



# WINDBLOWN WITNESS

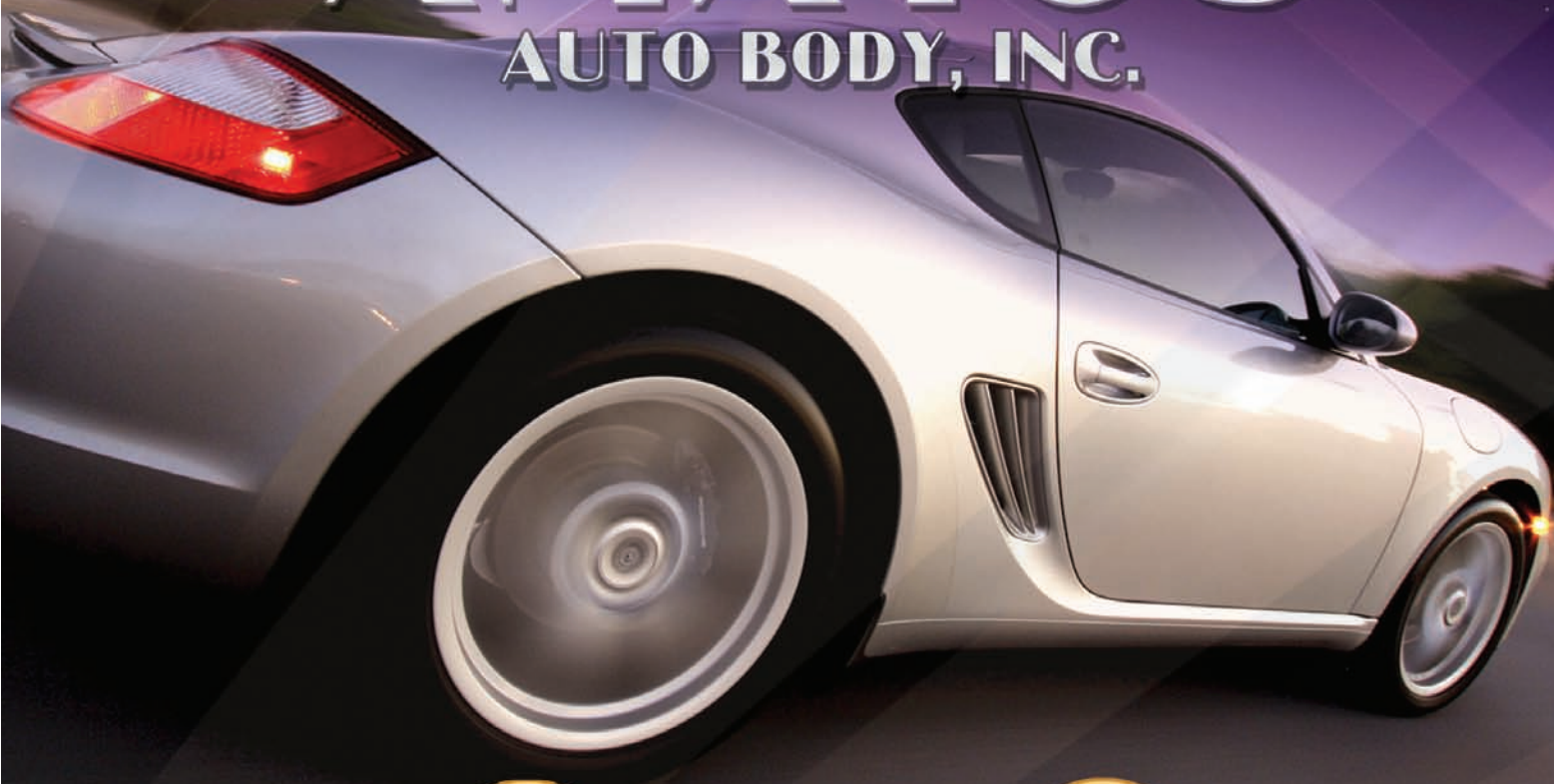
The official publication of the San Diego Region Porsche Club of America

December 2011



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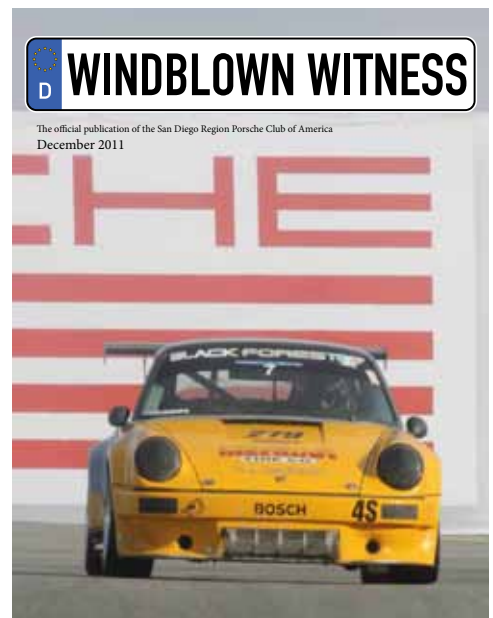


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### On the Cover



David Quesnel at Laguna Seca. Photo by Greg Phillips.

# WINDBLOWN WITNESS

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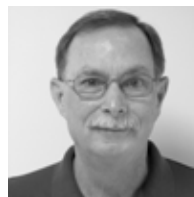
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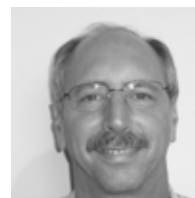
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# San Diego Region 2011 Committees

SDR email addresses are located on page 31

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	<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		

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Mark Bray  
Hassan Zaidi

### Chief Driving Instructors

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Sean Molloy  
Larry Bevins

### Pre-registration

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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

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Mark Rondeau  
Dave Malmberg

### Tech Inspection

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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

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### Chief Driving Instructor

Jack Miller

### Pre-registration/ Registration

Robert Baizer

### Safety

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### Timing

Robert Baizer

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and

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Cost: \$100 per person

Place: The Convention Center

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Or, fill in the information below and mail to:

PCA-SDR, 12653 Crest Knolls Court, San Diego, CA 92130.

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

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

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

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

Total amount to charge: \_\_\_\_\_

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

Please make checks payable to: PCA-SDR.





# On The Last Lap

*By Carl Scragg, President*

I find myself on the last lap. It's too late to change tires or suspension settings but it looks like there's just enough fuel left in the tank to complete the race. By the time you read this, I will have taken the checkered flag and begun my cool-down laps. Greg Phillips officially takes over as Club President at the December board meeting. I'd like to be the first to congratulate Greg and to thank him for all he does for the club.

During 2011, the board continued the conservative fiscal policies initiated under Curt Yaws' leadership in 2010. Last year, the belt-tightening program was successful in stopping the flow of red ink, and this year we were able to start replacing some of our depleted cash reserves. We have been very fortunate to have Cathy Young, a CPA, as our Club Treasurer. She was instrumental in setting up procedures that allowed the board to establish reasonable overall annual budgets and to track our financial performance relative to the budgets throughout the year. But of equal importance was the way our committee chairs almost universally embraced the need to hold fast on budgets. We haven't seen the final treasurer's report for the year, but I'm confident that the Club is now in a much better financial position due to everyone's dedication.

This year we combined our two different big-track series, the Driver's Education and Time Trial events, under the leadership of our longstanding Time Trial Chairs, Jack Miller and Robert Baizer. This eliminated the confusion that sometimes occurred when we had separate DE and TT chairs. Now the events occur at the same track on the same day, divided into their own run groups. The DE's are primarily educational events for drivers who are new to the big-track experience. During the DE run groups, all our novice drivers get paired with an experienced instructor. Previously, we required that new drivers must have already participated in quite a number of autocross events before they were permitted to move up to the big tracks. But by expanding the instructional programs at our DE's, we have been able to

open up the events to more drivers—this has been accomplished safely and without serious incidents. The financials look so good that the Board is already looking at price reductions for the 2012 events.

We had been struggling with reduced attendance at our autocross events as well. At one time, the San Diego Region's autocross events had little competition from our neighboring regions and we regularly saw many drivers coming down from L.A., Orange County, and Riverside to participate at Qualcomm Stadium. But times have changed, and several other regions in Zone 8 have established very good competitive autocross programs of their own, so we no longer get 20-30 drivers from other regions coming to our events. And to make the financial situation even more difficult, the City of San Diego increased the rental fees on the stadium by over 30%. Given this background, the Board decided to open up our autocross events to non-Porsches. We are typically getting about 20 "X-cars" at each event, and those 20 entrants have been the difference between running in the red and running in the black.

We held our first Oktoberfest this year, at the German American Club in El Cajon, complete with German food, beer, music and dancing. The event was used to welcome new members and to recognize the efforts of our hard-working volunteers. Organized by Angela Avitt, the event was a complete sell-out. Hopefully, this will become an annual tradition.

The Coronado Speed Festival is already a solid SDR tradition. Under the leadership of John Straub, the region's hospitality tent at the Speed Fest keeps getting bigger and better. The event has become so successful that we're hearing talk of making it a Zone 8 event rather than just an SDR event.

And if all of these events aren't enough to keep your interest, we have a major dual event coming up. The San Diego Region has been asked to host a special Porsche exhibit at the San Diego Auto Show, running from Dec. 29 through Jan. 1. We will be the sole Porsche presence at the auto show, and it's our intention to showcase the history of the

marque in an exhibit entitled "Porsche, a 60-year Love Affair". Porsche has not been represented at the SD Auto Show for several years now due to the decision by PCNA to support only the 4 biggest auto shows in the US (LA, New York, Detroit, and Chicago). Skip Shirley and Michael Harris have been busily putting together a great collection of cars, and we expect this to be one of the premier exhibits in the entire SD Auto Show.

To finish off the year in style, the club is planning a big New Year's Eve Party to be held in conjunction with the SD Auto Show. This party is being held instead of the traditional Installation Dinner. We will be partaking of cocktails and hors d'oeuvres as we enjoy a semi-private viewing of the Porsche exhibit as well as all the other cars in the SD Auto Show. After seeing all the exciting cars, we will go upstairs to the Grand Ballroom of the Convention Center to be served a full three-course meal, complete with wine, and desert. After dinner, the party really gets moving. We have booked an exciting blues/classic rock band for your entertainment. The Blues Doctors play the kind of music that makes you want to jump up and join the party. Oh, and did I mention that the band features Jack Miller on lead guitar and Robert Baizer on percussion (yes, the same Jack and Robert who organize our Time Trial and DE series). At midnight, we will enjoy the traditional champagne toast as we watch the fireworks over San Diego Bay.

A special thank you goes out to our major club sponsors, without whom the Auto Show and the New Year's Eve Party would not be possible. Pioneer and Hoehn have generously agreed to support the club at the highest level—our Platinum Level Sponsors. Gold Level Sponsors are Black Forest, RSR Autosports, and Computer Integrated Machining. Silver Level Sponsors are Mirage Intl. and Autobahn. Please stop by and thank these business owners who have so generously supported PCA-SDR.

This has been a good year and I've enjoyed the honor of acting as your president. The club members continue to amaze me with their energy, generosity, and creativity. Happy holidays and best wishes for 2012.

# December 2011

## Thank You to Our Auto Show Sponsors!

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Black Forest

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Please support these Club sponsors who make it all possible!

## 07 Wednesday Monthly Members and Board Meeting

### Time:

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

### Place:

Home of Cathie and Wayne Aymar  
2154 Brookhurst Drive  
El Cajon, CA 92019

## 17 Saturday SDR Autocross

### Place:

Qualcomm West Lot

### Details:

Online registration at [pcasdr.motorsportreg.com](http://pcasdr.motorsportreg.com). 2011 competition is over—bring out your “other” car.

## 18 Sunday Toy Drive

### Time:

9:30 A.M.

### Place:

Miguel's Cocina  
2444 San Diego Ave  
San Diego, CA 92110

### Details:

Meet at Miguel's for breakfast, then deliver Santa and toys to Rady Children's Hospital. Contact Kathy Alnwick for more information at 619-229-1515 or [imthekaps@yahoo.com](mailto:imthekaps@yahoo.com)

## 27 Tuesday Last Tuesday Social

### Time:

6:00 P.M.

### Place:

Mister A's  
2550 Fifth Avenue,  
San Diego, CA, 92103

## 29-1 Thurs-Sunday San Diego Auto Show

SDR will be putting on the featured exhibit. We will be displaying 15-18 Porsches that will capture our 60-year love affair with the marque. We will need many volunteers to help with the exhibit. Please contact Martha McGowan at [prereg1@cox.net](mailto:prereg1@cox.net) or 619-938-2697 if you can help.

### Show Dates and Hours:

Thursday, 12/29: 10 a.m. – 9 p.m.  
Friday, 12/30: 10 a.m. – 9 p.m.  
Saturday, 12/31: 10 a.m. – 7 p.m.  
Sunday, 1/1: 10 a.m. – 7 p.m.

## 31 Saturday New Year's Eve Party

### Time:

7:00 P.M.

### Place:

San Diego Convention Center  
111 West Harbor Drive  
San Diego, CA 92101

### Details:

The San Diego International Auto Show will reopen to a select group of Porsche enthusiasts who will be able to explore the show without the crowds and will include a cocktail reception. After that, we will move to the banquet room, reserved just for PCA-SDR, for a catered New Year's Eve dinner. After dinner, the Blues Doctors (Jack Miller and Robert Baizer's band) will provide the music for your listening and dancing pleasure. At midnight, we will have the traditional champagne toast to bring in the new year of Porsche enjoyment. All this for only \$100 per person! Online registration at [pcasdr.motorsportreg.com](http://pcasdr.motorsportreg.com).

If you prefer to register by mail, see page 4.



# January 2012

## 04 Wednesday Monthly Members and Board Meeting

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

Place:  
Giovanni's Pizza  
9353 Clairemont Mesa Blvd  
San Diego, CA, 92123

## 07-08 Saturday-Sunday Z8/SDR DE/TT

Place:  
Streets of Willow

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

## 21 Saturday Z8 President's Meet- ing/Award Banquet

## 28-29 Saturday-Sunday Z8/SDR DE/TT

Place:  
Chuckwalla

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

## 31 Tuesday Last Tuesday Social

Time:  
6:00 P.M.

Place:  
KnB Wine Cellars and Bistro  
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San Diego, CA, 92120



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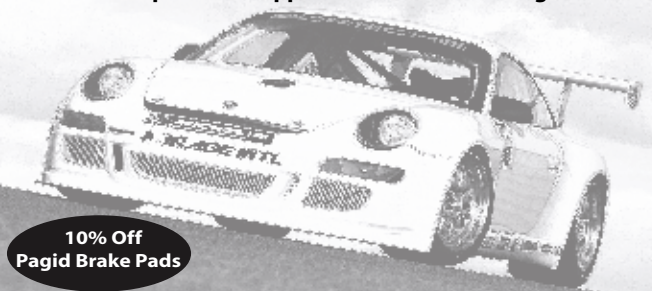
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# Dr. Porsche, and the Volkswagen Display Continues

*Text and photos by Michael Harris*

The current display at the San Diego Auto Museum in Balboa Park features Volkswagen. The display features seventeen distinctive VWs ranging from a 1952 Type 1 Beetle built for the German market, (complete with split rear windows and no chrome) to one of the last Beetles ever built, with several very unusual cabriolets in a group of three open top cars, two vans, a Baja 1000 race car, two Karmann Ghias, one high performance Bug built by a local tuner, three customized front drive GTi type coupes, two Type 3s and a . . . come see for yourself. In addition to great graphics covering VW's history from the mid-1930s to present day, three video monitors relate the early story in the Nazi era of the 1930s to the 1940s and 1950s; a recently shot video displays the new Dresden Transparent Factory where VW's expensive Phaeton luxury sedan was built in the heart of historic central Dresden; and another video deals with VW's early efforts at selling the product.

As many of you know, the idea for the Volkswagen was a joint effort between Germany's Chancellor, Adolf Hitler,

and Dr. Ferdinand Porsche. Dr. Porsche had an idea to build an inexpensive four-passenger, two-door coupe with a rear engine and transaxle built of light weight but strong materials, but he had no financing. Hitler, Germany's elected Chancellor (prime minister), desired to create an inexpensive car for the German masses. He enabled Porsche to receive funding from the German government to build several prototype vehicles to test the feasibility of the idea. One of the videos features Professor Porsche's son, Dr. Ferry Porsche, explaining the concept in 1937. Porsche believed that this vehicle, named the KdF wagen (*Kraft durch Freude*—the "Strength through Joy" vehicle—but always referred to as the People's Car or Volkswagen), could be so inexpensively produced and economical to operate that the average German worker could afford one, similar to the concept Henry Ford had of the Model T. The government implemented a program enabling Germans to sign up for the car. About 300,000 eager Germans signed up to buy a VW, but no cars were ever delivered. Germany's invasion of Poland in September 1939 ended the civilian program. Instead, Porsche produced 14,000 Kubelwagens for the war effort. A similar design was

reproduced years later as "The Thing," an open 4-door that was capable of being driven over rough roads and even off road.

Another video displays VW's "state of the art" factory known as the New Transparent Factory (the title may sound better in German). It is located in downtown Dresden, east Germany. The New Transparent Factory fits in among beautiful old buildings. In fact, the buildings look more like an art museum than an auto plant. The structure is largely glass while the interior features wooden flooring with moveable floor panels that slide to enable car construction to be performed with overhead moving cranes that allow workers to move the car into different positions automatically. All technicians are dressed in white overalls with white gloves. It looks more like a surgical theater than an auto factory. The upscale VW Phaeton was built here.

The display vehicle that most resembles the original concept VW is a 1952 Type 1 Beetle built for the German market. Powered by an opposed 4-cylinder air cooled 1,100 cc engine, similar to the early Porsche motors, the motor



1966 Westphalia camper ready for camping at the beach



Dr. Ferry Porsche in 1937 interview explains the Volkswagen concept



produced 24.5 horsepower and returned 34MPG in propelling the 1,600 pound vehicle. The car contained no chrome as the hub caps and bumpers were painted. Contrast that with the typical American car of 1952 that weighed more than twice as much, was heavily ornamented in chrome, while the engine displacement was in the 2,500 cc and up range, returning 12-14MPG fuel mileage and cost twice as much. The Beetle was definitely a new concept.

Two other display vehicles that show what power can be tweaked from a simple air-cooled 4-cylinder engine are the Chenowith 1000 Baja full race dune buggy and a heavily modified 1969 Karmann Ghia Baja-style coupe. The Chenowith 1000 was built in 1977 and won the Baja 1000 race three times, in 1978, 1980 and 1981. The car was completely rebuilt in 2011 and won the NORRA 1000 race in Mexico in the unlimited single-seater class. The car weighs 1,500 pounds and the 2276cc engine produces 160HP. The Baja Karmann Ghia is powered by a 2276cc 4-cylinder, air-cooled motor that has a balanced and blueprinted engine featuring roller rockers, ported heads, 10:1 compression and two huge dual-throat carburetors. Power is estimated at 153HP.

Two unique VW vans are also part of the collection. First is a 1966 Westphalia Camper Van in dark green with full tent and camper package that is fully restored and ready to camp at the beach. A mid-70s Hippy Van with full murals depicting period rock and roll and folk singers is also featured. The front of the van is painted with "The Rocky Horror Picture Show" and facial paintings of Joni Mitchell, Judy Collins and Joan Baez. On the rear of the van are the Beatles, together with the Yellow Submarine. One could spend a good 15 minutes looking at and identifying all of the rock stars.

In the center of the display are three open VWs. First is a beautifully restored cabriolet. Next is another cabriolet that had been restored but was burned in a garage fire. The restorer was devastated by the

damage to his car and sold it. The purchaser has restored the mechanical aspects- brakes, motor, transaxle, etc, but left the exterior in the rusted and burned condition resulting from the fire. A trailer and "accessories" have been added including a period Coca-Cola ice chest, Red Flyer wagon, and many other whimsical touches. This vehicle alone is worth the price of admission.

New to the Museum this month is the Car Club Car of the Month, a 1968 Mustang Restomod (or is it Restomod). This fully restored red with white Le Mans racing striped Mustang sports a Paxton supercharger

blowing through a 302ci Ford V-8. The car produces 357HP at the rear wheels. Stopping power is updated with front disc brakes, and a late model automatic transmission transmits power to the rear wheels. The owner received the original car as a 15 year-old high school student in March of 1985. She drove the then 6-cylinder drum brake Mustang until it had gone 300,000 miles. Tired to the point of retirement, she opted instead to restore the car in its current form, with the assistance of her father, a Ford mechanic and fellow Mustang fan. The results are well worth the time and money. Both father and daughter are members of the San Diego Mustang Club.



Hippy Van with Beatles, Yellow Submarine and Blue Meaney

Another new exhibit is a 1949 MG-YT Tourer 4-passenger convertible. Originally introduced in 1939, the car did not see production until 1949 because of WWII. The museum car is powered by a 1250cc inline 4-cylinder engine with 7.25 to 1 compression producing 54HP at 5,200RPM. The same engine powered the sportier two-place TD roadster. The YT-Tourer had twin SU carburetors and at a hefty 2165 pounds could still exceed 70MPH. New also was rack and pinion steering. The car was restored by Museum volunteers at the National City shop and Community College Continuing Ed students assisted with the upholstery.

The Children's section sports an entire back wall covered with crayon colorings of different cars in the Museum. Very colorful indeed. And in case you missed the movie, "Cars 2" is playing on the video player. The next display will be all about Woody. Once we have additional information, I'll pass it along to you. Until next month. 🐶



Baja Dune Buggy type Karmann Ghia

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# Rennsport/Quail Weekend

*Text and Photos by Mike Partain  
Photos by Greg Phillips, Kathleen  
Partain*

Fabulous, fantastic, fun. How else can you describe a weekend in Monterey with almost two-thousand Porsches, including several hundred of the most renowned examples ever made by our favorite manufacturer. The Rennsport/Quail weekend, as I refer to it, might have been sensory overload to the novice car fan, but to the thousands of Porsche-philosophers present, it was one of the best experiences imaginable. There have been many articles written about Rennsport IV and a few about the Porsche Race Car Classic at the Quail Lodge Golf Club in Carmel Valley, near Monterey, so you probably already know the facts of the events. Therefore, I thought I would try to personalize the experience with observations from our small group of six Porsche fans, who had a wonderful drive up the coast, culminating in fine cars, fine dining and a lot of fun.

We had a marvelous time in Monterey a few weeks back, including a wonderful drive with two other couples in a mini caravan of two 911's and our Boxster. Our traveling company consisted of Jim and Joanne Hyldahl, with their striking 2009 C4S in white with black Fuchs, which missed first place in this year's concours by less than one point; John and Margie Swanson, who picked up their beautiful new blue Carrera earlier this year in Germany; and my wife Katherine and I in our Carmona Red Boxster that we purchased new at Pioneer in 2004 and now has over 127,000 miles on it, a testament to Porsche reliability. We started on Highway 15, then to 101, switching to Highway 1 from San Luis Obispo to Monterey. The weather could not have been any better for our coastal cruise through Morro Bay, Cayucos, Cambria, by San Simeon, all the way to Carmel and Monterey. We had to stop at San Simeon beach to observe hundreds of elephant seals who had made that beach their home for the

season. The traffic was light and curves were hot, so we had a terrific drive in preparation for the Porsche weekend of the year in California. We arrived in Monterey about sunset, had some drinks and dinner, then retired to our rooms at the Best Western Beach Resort right on Monterey Bay. It just kept getting better from that point on, throughout the weekend's festivities.

Friday was the best picture-taking day at Laguna Seca because the crowds were smaller than they would be on Saturday and Sunday. There were unlimited opportunities for photographers to go wild with their cameras, from the racing history of the 911 display with some of the most important cars on view in the garage area, to the fabulous banners depicting each series and informative histories placed near each vehicle. There was Porsche Park, where I met my new best friend, Derek Bell. Porsche Park featured autograph sessions with driving luminaries such as Bell, Hurley Haywood, Brian Redman and others. Even Sally from the Cars movies was there, full size blue Carrera with a big smile. Maybe she was hoping to meet a sexy new Turbo. Porsche unveiled their newest 911 Carrera at the Park and it looks sleek and ready for action. May I have one, please?

Static displays are great for getting a perspective of past and future, but the proof is in the pudding, or driving in this case. With three days of practicing, qualifying and racing, everyone had multiple opportunities for capturing the exact models or series they were most interested in photographing or filming. There were just too many cars to list them all here, but you can rest assured they were all there at Rennsport.

We saw virtually every model of race Porsches ever made, with many of them racing full out on the track. For a Porscheophile, it just doesn't get any better than this. There were all manner of 356 machines and Spyders, some 904's

and a large contingent each of 935's, 910's, 917's, 956's and 962's. Recent 911 Carrera Cup cars raced as well and they were extremely fast and well behaved. However, on Friday, during practice, we were at the corkscrew when an errant 962 took the turn too wide and was in the dirt coming down the hill with three cars not too far behind him. I was lucky enough to be in the right place at the right time and took a series of six shots of the car in the dirt and coming back on the track with the other cars bearing down on him.

Although there are a few pictures with this article, I have put up a folder on my Facebook page where you can see many more fine photos in living color. Katherine and I took over a thousand pictures over the weekend. Try whittling that down to a best 100 or best 10. Fun, but you need a lot of patience to go through that many pictures.

On Saturday, we were part of the Porsche Parade Lap at lunchtime. We were very fortunate to stage our car in line about five rows back of the pace car. That would prove fortuitous in a short while. We waited for about half an hour for the morning track to clear, along with the 100 (or so) cars lined up for the lap. Well, they said we would just be going around at a modest pace for one lap. As it turned out, that wasn't what happened. The pace car was a Porsche Cayenne, and by the way it moved, it surely had the high-powered V-8. We entered the track at turn five and took the first lap leisurely, in the forties, and then the pace vehicle came around turn 11, the left-hander onto the longest straight on the course, and he just took off. Well, of course a bunch of Porsche drivers aren't just going to sit there, so we all took off after him in short order! The next lap was more exciting, moving up into the 60's, maybe 70's down the front straight. After crossing the start-finish line a second time, we started what would have been lap three, but we were ushered off at turn five, where all the fun began. I



couldn't believe how lucky we were and how much fun it was driving down the corkscrew and flooring it down the main straight! In fact, Katherine, who was in the passenger seat with the top down taking pictures, said afterward she would be interested in going to the Skip Barber driving school at Laguna Seca. You can certainly guess what my reaction was at the possibility of returning for more speedy laps at Laguna Seca. I am in full favor of such an attitude on the part of my wife. Anyway, getting to drive on the course at Laguna Seca and sample the famous corkscrew was a fantastic experience!

I noticed in the program that local legend John Straub was racing his 914-6, #70, during the weekend. We watched his race, cheered him on, and caught up with him and his wife later at the Saturday concours on the paddock. This was another fine experience, seeing such beautiful racing cars on the paddock and meeting many of the drivers. As you probably know, John's 1967 patina 911 (or is that 911 with patina?) was featured in the November issue of Excellence magazine.

On Sunday, I went with Jim Hyldahl and John Swanson, both San Diego

Region PCA members, to a special show of the oldest race Porsches, called the Race Car Classic at The Quail golf course and country club. Jerry Seinfeld showed three cars there and during his talk provided insight about the cars he was showing. Additionally, Wolfgang Porsche made a short appearance and thanked the Porsche community for supporting the marque all these years. The event was a benefit for the Bonnie J. Ad-dario Lung Cancer Foundation and the UCSF Thoracic Oncology Program.

Among the early classic cars shown were Formula 2 and Formula 1 racers from the 1960s. Porsche tried Formula 1 during the cigar-looking cars era, the kind they raced in the movie Grand Prix. It is incredible that anyone could fit into one of those cars because they are so small and you are right on the ground. Overall, there were about 200 cars at The Quail, some of which raced on Friday and Saturday at Laguna Seca. I even met a factory driver, Lew Bracker, who drove Carreras in the 60's all over the West Coast. Mr. Bracker had a nice write-up in the Quail program, noting that he got interested in racing because of his friend, James Dean. He claimed to be with the nephew of James Dean and I had no reason to doubt him,

so I guess I met James Dean's nephew.

The history of early Porsche racing was well represented, including many rare 356's, Speedsters, Spyders and 904's, along with unusual cars, such as the Cooper-Pooper, the Bobsy-Porsche and Jerry Seinfeld's 1953 550 prototype that had many wins and podium finishes during its career. Although the event highlighted significant early Porsches, they were just sitting on the lawn. So, after lunch, it was time to get back to the racetrack for some more high-speed action, including my favorites, 956 and 962's, as well as RS Spyders racing at one of best tracks in the world.

We heard many superlatives from the announcers, drivers and guests about how well all the activities went at both locations. There was much talk about Rennsport V returning to Laguna Seca because of the positive response from car owners, drivers and fans. If Porsche brings Rennsport back to Monterey, make plans to attend, because there is nothing better for a Porscheophile than seeing and hearing these wonderful cars in their element on a fabulous race-track. 🏁



Unbelievable line-up of Porsches



The infamous Laguna Seca "corkscrew"



Drivers and other celebrities sign autographs



Derek Bell and Michael Partain



356s at the Quail



PCA President Manny Alban



Display of Spyders at the Quail



Wolfgang Porsche





Steve Grosekemper takes a break in PCA's tent



Keith Verlaque's RS America was showcased



Monique and John Straub with Michael Partain



Susie Amundson and Katie Kinninger enjoying the hospitality!



Ron Mistak



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Do you have a: Signed \_\_\_\_\_

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Driver Name _____	<input type="checkbox"/> DE <input type="checkbox"/> TT
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Member # _____	Region _____
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Driver Status:	Instructors, will you instruct?
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# San Diego International Auto Show

*Text by John and Monique Straub*

The Porsche Display at the San Diego International Auto Show will include these vehicles. Don't miss the show!

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## 1993 RS America

The RS America is a limited edition, performance-oriented version of Porsche's 911. The RS is for Rennsport (German for racesport) and the America signifies that the car was built for the US market only. Porsche racing driver Vic Elford developed the idea of a lighter, less frills 911 built for the performance driving enthusiast. A total of 701 RS Americas were built and equipped with the Turbo suspension and 247 BHP. The RSA was a street car with track attitude. This RSA number 549 of 701 is one of only four built in Ferrari Light Yellow.

Engine: 6 cyl.

Displacement: 3600 cc

Owner: Keith Verlaque, PCA RS America Registry Advocate

---

## 1970 VW/Porsche 914/4

Willow Green L63K

Introduced to the world in 1969 in collaboration between VW & Porsche, the 914/4 & 914-6 were co-winners of Motor Trend's First Annual Import Car of the Year competition in 1970. The 914 was the world's first mid-engine production sports car. Total production was just over 118,000 units built between 1969 & 1976. Time has been hard on the little 914, with many experts saying there are now less than 42,000 examples left worldwide. Engine: VW Type 4 engine w/Porsche 2.0L heads & Weber 40 IDF carburetors, Porsche 901 5-speed gearbox.

Displacement: 2056cc, 125HP

Suspension: 911 front suspension w/

Bilstein sport shocks & factory front anti-sway bar, 914 rear suspension w/poly-bronze bushings & 110lb. sport springs w/Bilstein sport shocks.

Options: 16" Fuchs wheels on factory 5-lug hubs with 911 master cylinder and 911 brakes on all 4 corners.

Owners: Shannon & Joel Bowman

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## 2008 Cayman S Sport

Carrara White

In late 2008, Porsche introduced the limited edition Cayman S Sport, the first Cayman to break the 300 horsepower ceiling. The unique tuning and Twin Chamber Dual Output Tailpipe supply it with 303 horsepower at 6,250 RPM.

The Carrara White (so named after the fine Italian marble quarried in that city) paint scheme is enhanced by black GT3 elements and a side stripe reminiscent of the 1973 Carrera RS.

The interior features include a GT3 Alcantara trimmed steering wheel, gear shifter and handbrake. Stainless steel sill plates display the Cayman S Sport logo.

Features: Number 102 of 700

---

## 1957 Porsche Super Speedster

The legendary Porsche Speedster was created almost exclusively for America. The Speedster gained everlasting fame because of its many racing victories and the celebrities who raced it. These celebrities included actors James Dean and Steve McQueen. Its price started at \$2,995, making it the least expensive

Porsche ever. The Speedster was essentially a stripped down model and originally came in just three colors—red, white and blue. Only 4,415 were made. The Speedster on exhibit was extensively raced and is restored to its original showroom condition.

Engine: 4-cyl.

Displacement: 1600cc, 88 BHP, 104 MPH

Owner: Howard Fisher

---

## 1970 914-6

This 914-6, Sunkissed, was a street car for many years, then completely rebuilt for vintage racing with its correct flat-six engine and five-speed transmission. It is expertly maintained by Wayne Baker Racing of San Diego. The car has raced to many podium finishes at famous tracks such as Road America, Sebring, Watkins Glen, Laguna Seca, Road Atlanta, Mid Ohio, and more. It has been raced in events with many different vintage sanctioned groups such as Historic Sports Car Racing, Sports Car Vintage Racing Association, HSR West, and the Brian Redmond International Classic. In 2004, Sunkissed was the HSR West season Porsche champion. It is a beautiful and fast car with action photos that have been featured in enthusiast publications such as Vintage Motorsport, as well as general interest magazines such as Southwest Airlines Magazine.

Engine: 6 cyl.

Displacement: 2000 cc

Owners: Mike & Linda Eisele

---

## 1986 930 Turbo

Red with Tan Leather Interior

The Porsche Turbo was introduced in 1976. It was Porsche's high performance 911 type car. Purchased in 2005 from the original owner, this 1986 930 Turbo



had been garaged for a very long time. With only 63,000 original miles, the new owner completely disassembled the car, and within 2-1/2 years, rebuilt all of the mechanicals, and reassembled the car himself. Tony from Autobahn Upholstery did the interior and Sacio did the paint. As the car sits today, with the total restoration completed, it is in the same condition that it would have come from the factory. Being a 930 Turbo, it is obviously very fun to drive, very reliable and very, very fast.

Engine: 6-cylinder  
Displacement: 3000cc  
Owner: Glenn Roberts

---

## 1964 Porsche 904

Silver

The Porsche 904 was Porsches first fiberglass-bodied racing car. The car could be licensed and driven on the street, as it had all of the required safety equipment for that time. This particular 904 is one of the most pedigreed 904's in existence. In 1964, this car won the Targa Florio. Shortly after, it won the overall classification at the Nurburgring race. Mid-year in 1964, the car placed third in the GT class, up to 2000cc, in the LeMans 24 hour race, and placed 10th overall. In 1965, this 904 competed in the famous Monte Carlo Rally, placing 2nd overall.

Most recently, it has competed at the Le Mans Classic in 2002 and 2006, and then again in 2010, where it was the co-winner of the Index of Performance overall team trophy for the third time. In the 2008 Le Mans Classic, it finished number 1 among seven other 904's, and was placed second by distance. In 2010 it ran the 6 Hours at Spa, where it finished 31st out of a total of 125 race cars. It was 4th in class behind three Ford GT 40's.

Engine: 6 cylinder

Displacement: 2000cc  
Chassis #: 904006  
Owner: Stanley Gold

---

## 1965 356 SC Coupe

The last revision of the 356 was the introduction of the C model in 1964. It featured disc brakes all around, as well as an option for the most powerful push-rod engine Porsche had ever produced. The company continued to sell the 356 C in North America through 1965 as demand for the model remained quite strong in the early days of the heavier and more civilized 911. The SC was the top of the line of the 1964-1965 models.

This particular car is optioned with a Nardi wood steering wheel, Lietz luggage rack, original rims widened 1" for more modern tires. This car has 135,000 original miles.

Engine: 4 cyl.  
Displacement: 1600 cc  
Chassis #: 222075  
Owners: John Turk

---

## 1966 912 Coupe

Polo Red with Black Leatherette Interior

The 356 4-cylinder push-rod engine was reintroduced into Porsche's entry level 912 model, offered between 1965 and 1969. The 912 was intended to supply the lower-priced end of the market, which the more expensive and complex 911 could not do.

This car was originally purchased in Nebraska and driven sparingly until being sold to an owner in Colorado, then to a third owner in California. Purchased by the fourth and current owner in 2004, the car is driven and shown frequently in PCA Concours events with numerous class and division wins over the past four years.

Engine: 4-cylinder  
Chassis #: 455604  
Displacement: 1600cc  
Owner: Brett Mohr

---

## 2007 Porsche 911 Coupe

Black with Black Full Leather Interior

This twin turbocharged 911 sports twin intercoolers, Fabspeed intake and header system, AWE exhaust system, and sits on HRE 3-piece limited edition wheels with ceramic composite brakes, and 13.8 vented brake rotors. The body has a TechArt enhanced package and BIXENON headlights. This 911 is fitted with a custom steel rollcage, full carbon fiber interior, including carbon fiber handset for telephone. Topped off with Rennline stainless steel floor mats.

This car was shown at the 2007 SEMA International Car Show in Las Vegas as the TechArt show car.

Show awards for this car include: 2009 PCASDR Concours, 1st in Class; 2010 PCASDR Concours, 2nd in Class; 2011 La Jolla Car Show, 1st Place German Cars; and 2011 PCASDR Concours, 1st in Class.

Engine: 6-cylinder  
Horsepower: 630  
Owner: Dale Sommerfield

---

## 1970 Porsche 911E Targa

Tangerine with Black Interior

This car was first purchased in Germany by a military service man. Around 1974-75, the car was brought to the states and sold to a school teacher in Southern California. As soon as Bev saw this beautiful jewel in 1976, she knew it was

the right car for her. This 911 has been raced on both small and big tracks in the late 70s to mid 80s. The most challenging limitation while racing was that the owner wanted to keep the car stock. The car has been campaigned in PCA Tours and Porsche Parades around the country, Time/Speed/Distance and Starlight Rallies, and driven as a daily commuter, traveling from Orange County to Los Angeles for many years.

In 1985 a partial restoration was performed, including metal work and new paint. A good portion of the interior is original and the engine had a top end rebuild around 280,000 miles. Since then the car has won numerous awards, including multiple overall division wins in PCA Zone 8, seven PCA Parade Concours Touring Class wins, and in 2006 was chosen by Wolfgang Porsche for the honorary Judges Choice award. It has garnered a 3rd place trophy in the Palos Verdes Concours, and three overall division wins at the Avila Concours. The car currently has 447,000 miles.

Engine: 6 cylinder  
Displacement: 2200cc  
Owners: Beverly & Tom Gould

---

## 1989 944 S2

Guards Red

The Porsche 944 was introduced in 1982 as a development of the 924 model. In 1983, the 924 was replaced by the 944, with the main difference being a Porsche 2.5L 4-cylinder, water-cooled engine, developing 150 HP. The 944 was upgraded in 1987 to the 944 S, with horsepower increased to 189. In 1986, a turbo charged 944 was introduced with 220 HP, and in 1989 the 944 S was superseded by the 944 S2, which had a 3L 16-valve engine and in normally aspirated form produced 208 HP.

This example is a 1989 944 S2, a model which at that time was the largest and most powerful four cylinder engine ever

produced. The S2 had similar body work to the 944 turbo, and the horsepower was close to that of the 944 turbo, without the temperature-driven maintenance issues of a turbocharged car. The 944 S2 is claimed by many to be the ideal autocross car, with a 50-50 front to rear weight distribution, which gives it a very balanced and predictable handling at the limits of adhesion, along with its horsepower and ideal torque characteristics for hard acceleration at low revs.

Engine: 4 cyl.  
Displacement: 3000 cc, 16 valve  
Owner: Martha McGowan

---

## 1971 911S Coupe

Black with Black Interior

The 911 was introduced on September 11, 1963. It has undergone continuous performance development since that point in time, with the basic design concept unchanged.

This special order Grand Touring 911S was delivered by legendary Porsche dealer Brumos, from Ft. Lauderdale, Florida. The black exterior was a special order color at that time. The first owner was a Florida supreme court judge, and the 911S was the top of the line for that year. Very few 911s were factory equipped with expensive sunroof and air conditioning. This vehicle is the earliest known example with electric windows. It underwent a full restoration, which was completed in 2010. The car is also equipped with special order black sport seats with black corduroy inserts. The optional equipment includes a Blaupunkt AM/FM radio, air conditioning, tinted glass, electric sunroof, and electric windows.

Engine: 6-cylinder  
Chassis #: 9111301261  
Displacement: 2200cc  
Owner: Bob Smith

---

## 2007 997 GT3

Guards Red with Black Leather/Alcantara interior

The 2007 GT3 Porsche is a derivative of the standard Porsche 997 model, developed by the factory to be equally at home at track events as well as a daily street car driver. The 2007 GT3 features the hand built Porsche Mezger water-cooled motor with redline at 8400RPM and a six-speed transmission. The driver is also able to select a Sport mode setting to optimize power and torque engine mapping and an Active Suspension Management setting for a stiffer shock absorber mode for track use. In the sport mode the exhaust also emits a tone that is music to the ears of the driver and will certainly let you know you have been passed by a 997 GT3.

Engine: 6 Cylinder 415 HP  
Displacement: 3600cc  
Owners: Jim and Myrna Binford

---

## 1981 911SC Track Car

Blue with Race-configured Interior

This race-prepared car was built by Mark Kinninger and is maintained by Black Forest. The car was developed to be competitive at various track venues and has earned several Top Time of Day wins at Porsche Club events. The car's upgrades include a 3.6 liter engine, modified transmission gearing, race track suspension, additional oil cooler and fan, wide body flares for increased tire sizes, and aerodynamic aids to include a rear wing. The interior has been lightened for track use and includes a full roll cage and race seats and belts. The car has been featured in the national Porsche *Excellence* magazine.

Engine: 6-cylinder 330 HP  
Displacement: 3600cc  
Owners: Jim Binford and Mike Brown

# Motorhead Monday



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Ruth and Paul Young with Henry and Lisa Preiss



Bill and Tammi Ibbetson



Jim Binford, Mike Brown and Martha McGowan



Chuck and Debby Sharp



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OFFER EXPIRES 11/1/2010

# Willow Springs Showdown

*Text and Photos by Greg Phillips*

The good news was that I had made it through September to the time trial. It had been a busy month, starting with three days at Laguna Seca for a DE, then four days in Arizona for the PCA Escape and now finally off to Willow Springs, "The Fastest Road in the West." The 911 ran great at Laguna Seca and I was looking forward to fast times at Big Willow.

The drive up from Dieter's was uneventful with Steve Grosekemper driving the trailer, and the weather was excellent for the start of fall. The only downside was that it was conflicting with the Coronado Speedfest vintage races. After arriving at the track, we unloaded the 911 off the trailer and then into the garage. We had beautiful postcard skies with clouds and I took advantage to take some pictures of the early arrivals at the track. By the time we were driving back to the Hampton Inn, the clouds had darkened and the wind had blown up, and there were some grass fires in the area. There was no real rain but some nice rainbows while the cars were being teched in the parking lot.

The Hampton Inn was a new facility and had very nice amenities. After registration and dinner it was back to the room and an early turn-in to get some rest. Saturday was an early start after the breakfast (with waffles) at the Hampton. We finished final preparations for the 911 and then off to the drivers meeting with Jack Miller and Robert Baizer. We had a very good turnout, even with the conflict, as it had been over a year and a half since our last Big Willow event.

I was going to be working with a student, Rush Strong, in his Mitsubishi Eclipse. I had worked with Rush at Chuckwalla and he had done well, even though his left arm is paralyzed and he is working the steering and shifting the manual

transmission with his right arm. Although the speeds would be higher than Chuckwalla, there would be fewer turns. But the sweepers at turn 2, along with 8 and 9, would give him a good workout on each lap.

Steve was out first in the Red run group and started quickly in the cooler conditions. He was down to 1:37 and Mike Avitt was quickest at 1:33 in his GT3. Orange was up next as Rush and I strapped in for our session. Jack Miller was out in Orange and set the pace in his Lotus with a 1:37. Traffic made for an interesting session, as there were 26 people out with a 15 second spread for best lap times. Luckily, there were plenty of passing zones, but it did take time to clear traffic. The checkered was soon out and we were back in the pits and belting into Rush's Eclipse.

He headed out onto the grid and did very well. After the two yellow-flag laps he started increasing his pace. He started out at 1:58 and was able to get down to 1:56, although with traffic he had some laps over 2:00 as the 28 drivers sorted themselves out. He had no problems with down-shifting and braking and handled traffic well until the checkered came out.

The next session for Red was when the drivers started picking up the pace as the track warmed up but the air was still cool. Anthony DiLanzo's 911 led a trio of air-cooled cars at 1:31, with Roger Lai's and Mark Kinner's 911s just behind. There were another 3 drivers at 1:35, with Steve Livelsberger's 914-6, Steve Grosekemper, and then Michael Cornelius's 944 Turbo (the first water-pumper). The next 3 cars were all at 1:36, with Mike VanZandt's 944 Turbo ahead of Paul Young's 911 and Jad Duncan's 996.

The sessions came up quickly as Orange followed. More traffic, as in this session there was an 18 second spread from

Jaret Smith's fast time in his BMW at 1:38. I was near the top at 1:41.23 with Don Middleton's 911, Mark Rondeau's 944S and Jim Duncan's 996 all in the 1:41s. Jackie Corwin was leading the 944Spec at 1:43, just ahead of Sean Steele. In the BoxsterSpec Dan Hackett was ahead of his brother Dave.

Yellow was back out next and Rush continued to improve. He was very happy to finally drive this track as he had worked corners there several times in the past but never driven it. His times improved to 1:53. Charles Liu was leading with a 1:43 in his GT3. Rush's nephew Bret was driving a Mustang instead of his usual Miata and was down to 1:49. Right behind Rush there were 7 drivers at 1:54, including the Elovitz family of David, Michael and Adam, Monte Griffiths' Lotus, John Cliff, Mark Bray and Tony Nufer.

Steve's next session ended up being short, as we were shuffling tires to use up some of the older tires for practice. Unfortunately we tried a 245/50/16 in the front and it was too tall and rubbing, so he came in early to put different tires on. He did turn a 1:37.93 before having to stop. The weather was warming up and the best laps were at 1:33 for Mark Kinner and Mike Avitt.

My next session started a little late after getting the gas and tires done, and I came out behind a pack of cars. It was fun to work through the traffic, but it did keep the times slower, and my best was a 1:40. Mark Rondeau was having a great run in his 944S as he was using his new Hankook Z214 tires and was down to 1:39.90. Ramon Niebla's GT3RS was fastest with a 1:36.31.

Yellow was up before lunch and Rush continued to improve and had his best lap of the day at 1:52.86. Charles Liu continued on top at 1:40.20. David Elovitz improved to 1:49.19 to lead the clan, but was just a bit slower than Bret



Strong's 1:49.15. Rush handled his traffic well, not only when passing but also when being passed, and was ready for the checkered flag to end the morning sessions.

Lunch was at the Willow Springs grill, which was nicely air-conditioned as the temperatures increased through the day.

Red run group was up first after lunch, and Jad Duncan put down the gauntlet with a 1:28.41 for the first lap under 1:30. Steve improved to 1:36.11 and was mid-pack. A few drivers had been moved up to Red to help balance the groups, and Roman Niebla improved to 1:36.84 but was now also mid-pack in Red.

I was up next in Orange and stayed at 1:40. Mark Rondeau continued to improve in his 944S and was down to 1:37.90 on his Hankook's. Kris Scheussler's 911 was next at 1:40.18, and Russell Shon's Boxster was at 1:40.62, with Don Middleton at 1:41.32. Sean Steele moved ahead of Jackie Corwin with a 1:41.42, just ahead of Philip Strong's 1:41.52 and Greg Trigerio at 1:41.62.

As the afternoon went on, drivers became more comfortable with the track and also tried to increase their speed and try different lines. Sometimes it worked and they were faster, but occasionally it did not work, and rather than being slower, they were off the track and into the sand and rocks, and then brought some of it back with them. Craig B. made that mistake in turn 8 in his GT3 and ended up on the outside of the track. Unfortunately, after getting back to the pits his car was not running well and he was done for the weekend. Thankfully, it turned out to be a loose hose and air leak rather than bent valves from his spin. Another unnamed driver went off track at the exit of turn 2 and then dragged a bunch of rocks back onto the track to keep everyone looking for the cleaner line through the debris for a couple of run sessions, especially if you were following another car.



Four-shot sequence of Steve Grosekemper's dusty dance through Turns 8 & 9

But the most impressive off for Saturday went to Rochelle B. in her 996 Carrera at turn 9. After tracking wide, she tried to come back onto the track and then spun across into the inside of the turn in a cloud of dust that turned her black car to dusty brown. She needed to use her wipers to clear the dust so she could see out of her windshield and drive back into the pits.

Rush even got caught up in all the off-track excitement. He continued to do well until the end of the 4th session when he miscalculated his line in turn 9 and dropped 2 wheels off on the exit. He was able to keep it under control and drive into the pits without any major problems, but it was a good reminder that the track could still bite if you were not careful. He was planning on doing the last session solo as I felt he was ready. Unfortunately he never got the chance for his solo.

The last Red run session went off without any drama, but as I was driving out for my last session I noted some fluid on the track, and by the time I got to turn 3 the black flags were out for an oil spill from Adam Gill's car. Luckily, the spill was only from his oil cap coming off and his motor was otherwise OK, but the cleanup shut down the track for the day.

We used the down time to swap tires again, as the sweepers were causing more wear than expected. We would use the Nitto's on the rear and older RA1's up front for practice and then use the 710's for timed runs. At least that was the plan. After clearing up the track, it was back to Hampton Inn to clean up for dinner at the Black Angus restaurant, and then back to the room for some video review. It did not last too long, as Sunday would be another early start.

The next morning it was another Hampton breakfast and then off to the track. Unfortunately, the oil spill from yesterday had not cleared with the oil-dry as expected, and we needed to set up some

work parties to sweep it clear and put down some more before we could start the morning run sessions.

Red was finally out first and was a little tentative for the yellow flag laps, but the track grip was OK, and as the green flag came out the times started dropping. Steve went out with Mark Rondeau to help him with his line. Steve found the tires lacked some grip compared to the previous day and his best was 1:37.47. Jad was the fastest for the session at 1:31.18.

I was up next and was solo, as Rush had another engagement for Sunday. I came out behind Jim Duncan, who was also sharing his car, and we were at the end of a pack of cars. It was a little distracting the first couple of times through the oil-dry, but the grip was good and we were quickly up to pace. We had missed the yellow flag laps but my tires were already warm, and by the end of the first lap we were starting to work our way through the other cars. I was behind Dan Chambers and was finally able to catch up and get a point-by, but it took a few laps. His times were improving after riding along with Steve on Saturday, and his best time was now down to 1:41.61. Although the traffic slowed many of the laps, at the end of the session my best was 1:39.31, just slower than Mark Rondeau's 1:39.12 and Philip Strong's 1:39.30. Jim Duncan made it a sweep for Team Duncan with a best lap of 1:36.61. Family Hockett were about as close as they could get with Dave's 1:46.13 just ahead of Dan's 1:46.15!

The rest of the morning went without incident, no oil spills or major dustings. I should have been more suspicious. At lunch we swapped tires and put the 265/45/16 Kumho 710's on the rear and 245/45/16 Hankook Z214 on the front. It was time for the drivers meeting to review the time trial procedures, and then we were out for the final practice sessions. As the day had warmed up, the wind had also started blowing harder as

a headwind on the front straight.

I was out first as the run groups were reversed. The session went well, especially for Mark Rondeau. He was now down to 1:37.03 ahead of Greg Tigerio, Don Middleton, me, Philip Strong, and Ed McRae, who were all below 1:40. Steve was out next in Red and was mid-pack at 1:35.87, with Roger Lai setting the pace at 1:32.39, just ahead of Anthony DiLanzo's 1:32.86.

After Red finished, timed runs started and the fastest drivers lined up to be flagged off. The first group was Jad Duncan, Roger Lai, Anthony DiLanzo, Mike Avitt and James Buck. After their timed laps, that was just about how they finished. Jad (996-CC6) took TTOD and was the only driver under 1:30 with a 1:29.48. Anthony (911-CC6) moved up to second at 1:30.64, Roger Lai (911-CC7) followed at 1:31.60, then Mike Avitt (GT3-CC6) at 1:32.52 and James Buck (911-CC5) at 1:32.74.

The next group was flagged off, which included Steve in CC8, Paul Young (911-CC7), Jack Miller (Lotus) and Robert Baizer (Lotus), along with Mike Van Zandt (944 Turbo-CC2). The rest of the top ten was from this group, with one exception. Mike was 6th at 1:33.19, Jack 8th at 1:34.11, Paul 9th at 1:35.07 and Robert 10th at 1:35.20. Jim Duncan (996) was the eventual 7th place driver at 1:33.46.

The exceptional driver was Steve. I was taking pictures from the flag tower as he came through turn 8 to finish his first timed lap and suddenly there was a large cloud of dust. I kept snapping pictures and he eventually was back on track and still pointing in the right direction, but slowly as he came through turn 9. He accelerated down the straight and went on to finish his second lap, but with the time lost in turn 8 his best lap was 1:40.42 after the off-track excursion.

As he headed back to the pits I went over





Anthony DiLanzo's 911



Mark Kinninger's 911



This tire is done...



Rochelle Booth after her "off road excursion"



Robert Baizer





to get ready for my timed runs. But first we had to do some more tire swaps as his slide had flat-spotted one of the rear tires to the cord. We had to move the front tires to the rear and then put on an older set of 225/45/17 tires on the front before I could head to the start line.

After a short wait, I was flagged off and took my warm-up lap. I came down the front straight and started my first timed lap. I was going well through turn 2 as I accelerated towards turn 3, and then it all went wrong. As I started braking for turn 3, the car was not slowing as I was expecting. The combination of cold and old front tires was not working. My mission went from slowing down to turn up the hill to just try and get stopped. That eventually happened, but not before I was in the dirt for many feet. I was able

to get turned around and head back on the track, but not with much confidence. I finished that lap and decided to take my final lap (which was my eventual best of 1:47.66) before heading back in to the pits. I was expecting to see flat spots on the front tires, but they were still round, just not grippy.

I am going to blame Otto Obrist who was not able to make it, and Paul Young, who was there but kept his car clean. Since they were not holding up their end of the bargain, the track gods had to use someone else to sacrifice and my car must have been nominated.

In 944Spec, Sean Steele at 1:41.49 beat Jackie Corwin's 1:43.84. In SpecBoxster Dave beat Dan 1:41.93 to 1:42.29. In CC8, Steve was the eventual winner

with Dan Chambers next at 1:42.78 and then me.

In CC9, Mike Cornelius at 1:35.37 beat Don Middleton's 1:37.12 and Adam Gill's 1:39.36. CC11 had Mark Rondeau at 1:36.14 ahead of Rick Sylvetri at 1:39.66. For full results, check out the pcasdr.net website, as well as the lap time details on Tom Brown's wonderful results website.

After loading the car on the trailer and packing up the truck, we headed back to San Diego to ponder our mistakes and plan on our next event at Buttonwillow for the end of the season. New tires are on the agenda. And we are reconsidering the pinup mechanic sticker I had found in the Willow Springs gift shop and decided to put on the car for good luck! 🍀



Ken Short



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# Membership

## New Members

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Zac Campbell  
San Marcos, CA  
2012 911 Blk. Ed. Coupe

Dennis Caresio & Becki Caresio  
San Clemente, CA  
1988 930 Cab

Dan Close & Donna Close  
San Diego, CA  
1964 356 C Coupe

David Crowell  
San Diego, CA  
2005 Cayenne S SUV

Rod Galloway  
Alpine, CA  
2000 Boxter S Cabriolet

Eddie Hillard  
Encinitas, CA  
1984 944 Coupe

Henrik Jensen  
San Diego, CA  
2000 911 C2 Coupe

Brian Kantor  
San Diego, CA  
2006 Cayman Coupe

Annamae Kelleher  
Carlsbad, CA  
2000 Carrera Coupe

Robert Kolesar  
San Diego, CA  
1971 911

Adam Lindstrom  
La Jolla, CA  
1997 911 Targa

John Mellor  
San Diego, CA  
2012 911 GTS Coupe

Arman Nikzad & Rose Shekarabi  
Escondido, CA  
2005 996 Coupe

Hector Ramos & Irene Ramos  
Murrieta, CA  
1999 911 Cabriolet

Marcus Tom  
San Diego, CA  
2003 Carrera TT Coupe

Jud Warren  
Encinitas, CA  
2010 Cayman Coupe

## Anniversaries

### Five Years...

Lawrence Bogle  
Peter Busalacchi  
Bashar Dabbas  
Eric Kleymann  
Daniel Kremer  
Daniel Macmurray III  
Daniel Morris  
Lyle Wood

### Ten Years...

John Ball  
Monica Bockman  
Scott Craig  
Dave Duffin  
P Hegener  
James Keenan  
Michael Pons  
Eugene Ross  
Mark Sowatsky

### Fifteen Years...

William Van Meter

### Thirty Years...

Chris Stavros

### Thirty Five Years...

Michael Bolton  
Steven Eisler

### Fifty Five Years...

Eugene Farrell

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# November Board Meeting

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## Board Minutes

The November 2011 Board of Directors meeting was held at the home of Paul and Ruth Young. Board members in attendance were Carl Scragg, Monique Straub, Cathy Young, Terry Barnum, Bill Behun, Greg Phillips and Leigh Rayner. The meeting was called to order at 7:07 P.M. Minutes from the October 2011 meeting were approved unanimously.

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## President's Report

Carl announced that newly elected 2012 Board Member Bev Gould will represent the Club at the upcoming Zone 8 President's Meeting.

The selection of cars for the San Diego Auto Show needs to be finalized so John Straub can write descriptions and Mike Brown can create signs. Black Forest, RSR Autosport and Computer Level Machining have graciously agreed to support the event as Gold level sponsors, with Mirage International and Autobahn generously sponsoring at the Silver level.

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## Treasurer's Report

Cathy presented the Balance Sheet and Profit & Loss for the month of October and a Profit and Loss Year-to-Date comparison. Cathy's report was approved unanimously. She requested that all committee Chairs submit their budgets for 2012.

Accounts are reconciled as of the end of September. Cash in was greater than cash out, which resulted in a net increase in cash. Major expenses included an Autocross, Time Trial, Vintage Racing, Windblown Witness printing and

administrative fees. Major sources of income included an Autocross, Time Trial, Goodie Store sales and Windblown Witness advertisers.

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## Chair Reports

Autocross (AX, pre-reg, reg, CW, equip, logistics, safety, tech inspect, tech adv, timing). Jerry Bumpus and Jim Binford are working on a joint Porsche/BMW December AX. Questionable radios, if any, will be identified and sent in for repair. Angela has identified 5 chatterbox headsets that need repair. Jerry's budget request for trailer maintenance and Don Middleton's budget request for two radio charger travel cases were unanimously approved.

Charity. Kathy Alnwick reported on the successful Socks and Underwear Drive and that she will be delivering them on Friday. A Toy Drive is underway for Rady Children's Hospital to be delivered on 12/18. Alberto's Mexican restaurant has kindly agreed to allow a club container for customer's toy donations. Jerry offered to allow an extra lap to drivers who bring a toy to the December AX.

Goodie Store. Carl announced that Skip and Leslie Shirley will be unable to operate the Goodie Store next year.

Insurance. Tom Golich reported via email that all certificates are in place for the month.

Legal Affairs. Jim Ryan cautioned that renting a member's truck will classify it as a commercial agreement which our insurance might not cover.

Membership. Angela Avitt reported membership is up 2 from last month: Primary 1408, Affiliate 1059, Total 2467. There were 74 on time and late

renewals. Angela suggested an increase to the New Member Gift Certificate and will submit this in her budget request. Her request for 1000 additional business cards was approved unanimously.

Military Liaison. Angela submitted Don Auten's budget reconciliation for the Wounded Warriors tour which was approved unanimously.

Social. Katina Rondeau submitted a budget request for the Driver's Award dinner to be held on 2/4/12 at the Yard House, which, with a slight modification to remove a valet parking allowance, was approved unanimously. Angela reported that there will be a Motorhead Monday on 11/21 at Hacienda Casa Blanca in El Cajon. Kathy Alnwick announced that 54 people have registered for the New Year's Eve party and 25 rooms at the Marriott have been reserved. She recommended that anyone interested in attending the party and staying at the Marriott act quickly.

Tech Sessions. Jim Binford's request for a Tech Session at Cavallo on 1/21/12 was approved unanimously. There was considerable discussion of Club policy regarding negative posts about vendors on the Forums.

Time Trial (TT, DE). A motion for Robert Baizer's and Jack Miller's 2012 TT/DE calendar dates request was approved unanimously and a budget request for 2012's first two events was unanimously approved. There was lengthy, spirited discussion about the 2010 and 2011 date conflicts with the Coronado Festival of Speed. Carl reiterated his support of Robert and Jack's valiant efforts to avoid conflicts and will request they try again in advance of the 2013 Coronado Festival of Speed. The lively discussion ended with hugs.

Vintage Racing. Katie Kinner and

Susie Amundson have agreed to run next year's Coronado Festival of Speed. Thank you Katie and Susie!

Web Team/eMaster. Tom Brown may have a few volunteers for website content.

Web Forum. It was decided to review Club policy regarding pcasdr.net forum posts that advertise non-PCA events which compete with SDR events.

Witness Team. Royce Ann Myrick submitted an aging summary showing no advertisers delinquent more than 90 days.

## Unfinished Business

Carl noted there are 2012 Chair positions still open and asked for volunteers for the following: Witness editor, Goodie Store, Tours and AX pre-registration.

## New Business

There was discussion on the proposed 2012 Rule changes being voted on at the upcoming Zone 8 President's meeting. Bev, acting as Carl's proxy, will be instructed to raise an objection to an

administrative section requiring dynamometer measurements. Bill Behun's request for an Instructor AX day on 1/14/12 was deferred.

## Adjournment

Paul and Ruth Young were thanked for their hospitality and the meeting was adjourned at 9:25 P.M. The next meeting will be a dual meeting of 2011 and 2012 Board members on Wednesday evening, December 7th, at Wayne and Cathie Aymar's House. 🐦



Breakfast with Santa!

Bring the family and let your children meet Santa and follow him to Rady Children's Hospital to deliver all the toys! Meet at Miguel's Cocina in Old Town for breakfast at 9:30AM on Sunday, Dec 18.

# Classifieds

## Rentals

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

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

1980 911SC 142K Miles 3rd owner; lowered, red, good condition, \$4K recent engine work. Nu Michelins, \$10,000. Russ or Melissa 404 4333992 619 540 9030

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 Carrera 21k miles \$32,000 excellent condition red w/black interior (858) 259-8599

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

1993 928 GTS Auto., polar silver/light grey, exc. cond. new timing belt & water pump, 83000mi, 38,000 (619) 429-5328

1997 993 Cab, only 25K miles! Tiptronic, Red/ black, Excellent condition. Clean Car-Fax. Asking price \$34,000, OBO. (760) 747-4010

1998 Carrera 4S, Coupe Silver, 92,000 mi. 6 speed. Near Perfect Cond. Leather. Racing style sport seats. Sun roof. Big reds. Exclusive Options: Motor sound pkg. Wheel caps & colored crest. Interior sound pkg. Mats. Alum. shifter/ brake handle. Interior chrome package. Regular maint. \$55,000. Gaely@Cox. Net.

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

2001 Boxster S <http://youtu.be/J93ItMN3wv> \$22,000 (619) 855-2880

2004 911 40th Anniversary Ed. Super Clean, always garaged, 38,600 miles, No.26 of 1963 made. New Tires. All the extras-X 51, Updated Nav, 6 spd, full leather, 6-Disc CD-Transferable Extended Warranty + Tire Warranty Collectable-\$43K or best. (619) 788-7172

2005 Carera S Coupe Black/ black, Ceramic brakes, Manual, Full leather, Adaptive Sport Sts, Nav, Bose high end sound, Lowered,19K miles, New condition, \$57,500 (858) 449-7286

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, 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

PORSCHE 2010 CARRERA S CAB Pampered 2010 Carrera S Cab, Triple Black, 8000 mi, no smoke, no accidents, heavily optioned. Call Skip for info (619) 857-5471

## Track/Race Cars

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

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

## Other Vehicles

2001 Triumph Sprint ST 955 3cyl, 34,700 miles. Michelin Pilot II tires, recent battery. Triumph Carbon Fiber exhaust correct mapping. +Stock pipe. Powerful, comfortable (951) 294-7717

## Trailers

2001 20' Enclosed Trailer+F250 Race Package, Winch, E-tracks, Wheel straps, Compressor, 1995 Turbodiesel Automatic 2WD Longbed, 120k miles, salvage title \$7500 4both pdorey@magnaflow.com

## Parts

17"Track Wheels/Tires Four17x8.5/ET48 "2001 Boxster" wheels (lightest factory wheels@20lbs,Vgood condition)w/NittoNT-01 255/40-17tires (65%tread). Great4AX or Track (BSX/BSR"Square"setup). Fits all Boxster/Cayman/others, email4pictures. \$950 Russell rdshon@san.rr.com 858-442-7466

997 19" Wheels 8 & 11 Fronts perfect. Rears curbed. Balanced, ZERO issues. Made 2005. w/ used Pilotsports 235/295 \$1750, Rims only \$1550, 760-670-5177

MOTOR, 3.0LTR Hot rod street / track motor. Electromotive, Twin plug.46MM webers, Webcam, Springs, Headers, ETC... \$\$ for the serious, call (619) 952-3663

NEW 89-94 Bilstein HD LF Strut Fits all 964/965 911, Left Front, adjustable spring perch. Part# F4-VE3-5277-HO. New In Box. \$180/obo. Russell rdshon@san.rr.com (858) 442-7466

986Boxster RollBar Extension BreyKrause R3010, adds 1-3/4" to rollbar height. Fits '97-'04. Great for DE/TT/BSX/Track. PCA/POC approved. List\$770, sell\$400. Pads +\$95 (List \$196) Russell rdshon@san.rr.com (858) 442-7466

Black Porsche center console with CD storage tray. Includes all mounting hardware, brackets and trim pieces. Will fit 996 & 986 models (619) 368-0152

18" Kinesis K28 Wheels Fronts (18x8.5 ET57 18.5lbs) Rears (18x10.5 ET58 19.5lbs) for 993/996/997. Rears come with pair of Hoosier R6s. Selling for \$1500 (760) 402-8322

Carrera Stereo Systems Stock AM/FM CD player from a '04 C4S and a Porsche Communication System NAV with 6CD changer from an '05 911 Turbo S. Car cover for a 911 Carrera. \$550 or obo. (858) 365-7369



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

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

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

Stebro Boxster Racing Muffler Used briefly. 100% Stainless steel, thru-mufflers, minimal weight, perfect for 986 Boxster Spec or track car. \$450 Russell rdshon@san.rr.com (858) 442-7466

CG Lock - New In Box Attaches2seatbelt, keeps lap section from going slack. Great for Autocrosses/ DEs/ TTs. Works with stock&aftermarket seats. List \$65, sell \$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

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 B&M45183, changes lever ratio at transmission end of shift cable 15/30%. Fits 2002-04 996. All metal parts+hardware. List\$200, sell\$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 gdsmitmd@sbcglobal.net (760) 480-6050

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

## Wanted

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

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

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

SEATS WANTED GTS Classics (classiccarseats.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

PORSCHE CAR COVER CoverKing Silver-guard cover, for Porsche 996 w/ retractable spoiler. Indoor or outdoor use. Like new, never used outside the garage! \$80 (619) 223-3743

## Business Directory

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

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

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## 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).

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## Display Advertising

For display advertising contracts and billing information, please contact:

Richard Park  
witnessads@pcasdr.org

### Rates

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

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

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

### Submissions

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

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

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## Link Index

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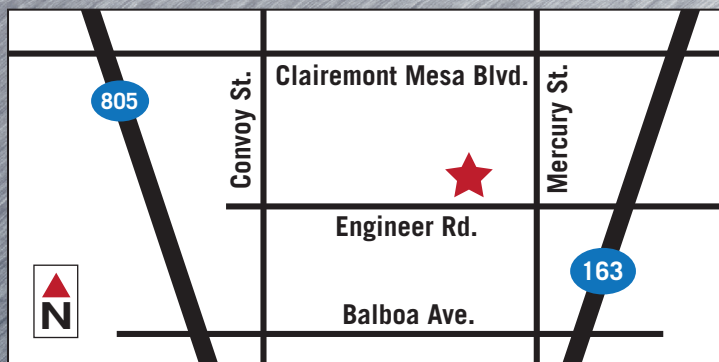
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WITNESS



Susan Brown, Editor

To:

PERIODICALS



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

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

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