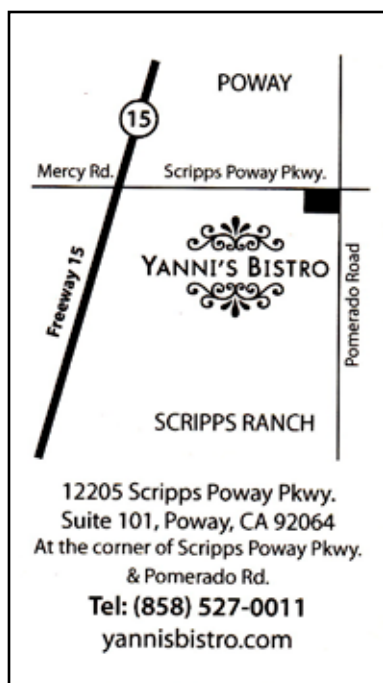
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PCASDR Monterey Motorsports Reunion and Sports Car Weekend

Text and photos by Michael Harris

August 15–21 was the annual feast of Porsche motoring, touring, racing and viewing for San Diego Region members. The first major event of the week was the return of the Carmel-by-the-Sea Concours along Ocean Avenue. Last year the event was cancelled due to sponsorship and expense issues but this year it was back, bigger and better than ever. Skip and Leslie Shirley returned from the Porsche Parade to display Skip's Gmund Award winning 1960 356 "B" T-5 coupe. The Porsche display was beyond belief. Every car there, from pre-A cabs to 1973 911 RS coupes and later cars all looked as if they had just rolled off the factory floor. And Carmel offered a variety of cars we had not seen there before. SDR members Gretchen and Guy Finlan, our former Concours chairs, were there discussing car prep with several of the display owners. These venues are great sources of information on tips for restorers. As Jaguar was the honored marque at the Reunion, there were Jaguars from early SS days to modern cars, with many XK 140s and 150s and more XKEs than one could imagine. The streets of Carmel were absolutely overflowing with people. One could not believe there were any issues with the economy until you walked further west on Ocean, where most of the cars were staged, and saw the bankruptcy sale at Pierre Deux and several empty shops along the way.

Thursday, August 18th was Pebble Beach Tour Day, when cars entered in the Pebble Beach Concours d'Elegance drive through Pebble Beach and stop for lunch in Carmel. The cars are lined up along Ocean while the drivers and passengers enjoy lunch and thousands of viewers swarm over the cars, talk to the mechanics and detailers and take photos. Normally the cars roll through about

11:30 or so, but due to technical difficulties, most did not arrive until shortly after noon. Spectators are lined three or more deep along the parade route, and there is always a sense of anticipation. These events are wonderful for local merchants as the hotels and inns are full, restaurants are fully booked, and those who do not enjoy cars can still enjoy the local cuisine and lovely items in the shops. For the first time in anyone's recollection, locals voiced resentment of seeing so much money being devoted to old cars in a time of high unemployment and difficult financial times for many families. This resentment was expressed in letters to the editor in local papers and talk show comments. Still, the crowds were larger than ever, and the quality of the cars was as high as ever before.

Car auctions are held throughout the weekend. At the Marriott Hotel in Monterey, Russo & Steele displayed a number of auction cars in the outdoor driveway and inside lobby. Across the street at the Portola Hotel, cars were displayed inside the hotel and in the park adjacent to the hotel. One can buy a viewing ticket for a smallish fee, or buy a catalogue for a whole lot more, or buy a bidding pass for even more in order to bid on the cars. Auctioned vehicles display a form listing the year, make and model of the car with an estimated range of values. The quality of the cars in terms of rarity and level of preparation was extremely high, certainly the best in the last four or five years. Porsche sales at the RM Auction included a '61 356 S-90 race car in silver going for \$60,000; a matching numbers silver '58 356A Super with GT modifications sold for \$129,250; a '55 Speedster with a 1750cc 912 motor and front disc brakes with 12 volt conversion, fully restored, sold for \$167,500, while a 1958 silver Speedster with "upgrades" was a

no sale at \$170,000. A red '62 356B T-6 roadster sold for \$170,500. One surprise was an '81 935/78 "Moby Dick" race car with a modest racing history selling for \$550,000. In the good buy category was a fully restored '67 912 soft window Targa that had an estimated range of \$50,000-\$70,000 but was sold at \$35,200. Russo and Steele sold a '73 911 RS described as having had a mechanical restoration at a cost of \$50,000 plus for \$286,000. These may seem like generous numbers until you saw all the Ferraris going for \$1 million plus. Even a '66 Ferrari 330 GT 2+2 sold for \$115,000. It wasn't too long ago that these cars were selling in the \$30,000 range.

Friday, Saturday and Sunday at Laguna Seca Raceway, sorry, Mazda Raceway, are the main reason that many people attend these events. Racers sign in on Thursday, practice on Friday and race on Saturday and Sunday in ten lap events. SDR member Stanley Gold had a number of his Shamrock Racing Porsches on display in the paddock and on the track. Among others, he had a 356 Speedster, Abarth GT and a 904. The cars were displayed in the pits with car racing histories set out on sandwich boards. Another SDR racer in attendance was Kaid Marouf, although racing an Alfa Romeo and not a Porsche. On the track, Porsche was well represented in the 1955-1962 GT class. Two 356 Porsche Abarths finished 3rd and 4th behind a 1962 Aston Martin DB4. In the 1973-1982 IMSA class, Ransom Webster of Reno, Nevada, finished 3rd in a 1976 935/K3, and Bruce Canepa was 4th in a '79 935, behind two large bore Chevrolet racing cars, a Monza and a Corvette.

Jaguar, as the honored marque at the Raceway, had a ton of historically significant cars. The main display tent featured a history of Jaguar Racing with

Bob Tullius' Group 44 race cars in white and green livery, with visual displays and videos recording their racing victories. Outside the tent there were a number of new Jaguars, including the XKR models outfitted with superchargers and super prices. Another exceptional display was the 50th Anniversary of the '62 Ferrari 250 GTO. There were only 25 or so '62 250 GTOs ever built and many of the cars were in attendance. It was a tremendous thrill to see so many of these irreplaceable cars on the track on Saturday. And they were racing each other.

There were more vendors displaying their wares this year than we have

seen in the past. Even if the economy is not doing well, you would not believe it based on the displays. A full scale mockup of a private passenger jet was on display, with a line of people waiting to go through the cockpit and passengers' compartment. The race crowd did seem smaller this year, about the only place where this was true during the week. I heard several complaints about poor organization from racers who complained they had been assigned to a pit where others had been assigned at the same time. For the first time ever there were even empty pit areas. Last year the race's organizing body declined to continue with management from the founding body, Steve Earle. Earle moved his

Historic's crew to Infineon Raceway in Sonoma and his event is now run in June. For whatever reason that the crowd was down a bit, the quality of the cars and competition on the track was still outstanding. If you had the energy to return to the track on Sunday or opted to go to Pebble Beach for the Concours on Sunday, you were not disappointed there either. Advice for next year? Reserve your hotel room early, get lots of rest before you come, and remember Sunday is the best day to drive as long as you have to leave and arrive early. Going through Los Angeles traffic on Sunday afternoon or evening is impossible. See you next year. 🐦



MG TF roadster



Porsche pair: Carrera coupe with 4-cam racing motor and 356 roadster with pushrod 4-cylinder engine



Streets of Carmel Concours and outstanding collection of early 911 Porsches in front of historic Carmel Market



Priceless restoration of 1952 Porsche pre-A 356 cab

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

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

2011 Season Pass available online!!! Pay nothing up-front, commit to all days of all DE or TT events*, save \$25 per multi-day event (\$10 per single-day event) and get a free shirt!

*You may miss up to 3 event-days. More information is available online. Complete details will be sent to you after you sign up and you may opt out at that time with no cost or obligation.

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

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

- | | |
|--|---|
| <input type="checkbox"/> January 22-23 | Streets of Willow Springs |
| <input type="checkbox"/> March 11 | Auto Club Speedway - Infield (one day, no points) |
| # <input type="checkbox"/> April 8-10 | Auto Club Speedway - Roval (three days, TT only) |
| <input type="checkbox"/> May 21-22 | Chuckwalla Valley Raceway |
| <input type="checkbox"/> September 24-25 | Willow Springs Raceway - 2.5 mi Road Course |
| <input type="checkbox"/> October 21 | Auto Club Speedway - Infield (one day, no points) |
| <input type="checkbox"/> November 12-13 | Buttonwillow Raceway Park |

*Zone 8 Festival of Speed - Registration is only available online at www.clubregistration.net

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

Do you have a: _____ Signed _____

Competition Permit? ☐ Yes ☐ No Log Book? ☐ Yes ☐ No

Car Year _____ Model _____

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

Do you have a: _____ Signed _____

Competition Permit? ☐ Yes ☐ No Log Book? ☐ Yes ☐ No

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 One day Entry Fee at \$210 per driver (\$195 online; note day above)..... \$ _____
 Optional Timed Runs at \$30 per driver (\$25 online; \$50 at track)..... \$ _____
 -\$10/\$25 Discount for Season Pass holders (previous registration required).. \$ _____
 \$25 Late Fee (postmarked/faxed within 2 weeks of event)..... \$ _____
 \$100 On-site Registration Fee (if registering week of event or at track)..... \$ _____
 \$30 Transponder Rental (or you MUST enter your # to the right)..... \$ _____
 \$10 2011 Zone 8 Competition Permit or Log Book..... \$ _____
 Total Fees: \$ _____

If no Transponder Rental, enter your Transponder #

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San Diego, CA 92120

Or Fax to: (619) 303-2749 (w/no cover)

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

Membership

New Members

Phil Bell
San Diego, CA
1995 C4 Cabriolet

Greg Carter
El Cajon, CA
2011 GTS Coupe

Melissa Clark & Russell Clark
San Diego, CA
1980 911SC Coupe

Troy Daum & Art Daum
San Diego, CA
2001 996 Turbo Cabriolet

Bill Davidson
Del Mar, CA
1989 Carrera Speedster

Jim Democko & Nancy Morgan
Santee, CA
1978 924 Coupe

Keith Douglas & Christine Stuart
National City, CA
2012 911 Coupe

John Folsom & Josh Folsom
La Mesa, CA
2007 Cayman Coupe

John Harper
San Diego, CA
2009 Cayman Coupe

Scott Lankford
Camp Pendleton, CA
1997 Boxster Roadster

Steve Marshall & Annie Marshall
Oceanside, CA
2006 Cayman S Coupe

Ian Middleton
San Diego, CA
2012 Cayman R Coupe

Derek Miller
Cardiff, CA
2008 Porsche Other

Marcus O'Bannon
Oceanside, CA
2003 911 Coupe

Joel Peavy & David Elovitz
Poway, CA
2001 996 Coupe

Livio Santini & Mariela Macklis
Coronado, CA
2012 Boxster Cabriolet

Peter Sill & Runi Sill
San Diego, CA
2007 Cayman Coupe

Masa Teraguchi
La Jolla, CA
2004 911 Carrera Cabriolet

Kip Tseng & Jade Lo
San Diego, CA
2008 Boxster S Roadster

Keith Williams
Escondido, CA
2000 Boxster-S Cabriolet

Anniversaries

Five Years...

Bruce Hoover
Ronnie Hovden
John Lemperle
Matthew O'Neill
Markus Schnell
Randy Truax
Sandy Vander Lans

Ten Years...

Keith Carson
Joseph Elumba
Farschin Samimi
Steve Swinton

Fifteen Years...

Larry Bevins
David Schultheis

Twenty Years...

Malcolm Labar
Tom Schoch

Twenty Five Years...

Stephen Miller

Join, Renew, Update

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

For questions about your membership status or delivery of your Windblown Witness, send e-mail to membership@pcasdr.org.

September Board Meeting

Board Minutes

The September 2011 Board of Directors meeting was held at digital OutPost, Terry Barnum's company offices. Board members in attendance were Carl Scragg, Monique Straub, Cathy Young, Terry Barnum, Bill Behun and Leigh Rayner along with Curt Yaws as advisor. The meeting was called to order at 7:12 PM. Minutes from the August 2011 meeting were approved unanimously.

President's Report

Carl and Curt met with Hoehn Porsche and Pioneer Porsche who have agreed to joint sponsorship of the Club. Both will be allowed to have a car at the SD Auto Show and New Year's Eve party. Black Forest also expressed an interest in placing a car at the show. Carl suggested that Tech Sessions, Tours and Cars & Coffee events begin at Hoehn or Pioneer.

Carl briefly described the Auto Show volunteer planning meeting held at Keith Verlaque and Martha McGowan's home last week. Cathy will coordinate with Keith for budget requests.

Treasurer's Report

Cathy presented the Balance sheet and Profit & Loss for the month of August and Profit and Loss Year-to-Date comparison. Cathy's report was approved unanimously.

Carl requested that the Instructor Appreciation driving event be funded this year. The 2010 tax return has been completed and submitted. Leigh inquired about tax planning for next year. Cathy will continue to investigate raffles and whether submitting

a particular form might designate the Club as a tax-exempt entity in regards to raffles.

Accounts are reconciled as of the end of August. Cash in was greater than cash out which resulted in a net increase in cash. Major expenses included an AX, Vintage Racing, Concours and Windblown Witness printing. Major income sources included an AX, Windblown Witness advertisers and the New Member Social.

Chair Reports

Autocross (AX, pre-reg, reg, CW, equip, logistics, safety, tech inspect, tech adv, timing). Jerry Bumpus reported that AXs are going well and the X-car policy in place is still appropriate. He requested that no changes be made to the pre-registration verbiage at motor-sportsreg.com.

Auto Museum. Michael Harris reported via email that September is the last month for the Pontiac exhibit. October's exhibit will be of Volkswagens from 50's & 60's. On 9/11, The Greatest Show on Turf at Liberty Station will be showing off a variety of hot rods and autos.

CDIs. Bill Behun will approach the Stadium for possible dates in May for the 2012 Performance Driving School.

Concours. Steve Lopez submitted the Concours reconciliation. Attendance was lower than in previous years due to an unforeseeable conflict with the Porsche Parade. He requested 8/11/2012 for next year's Concours.

Goodie Store. Skip and Leslie Shirley reported that they are all ready for the Coronado Festival of Speed on 9/24-25. Bill volunteered to retrieve the credit card machine from the trailer for them.

They will have a booth at the SD Auto Show.

Insurance. Tom Golich reported that he submitted insurance requests for Willow Springs and Coronado Festival of Speed.

Membership. Angela Avitt reported that membership is up 35 from last month. Primary 1425, Affiliate 1071, Total 2496. There were 91 on time and late renewals. Katie will assist Angela in recruiting new members at the SD Auto Show. The Board unanimously approved the purchase of decals, half of which will be designated for the Goodie Store. Angela was congratulated on selling out the New Member Welcome and Volunteer Appreciation party.

Military Liaison. Don Auten requested 10/9 for a Tour For Wounded Warriors and described the day's schedule. The date was approved unanimously. There is a parts swap meet in Oceanside on the same day but it was determined that it would not significantly affect attendance. The night tour scheduled for 9/8 has been cancelled.

Policy/Procedures & Region Rules. Tom Brown reported that the revised Zone 8 rules have been posted on the Zone 8 website for comments and asked for feedback.

Social. Angela Avitt reported that the Last Tuesday Social at Yanni's Bistro was well attended with over 40 people. The 9/27 Last Tuesday Social will be held at Miguels in Old Town and Rock Bottom Restaurant and Brewery on 10/25. Motorhead Monday will be held at Hacienda Casa Blanca on 11/21.

Tech Sessions. Martin Lipp and Jim Binford reported on the upcoming 9/21 Tech Session at Absolute Perfection. They are working with All German

Auto in Escondido to schedule a Tech Session. They have begun discussions with Hoehn Porsche for a Tech Session to see the new 991 in February.

Time Trial (TT, DE). The Grand Prix Region would like to rent the Club's timing equipment on 11/19-20 at the Pomona Fairplex. Chuck Sharp offered to transport and be responsible for the items. A motion was approved unanimously to rent the equipment providing payment is made at the end of the event.

Tours. Carl stressed continued vigilance on safety. Mike Brown was thanked for his efforts in expanding tour participation.

Vintage Racing. John Straub reported that everything is in order for the Coronado Festival of Speed. He requested volunteers to help park cars on Sunday.

Web Team/eMaster. Tom Brown reported that pcasdr.net web hosting will be transitioned to a more cost-effective provider. He requested a volunteer to help with the day-to-day web duties. Marc Riesenbergs is working with Hoehn to place ads on the website. Carl will continue discussions with Pioneer.

Witness Team. No report. Carl requested replacement suggestions for the Windblown Witness editor.

New Business

Martin Lipp proposed holding Board meetings at a restaurant. It was decided that the January meeting will be held at Giovanni's. Cathy suggested meeting to brainstorm ideas for new committee chairs after the new Board members have been selected.

Adjournment

Terry was thanked for his hospitality and the meeting was adjourned at 9:12 PM. The next meeting will be Wednesday evening, October 5th, at Curt and Janet Yaws' House. 📍

WOUNDED WARRIOR TOUR



AS A THANK YOU FOR THEIR SACRIFICE AND SERVICE, PLEASE JOIN US FOR A 4 HOUR TOUR. 0830 ASSEMBLE IN THE PARKING LOT AT PARK BLVD. AND PRESIDENT'S WAY (ADJACENT TO VETERAN'S MEMORIAL) FROM THERE WE WILL PROCEED TO BALBOA NAVAL HOSPITAL AND PICK UP OUR GUESTS AND HEAD OUT.

ENDING AT THE MARINE CORPS AVIATION MUSEUM ON MIRAMAR WAY FOR LUNCH, RALPH TURNER HAS MAPPED OUT A STUNNING 2 + HOUR ROUTE THROUGH THE EAST COUNTY HILL COUNTRY. WE WILL THEN RETURN OUR SOLDIERS TO THE HOSPITAL AROUND 1:00PM

PLEASE SIGN UP ON THE PCASDR FORUM "[WOUNDED WARRIOR DRIVE](http://pcasdr.net)"

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Car Trailer For Rent - great open top car trailer, has a tire rack, storage box, all equipment, ready to go. lewis.wise27@gmail.com or (619) 890-0756

Trailer for rent Open Carson Car Hauler. Complete system with tie-downs. Special ramps for low-profile cars. Great for track cars. Call for pricing. (619) 889-9331

Street Cars

01 Boxster 62k miles, blk/ blk, 5 sp, comfort & sport packages, memory seats, 60k service, excellent condition. Dieters/ Hoehn Serviced. \$13,995. jadduncan2@yahoo.com. (858) 350-4589

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

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

1986 Porsche 944 Turbo 45,000 miles. Mint condition. Recent full service with belts and rollers. New Michelins. All original excellent example. \$16000. (619) 884-5936

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 Cabriolet Stunning Midnight Blue with coordinated paint on console, full leather, power seats, six speed, 18 inch wheels, one owner, showroom condition, 30K miles, Pioneer serviced, kept covered in garage since new. This is a rare find. \$28,900 Call Skip @ (858) 449-2229

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

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

2006 Cayman S, 6 speed, Arctic silver/ black leather, 20K miles, new tires @ 16K, Bi-Xenon, power, heated seats, Bose sound, one owner, \$35K (858) 674-7540

2007 911 Carrera S Coupe Gorgeous White/ Sand beige interior, Sport pkg, 16K miles, Excellent condition/ Nav/6 Disc/ Sun Roof/ Non Smoker, \$58K (619) 587-5802

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

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

Track/Race Cars

1984 944 SPEC Dyno at 135RWHP, 2 sets of wheels, rebuilt transmission, short 5th, LSD, new clutch, exhaust, registered and past 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

World's best 914 Race Car The World's best race prepared 914, Sunkissed. This beautiful 914-6 is built for vintage racing by Patrick Motorsports. Expertly maintained by Wayne Baker Racing. A beautiful, unique and fast race car, as seen in Vintage Motorsport and other magazines. Many podium finishes at Road America, Sebring, Watkins Glen, Laguna Seca, Road Atlanta, Mid Ohio, California Speedway and more. HSRW season Porsche champion. Correct 2.0L, 901 build to vintage specs and eligible for all your favorite race events: HSR, SVRA, VSCDA, HSRW, PCR, BRIC, and more. Spare gears and parts included. In excellent condition and ready to race. \$55000. (602) 421-9134

Parts

Wheels Turbo twist 18" Alloys from 2001 Carrera 996, great condition, incl center caps \$175 each (760) 716-4017

911/930 Decklid Black decklid (engine lid) with Turbo spoiler for sale. All original Porsche OEM parts. Fresh black paint from Victory paint. \$800.00/B. O. (619) 889-9331

New Pagid Orange Brake Pads: 1 set U1204-RS44, \$175. Priced 25% below market. Sold car so not needed. Brand new. Call Robert at (858) 997-3955.

Porsche 930 full exhaust Schnell stainless headers w/heat. B&B single outlet 3" oval muffler. Excellent condition. \$900 or \$450 each. (619) 884-5936

986/996/987/997 DeepSump Kit BreyKrause R9095/LNE kit adds 1/2qt to oil sump

capacity, includes new LNE oil pickup spacer. Fits '97-'08 M96/M97/Boxster/Cayman/Carrera. List \$283, price \$160. Russell rdshon@san.rr.com (858) 442-7466

"Turbo" Wheel Center Caps Set of 4 factory silver "Turbo" wheel center caps in excellent condition. Single groove style. \$50. Russell rdshon@san.rr.com (858) 442-7466

86 Turbo Phone Dials Set of 4 16" x 7" 23mm offset. Painted black centers, no center caps.

Kumho racing tires. Asking \$500. (760) 670-5177 brianw@studiowilke.com

7.5x9x17" track wheels Cup replicas with early 911 offsets (fits SC, Carrera, and '73RS 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, 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

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

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

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

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

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

Wanted

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

912, daily driver wanted, (619) 200-4939

996 Car Cover Looking for a cover for my Garage Queen. 2004 C4S Cab. Jim (619) 247-7796

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

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

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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).

To reach committee chairs, use the following email addresses. All emails end in @pcasdr.org.

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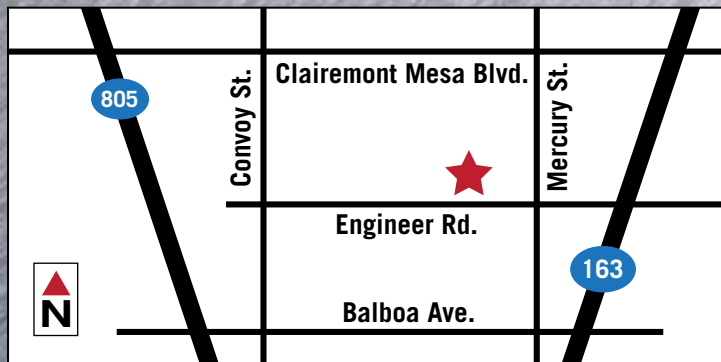
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Susan Brown, Editor

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