

WINDBLOWN WITNESS

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

January 2012



Buttonwillow: Last time trial of 2011

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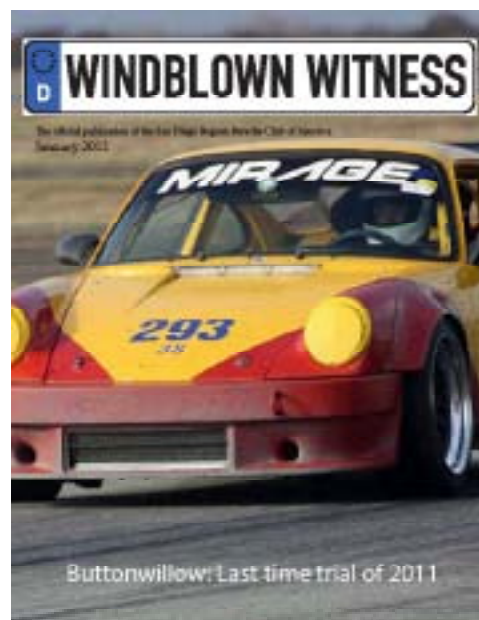


Photo by Greg Phillips.

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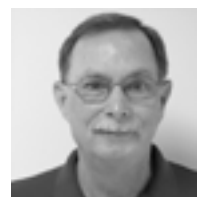
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From the Hot Seat



By Greg Phillips,
President

There is a sense of deja vu as I begin to write my first President's column. Although I had been writing a regular column as the editor in the past,

now it seems to be a new experience. As I write this, we are looking at a busy time for 2012 and I hope it will be an enjoyable one for all involved.

The year starts off with a bang of fireworks as we ring in the New Year at the San Diego Convention Center for our annual GALA. We have a great exhibit at the San Diego International Auto Show, and on New Year's Eve after the pubic leaves, we will be celebrating with a banquet and entertainment from the Blues Doctors, featuring our Time Trial team of Jack Miller and Robert Baizer!

The rest of the month will continue to be busy. The next weekend of January 7-8 is our first driving event of the month with a Time Trial and Driver's Education at the Streets of Willow Springs. It is a great technical track and makes a very good training venue to start your big track experience. If you have not signed up yet, don't delay. The next weekend on January 14 we have two events. The first is a Dyno Day Tech Session at JBA Automotive that starts at 8 a.m. and continues through the day until all the registered cars have been strapped onto the dyno and had their horsepower measured at the rear wheels.

With the new 2012 driving rules, one of the options for measuring the modifications you have made to your engine is to use the dyno readings rather than just taking points for each modification (cams, headers, displacement, etc.) To help expedite getting everyone tested, the Tech Team (with motivation from Tom Tweed) worked with JBA to measure up to 20 cars for a specail cash rate of \$60 for 2 pulls or \$75 for the 3 pulls needed to qualify for the 2012 rules.

In addition, the car clubs who use Qualcomm for their driving events have decided to try and patch the parking surface in a "Patchapalooza" event to make the surface better for all of our events this year.

The next weekend we have another Tech Session at Cavallo Motorports on January 21 from 10 a.m. to 1 p.m. Cavallo Motorports is a premier full service destination for exceptional motorcars. The Cavallo Motorsports

service center is Southern California's newest, state-of-the-art service facility specializing in late model and vintage exotic cars. Also that same evening is the Zone 8 Awards Banquet (and President's Meeting).

Rounding out the month's weekend events will be another Time Trial/Driver's Education event, this time at Chuckwalla Valley Raceway. This is new track that gets better with more amenities each time we have been there. It is also a technical training track with a smooth and wide surface. Sign up now!

And for a preview for February, mark down February 4th as we will be having a Tech Session at Hoehn Motors for the introduction of the new 991 in the morning, and then in the afternoon at 3:30 we will have the Drivers Awards Party at the Yardhouse at 1023 4th Avenue in the Gaslamp.

I also need to thank everyone who made 2011 a great year, as well as the many volunteers who will be working to try and match that success in 2012. We are finalizing the committee chairs for this year and one of the areas we still need volunteers is for handling the autocross pre-registration. Jennifer and Martin Reinhardt are helping to streamline the procedures and are willing to train the next volunteers for the task. If you are interested, please let me know at pres@pcasdr.org.

As mentioned above, there will be new driving rules for 2012. Tom Brown has developed a very nice website to help everyone classify their car. Most of the newer cars without modifications are able to run in one of the SS or Street Stock classes. If you have modified your car or it is one of the older models, you will run in one of the CC classes, which are based on using the power/weight ratio of the different models for base points, the tire widths and grip for tire points, and then the modification points for suspension changes, engine upgrades, aero additions, and other enhancements to improve your cars performance. Adding up those three numbers will determine which class you will run in for autocross and time trials. Check out the website and classify your car as soon as possible.

Although we are starting out in January with driving events and tech sessions, throughout the year we will be trying to have events that everyone can enjoy. We plan for social events, tours, vintage racing with the Coronado Festival of Speed, and hopefully even a rally this year. Keep watching the Witness and our website for further details.

Events - January-March 2012

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 Drivers Education/Time Trial

Place:
Streets of Willow

Details:
Online registration at pcasdr.motorsportreg.com.

14 Saturday Tech Session - Dyno Day

Time: 8:00 A.M. - 5:00 P.M.

Place:
JBA Racing

Details:
Online registration at pcasdr.motorsportreg.com.

21 Saturday Z8 President's Meeting & Awards Banquet

Details:
Online at pcasdr.net/events/upcoming/

21 Saturday Tech Session - Cavallo Motorsports

Time: 10:00 A.M. - 1:00 P.M.

Place:
6010 Avenida Encinas
Carlsbad, CA, 92011

28-29 Saturday-Sunday Drivers Education/Time Trial

Place:
Chuckwalla Valley Raceway

Details:
Online registration at pcasdr.motorsportreg.com.

31 Tuesday Last Tuesday Social

Time:
6:00 P.M.

Place:
KnB Wine Cellars and Bistro
6380 Del Cerro Blvd.
San Diego, CA, 92120

FEBRUARY 2012

04 Saturday Tech Session - 991 Introduction

Time: 11:00 A.M. - 1:00 P.M.

Place:
Hoehn Porsche Motors
6800 Avenida Encinas
Carlsbad, CA 92011

04 Saturday Driver Awards Party

Time: 3:30 P.M.

Place::
The Yardhouse - Keg Room
1023 4th Avenue
San Diego, CA, 92101

Details:
Online registration at pcasdr.motorsportreg.com.

MARCH 2012

09 Friday Drivers Education

Place:
Auto Club Speedway

Details:
Online registration at pcasdr.motorsportreg.com.

Scenes from December Autocross



Frank Powell Jr. in his modified 1976 911S



Steve McKay's note to the crew



Gary Burch talking to incoming AX Co-Chair Gordon Carter



Dan Chambers in his modified 911SC



GT3 getting a workout at the Q



Tom Brown, back on the AX scene

Partnering for a good cause with Santa Claus

ON DECEMBER 18, 2011, MEMBERS GATHERED AT MIGUEL'S COCINA IN OLD TOWN FOR BREAKFAST WITH SANTA. FOLLOWING BREAKFAST, THE JOLLY OLD ELF LED THE PORSCHE SLEIGHS TO RADY CHILDREN'S HOSPITAL WHERE WE DEMONSTRATED OUR GENEROSITY WITH TOY DONATIONS FOR KIDS IN NEED.



Special 991 Showing for PCASDR on February 4

JOIN OUR SAN DIEGO PCA REGION AT HOEHN PORSCHE IN CARLSBAD ON SATURDAY, FEBRUARY 4, FOR A SPECIAL TECH SESSION TO INTRODUCE THE NEW 991. SERVICE MANAGER MATT O'BERRY WILL BRIEF ATTENDEES ON THE NEW 991 TECHNICAL FEATURES AND LET US EXAMINE THE UNDERCARRIAGE ON A LIFT. SEVERAL CLUB MEMBER CARS REPRESENTING EARLIER SERIES 911 PRODUCTION COUPES WILL BE ON DISPLAY TO SHOW PROGRESSION OF THE DESIGN THROUGH THE 991 MODEL. FOOD AND SOFT DRINKS WILL BE PROVIDED.



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January 2012

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Zone 8 - Porsche Club of America
Awards/Recognition Banquet & Charity Auction

Competition Awards - Enthusiast of the Year
Region of the Year
Saturday, January 21, 2012
6:00 pm Reception - 7:00 pm Dinner
The (famous) Summit House Restaurant
2000 E. Bastanchury, Fullerton CA 92835 (714) 671 4111
<http://www.summithouse.com/>

Dinner and surprises -- \$55.00 per person
Register at: <http://www.pca.org/Zone8>

Charity Silent Auction to benefit
Racing4Research - Children's Tumor Foundation



Accommodations: Embassy Suites
900 East Birch St, Brea, CA 92821 (714) 996-6000
Mention Group Code: XPC and Porsche Club of America
Or Register online: <http://www.embassy.com/2012/01/21>
Special \$145 Group Rate available through January 3rd

For help & info, contact Suesan Way
(619) 992-4267 SuesanWay@pobox.com

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

- ★ NEW LOWER ONLINE REGISTRATION PRICES FOR 2012!!!
- ★ Anyone may drive in DE groups, no experience necessary! New competition classes for TTers!
- ★ Events feature separate DE and TT run groups (unless otherwise noted), 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 TTers. Additional education sessions for novice DEers.
- ★ Focus is on safety, learning, and maximum track time.
- ★ TT run group lap times are posted after each session and online.
- ★ Free lunchtime track tours are available to all at most events.
- ★ Single day registration is available for all two day events.
- ★ 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.

2012 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 hat!

*You may miss up to 2 event days. More information is available online. Complete details will be sent to you after you sign up and you may opt out of that time with no cost or obligation.

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

<input type="checkbox"/> January 7-8	Streets of Willow Springs
<input type="checkbox"/> January 28-29	Chuckwalla Valley Raceway (clockwise)
<input type="checkbox"/> March 9	Auto Club Speedway - Infield (one day, no points)
# <input type="checkbox"/> April 20-22	Auto Club Speedway - Roval (three days, TT only)
<input type="checkbox"/> May 19-20	Chuckwalla Valley Raceway (counterclockwise)
<input type="checkbox"/> September 22-23	Willow Springs Raceway (TT only)
<input type="checkbox"/> October 12	Auto Club Speedway - Infield (one day, no points)
<input type="checkbox"/> November 3-4	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	Car Number _____ Car Class _____ Driver Name _____ <input type="checkbox"/> DE <input type="checkbox"/> TT Phone _____ E-mail _____ Member # _____ Region _____ Emergency Contact _____ Phone _____ Driver Status: _____ Instructors, will you instruct? <input type="checkbox"/> Student <input type="checkbox"/> Driver <input type="checkbox"/> Instructor <input type="checkbox"/> Yes <input type="checkbox"/> No
Do you have a: _____ Signed _____ Competition Permit? <input type="checkbox"/> Yes <input type="checkbox"/> No Log Book? <input type="checkbox"/> Yes <input type="checkbox"/> No	Do you have a: _____ Signed _____ Competition Permit? <input type="checkbox"/> Yes <input type="checkbox"/> No Log Book? <input type="checkbox"/> Yes <input type="checkbox"/> No
Car Year _____ Model _____	MAKE CHECKS PAYABLE TO PCA-SDR
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Two day Entry Fee at \$400 per driver (2012 online; check event box above) \$ _____ or- One day Entry Fee at \$200 per driver (2012 online; auto day above) \$ _____ Optional Third Race at \$40 per driver (2012 online; 4th at track) \$ _____ \$1000 Discount for Season Pass holders (previous registration required) \$ _____ \$50 Late Fee (submitted within 2 weeks of event) \$ _____ \$100 On-site Registration Fee (if registering week of event or at track) \$ _____ \$50 Transponder Rental (for you MUST enter your # in the box) \$ _____ \$100 Zone 8 Competition Permit or Log Book \$ _____ Total Fees: _____	
★ Please bring a filled-in Tech form with you to your Pre-tech inspection. http://www.pca.org/Zone8/2012/TechForm.pdf	

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VW Display Winds Down, Woodies Arrive, All at the Auto Museum

Text and photos by Michael Harris

2012 January Auto Museum Report

The current display at the San Diego Auto Museum, "VW-30 million sold, more or less" will close January 29th. The show has proven to be very popular, in part because almost everyone has owned a VW at one time or another. Even famous NFL defensive linemen have been known to sleep in their camper van (*answer at end of story). Another reason for the exhibit's popularity is the interactive display. A video displays people's stories of their experiences with a VW. There is also a full wall featuring Post It notes of VW stories left by visitors. Another video displays TV commercials from different countries extolling the virtues of VW ownership. Similar to American television commercials of the 1960s, these are very clever ads.

A third VW video entitled "What Do You Do with an Old VW?" has stills and moving pictures of VW rat rods, hot rods, customs, art cars, trailers, vans welded to the top of commercial buses to provide more seating space, VW sculpture and more. Of the hot rods, a V-8 Chevrolet powered VW with four carburetors located in the rear engine compartment is one of the more unusual cars. There are 17 cars on display, and there is truly something for everyone.

As many of you know, Professor Ferdinand Porsche was a giant in the early days of the automobile industry. He set up his own consulting engineering company in 1930. He wanted to produce an inexpensive automobile for people of modest means. He believed that given

sufficient financial resources, he could develop and build a small, fuel-efficient, four-passenger coupe. His design called for the motor and transaxle to be located in the rear of the car, thereby creating a larger passenger space. He also saved substantial weight by eliminating the drive shaft and using an air cooled motor, thereby eliminating the radiator, water hoses, water pump and the weight of the water itself. He also chose light weight alloy for the motor block, saving even more weight. The weight saving did not affect road worthiness or safety as his design also entailed a unitized body, all features that were years ahead of the industry. When the German government provided funding for the project, the vehicle became known as the Volkswagen, or People's Car, and it looked very much like the production Beetle or Bug of the early 1950s. His son, Ferdinand, nicknamed Ferry, was an active participant in the Porsche Company and also worked on the VW project. Ferry was a very precocious child, learning to drive at age 10 and piloting an experimental Mercedes at age 16. Professor Porsche was always interested in motor sport, and even while he was developing the VW, he had ideas on how to create a fast and efficient sports car with VW-type components. The Berlin coupe, type 60K10, built in 1939, was the result of his sports car idea. As we know, WWII changed all these plans. But the concept was to bear fruit with the hand-built aluminum Gmund roadster in 1948, known to the world as type 356, number 1.

New to the museum this month is a 1967 Austin London Taxicab in shining black. Powered by a 2199cc 4-cylinder motor producing 50hp at 3,500rpm, top speed for the 3,800 pound car was 60mph. The car was

purchased new by performer Frank Sinatra. Sinatra was spending a lot of time in Las Vegas at the time, and one story was that he enjoyed dressing up in a chauffeur's uniform with a cap pulled down low over his eyes and driving to the airport to pick up some of his rat pack friends like Dean Martin, Sammy Davis Jr. and others. He apparently did this three times or so and was never discovered by his friends. He sold the taxi in 1971 to country singer/sausage mogul Jimmy Dean. The Austin Motor company was created by Herbert Austin, whose initial career was as a designer of sheep shearing equipment in Australia. Moving to England, Austin built small cars for the British. His pre-war Austin Seven was a tremendous success, being built under license in Germany as the Dixi, in Japan as the Datsun and in the USA as the Bantam. The Austin Minor and Mini were true competitors of the VW during the 1960s. Labor troubles, build quality and other issues (including Lucas electrics) killed the British automobile industry in the late 60s and early 70s.

New also in the Car Club Corner is a Model A hot rod presented by San Diego's largest car club, the Over the Hill Gang. The club is open to any enthusiast with a pre-1949 vehicle. The display vehicle is a Model A two-door sedan in a sparkling wine color with all the hot rod stuff, including a modified GM V-6 fuel injected motor. The original Ford Model A was built from 1927 until 1932. A total of 4,849,340 Model A's were built when production ceased in March, 1932. Prices ranged from \$385 for the roadster to \$1,400 for the top of the line Town Car. Unlike the Model T, four colors were offered. Black was not available. Anyone who is interested in displaying their vehicle at the auto museum should contact Kenn Colclasure at 619-398-0309. There is no guarantee your car will be displayed but Kenn can keep your car information on file for possible later use.

The Christmas season is represented by a 1909 International Harvester all purpose vehicle loaded with gaily wrapped Christmas presents. The "all purpose" meant an owner could remove the back seat leaving a large buggy type space for lumber, luggage, boxes and other portable items. Great for the 1909 do-it-yourself person. Speaking of Christmas, thousands of visitors went through the museum on December Nights, December 2nd and 3rd. Also at the museum was an exhibit of new Chevrolet electric Volt vehicles on Saturday, 17 December. Volts were displayed in a variety of colors and coffee and rolls were served. A number of Chevrolet representatives were present to answer questions, explain features and give test drives.

On February 3, 2012, the Museum will open a new display, "Woodies," featuring wood-accented station wagons. The display will run until May 27th. For those of you who have tried to see the Woodies display at Moonlight Beach in Encinitas every September but were unable to find a parking place, this is an event for you. The museum will display 16 world-class wooden station wagons representing a bygone era. A display not to be missed. Admission prices are still \$8.00 for adults, \$6.00 for seniors and military, while children under 6 are free. A number of annual memberships are also available. Members receive unlimited admission to the museum and free use of the extensive automotive library, as well as 10% off on museum store purchases. Membership fees are also important for maintaining educational programs at the museum and improving the facilities and exhibits themselves. Please consider joining. Next month we will have the Woodies story.

*NFL defensive lineman Fred Dryer played for the LA Rams, and played college ball for San Diego State. He drove a VW camper van and was known to use it for camping/sleeping-real beach guy.



VW GTi hot rod



1967 Austin London taxi owned and driven by Frank Sinatra



Over the Hill Gang Car Club hot rod Model A




1909 International Harvester Christmas "All Purpose" vehicle

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Final 2011 Time Trial at Buttonwillow

Text and Photos by Greg Phillips

The weather was the main story in the week leading up to the last time trial of the year at Buttonwillow. The initial forecast was for rain through the weekend, but thankfully by the time we were arriving at the Dieter's shop on Veteran's Day, we were expecting mostly clear weather. Cathy Young met us at the shop and she followed Steve Grosekemper pulling the trailer and 911SC leaving San Diego under cloudy skies as we headed north.

The drive went well, and we were early enough to stop at the Best Western and check in before going on to the track. The Lotus group was having an open track day and Jack Miller and Robert Baizer were already enjoying some track time. It was not raining but there were puddles in the low spots in the paddock parking areas.

Our garage was still being used, so we unloaded the car from the trailer and unhitched the trailer. Then as the garage was ready, we unpacked the truck and set up the garage for the weekend. Some of the other drivers with Team Dieter's arrived as Mark Rondeau's 944S, and then the toy haulers of Ethan Dahlkamp's Boxster and Bill Ibbetson's 968 set up next to the garage. They would be camping in their trailers for the weekend and were able to get power from the garage with the extension cords. As the sun set, the weather cooled and it began to drizzle as we were at Robert's trailer for registration. Next stop was the Willow Ranch for barbecue dinner with many of the other drivers over some beers and good food. After dinner it was back in the rain to the Best Western. After some video review of the track we turned in early.

It had rained through the night but had stopped in the early morning. The track was still wet in spots as we arrived and we saw the maintenance truck driving around the the track. We finished the morning prep and got ready for the drivers meeting. Jack and Robert reviewed the track and safety policies. They expected the track to be slick for the first session until the sun could finish drying it off, and were hoping for it to be dry for the duration. They also reminded us that instead of the usual dust off the track, we now had mud bogs to avoid. Although we had several missing drivers who had cancelled expecting bad weather, many of the Lotus drivers were driving with us for the weekend to help out with our attendance.

Red group was out first and they started with the first laps under yellow. We were running a set of street tires to handle any wet situation. Everyone in Red started slow and a few people decided to wait for drier conditions. Steve tip-toed around for the first session with lap times slowly coming down to 2:33 on his last lap. Ethan was on Kumho 710's and Bill was on Toyo RA1's, and they were running similar times.

Steve came in a little early to check pressures, and as we switched drivers he warned me there were a few slick spots, especially in the esses. It was drying and the sun was coming out but the esses were an adventure. I was slow enough on the yellow flag laps and there was no problem, but on the first green lap as I entered the esses and turned for the second, all traction was gone for an instant and it was like driving on ice until I cleared the slippery spot and traction returned. I was more careful the next couple of laps and again no problems, but near the end of the session I thought it had dried out and carried more speed into the esses again, with similar results except the slide without traction was longer! Thankfully the traction loss was equal front and rear. I could tell from the muddy tracks that not everyone had been able to stay on track for the session. I was happy to get the checkered with a clean car. My best lap was a 2:29, and Mark Rondeau on his Hankook tires was fastest overall at a 2:22.

The Green Lotus group was out next and then the Yellow group headed out with Cathy Young. She had been having an intermittent problem with her 911, mainly when it was cold. Steve hoped he had fixed the problem but needed further testing to be sure. Unfortunately it was not completely cleared' although she was able to complete her laps.

The track continued to dry but we decided to keep the street tires for another session. It was the wrong decision as Steve came in after a couple of laps with overheated tires. We decided to change them after my session. and I would take it easy on them. The next session was a dry track and even the esses were clear. My times improved slightly to 2:18. It seemed like most of the run group was around that time with Michael Brown (911), Mark (944S), Rick Sylvestri (911), Russell Shon (Boxster) and Fred Yip (M3) all below 2:20.

With 4 run groups, lunch came early after the second sessions. Before Cathy went out for her session before lunch, she had already prepared the team lunches! Her car was still causing some problems, so Steve was trying some data collection to determine the source of the problem. Her lap times had improved from the earlier session but she was hoping for better times. Dennis Power (Boxster) and Monte Griffiths (Lotus) were setting the pace, with Monte turning a best of 2:19 on his last lap.

After lunch we put on a set of new tires (245/40/17 F and 275/40/17 R) to heat cycle and then save for timed runs. The sun was now out and times were improving as it warmed up. Steve ran a succession of quick laps starting at 2:07, then 2:06, and finally 2:05, before hitting traffic and slowing to 2:07 before coming in to check pressures and tire temps. Ethan was also picking up the pace and had several 2:06 laps with a best of 2:06.04.

My session started slowly as I had some traffic to clear, starting with a 2:20 and slowly dropping to 2:16 after I cleared traffic, then improving to a best of 2:14 before hitting traffic again. Russell's Boxster was picking up the pace and he improved to 2:14 also. Mark Rondeau was enjoying his Hankook tires and he improved to a best of 2:12 near the end of the session. Joel Bowman's 968 was down to 2:15 and Rick Sylvestri's best was 2:16 along with Don Middleton. Dan Chamber's 911SC was down to 2:20 at the end of the session.

At the end of the session we took off those tires and put on a set of used Hoosier Koni Challenge (225/45/17 F and 245/40/17 R) slicks to try. The smaller slicks were also a little less sticky than new Hankook Z214 tires and Steve's times were slower. He ran a couple of laps and then came in to check pressures before finishing the session. Roger Lai (911) was picking up the pace and ran a 2:07 as did Jack Miller (Lotus), but the fastest lap of the session was the Lotus of Jack Fried at 2:04.98.

I was up next and headed out on the slicks. They had good feel but less grip than the Hankooks. I started out with a 2:18 and finished with a best of 2:15 at the end of the session. Mark was still very fast with laps of 2:12 and 2:13 for much of the session. Russell was also down to 2:13, with Dan Chambers improving to 2:14. The Hockett brothers were improving and Dave had a best of 2:17, with Dan at 2:18. Then I started the excitement. I left my braking over Phil Hill a little late and missed my turn-in point. As I turned in too late with trail braking I spun before the top of the hill. Stayed on track and finished the lap and decided to come in early.

Next was Cathy's luck in her session. After a few laps, she had a new problem, not being able to shift, and had to come in and finally needed a push to the garage. It turned out her original clutch finally died and her 911 was done for the weekend. Luckily we had planned for this eventuality and brought along the street tires and street muffler for my car. So her car was put on the trailer.



The last session of the day was a short one to beat the early sunset. Steve started well but on his second lap his luck changed as he tried to carry too much speed through the Bus Stop and spun on the exit. His good luck was he only dropped a rear wheel off and was otherwise on the track through the spin. He came in and was cleared and finished up his session cleanly. Roger Lai was fast again at 2:05.77 and James Buck improved to 2:10.72. Ethan ran a 2:07 and Bill Ibbetson was consistently 2:12 to 2:13. My last session was short and I had a best of 2:17 before coming in early as the skies darkened. Mark was fastest again in his 944S at 2:12.63. At the end of the day we did final checks on the cars and brakes and then moved them into the garage for the evening.

Sunday we were able to sleep in a little later as the Lotus group was up first in the morning. I was up first. We warmed up the car and stayed on the same slicks to start. The first few laps were under yellow flag and I was able to see the tracks in the mud where others had been off-track, including Bus Stop, Phil Hill, Star Mazda, the Esses and Sunset. Although the weather was dry, it was cool and overcast to start the day and the track was still cold. My best lap was a 2:17.37, but Rick Sylvestri and Russell Shon started fast with 2:15 laps. We were missing Mark Rondeau as he had moved up to the Red group for Sunday.

The Lotus X cars in Red were running well and Andrew Kern had a best lap of 2:02.51. Ethan was also picking up the pace and had a best of 2:05.50 and Roger Lai was down to 2:04.49, just behind Jack Fried at 2:03.54. Mark was holding up well in Red with a 2:12.32 for his best lap. Steve started quickly with a pair of 2:10 laps and then a 2:09. Then it all went wrong. As the Red group finished and came off the track, Steve and the 911SC were missing! He was stuck in the mud at Star Mazda.

Story continued on next page.

Continued from prior page.

In reviewing the tape, it all started when Andrew Kern's Lotus passed Steve on the I5 straight and he gave chase. He was even through Cotton Corners and then Andrew pulled ahead going into Bus Stop. Steve was loose out of Bus Stop but gained slightly through Riverside and over Phil Hill. Down the Drag Strip straight Andrew pulled away and Steve was braking late into Star Mazda and still trail-braking as he turned in. The rear was loose and he couldn't catch it, and he spun off over the gaiters and into the puddle with mud flying everywhere. It turns out that slick tires have very little traction in the mud. He tried to drive out but only had wheelspin, both forward and reverse. He was stuck until the tow truck came out at the end of the session.

To say the car was muddy would be an understatement. There was mud everywhere; on the top of the wing, the bottom of the wing, under the car, on the windows and into the wheels. Steve rounded up a jack, water hose, spray nozzle and cleaning supplies, and we headed over to a service area with a water faucet. He hosed off what he could on top and the bottom and then used the jack to raise the car and remove the wheels and spray the bottom of the car and suspension areas. Next the wheels had to have pounds of mud removed and be cleaned and put back on the car. Then the process was repeated on the other side. After a while it looked a little cleaner and we headed back to the garage.

Now we could look at the tires and found that one of the rear slicks had been flat-spotted during the spin. So it was time to swap tires. We discussed the options and decided to go ahead and put on the Hankook Z214 tires we were going to use for timed runs now rather than over lunch. By the time all of this was done, we had each missed our second session and we got ready for the last morning session.

I headed out behind Don Middleton and Dave Hockett and they pulled ahead the first couple of laps. Then as my tires warmed up, I felt more comfortable and was able to slowly reel them back in and finally pass them as my times improved to 2:11.54 at the end of the session. Michael Brown was learning his new Smurf 911 and he started with a 2:10 and then a 2:08.46 for his fastest lap of the weekend. Russell Shon also improved with a best of 2:10.31.

Steve was out next and kept it clean but also improved his times on the new tires with a best of 2:07.61. James Buck (911) had been slowly improving and now was down to 2:05.14, just behind Roger Lai's 2:03.94 and ahead of Mike Avitt (GT3) at 2:06.78. Ken Short (911) had also been improving and had a best of 2:08.73 in the session before lunch.

Cathy provided another great lunch and then it was time for another drivers meeting to discuss the time trial procedures. After Robert and Jack had reviewed the plan, Steve was presented with a special John Deere "Offroad" award for his muddy excursion. We both

blamed Paul Young and Otto Obrist. Paul was missing as he was racing at Thunderhill and Otto's 944 Turbo was down on power and he was still trying to find the missing horses. As at Willow Springs, without Paul and Otto, somebody else had to take up the slack.

We had one last session before timed runs and both of us were taking it easy, just warming up the tires and keeping the car clean. As they started lining up the cars for timed runs, the Lotus Club had a good representation and they did very well. Andrew Kern's Lotus 2-Eleven had the TTOD at 1:59.19, just nipping the other 2-Elevens of Jack Fried at 1:59.95, Ed Park at 2:01.62 and then Peter Mokran's Lotus Exige at 2:02.41.

Steve was out first and he had a problem with the G2X GPS timing system and did not get any lap times in the car. He would have to wait for them to post the transponder times. We switched and I headed to the start line. After a short wait I was flagged off and headed out on my warm-up lap. I was conservative and as I tried to get a good launch out of Sunset to start my first timed lap, my off at Willow Springs (and the surrounding mud) were still in the back of my mind. I took care to get a clean first lap in and as I finished my first timed lap I had succeeded—the G2X showed a 2:11.93. Now I was able to push a little harder. I was more aggressive (and faster) in Riverside and over Phil Hill and finally a good run through the Esses, around Sunset and past the checkered flag for a 2:10.88, my fastest lap ever at Buttonwillow.

At the end of the day, the first Porsche was James Buck (CC05) at 2:02.90. The rest of the Porsche top ten was Ethan Dahlkamp (CC06) at 2:04.58, Mike Avitt (CC06) at 2:06.61, Jim Binford (CC06) at 2:06.97, Steve Grosekemper (CC08) at 2:07.71, Bill Ibbetson (CC09) at 2:10.11, Ken Short (CC01) at 2:10.21, Don Middleton (CC09) at 2:10.78, myself (CC08) at 2:10.88 and Mark Rondeau (CC11) at 2:11.46. Russell Shon took CC07 with a 2:11.50 and Ed McRae took CC10 at 2:13.15. In BoxsterSpec Dave Hockett (2:13.99) beat his brother Dan (2:14.53).

After finishing timed runs we had to prepare my 911SC for the drive home in place of Cathy's car. She would get to relax in the passenger seat while Steve drove the trailer back to Dieter's in San Diego. After putting on street tires and a muffler we headed south on the I5 for home. We made good time and even good mileage in the SC. That was the longest time I had spent in the SC since buying it. It has been a track car with only short street drives until this trip home. The racing seat felt a little tight at the end of the trip and it was a little cool over the Grapevine without a heater, but overall a fun experience.

This was the last event of 2011, but 2012 will be starting quickly with Willow Springs on January 7 & 8 and then Chuckwalla on January 28 & 29. Start planning now. This will be the start of the new rules classification system so check out the online website to help class your car for 2012.



Jim Binford sharing the Smurf 911 with Michael Brown



A run down the stretch



The Dieter's 911SC



Bill Ibbetson's 968



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December Board Meeting

December 7, 2011 Board of Directors Meeting

Outgoing Board Minutes

Terry Barnum, 2011 Secretary

The December 2011 Board of Directors meeting was held at the home of Cathie and Wayne Aymar. Board members in attendance were Carl Scragg, Monique Straub, Terry Barnum, Bill Behun, Greg Phillips and Leigh Rayner along with Curt Yaws as advisor. The meeting was called to order at 7:06 PM. Minutes from the November 2011 meeting were approved unanimously.

President’s Report:

Carl reported on sponsorship for the San Diego Auto Show and New Year’s Eve Party. He and Kathy Alnwick are estimating income from sponsorships and ticket sales to be slightly greater than expenses. Carl urged all members to thank Pioneer Porsche, Hoehn Porsche, Black Forest, RSR Autosport, Mirage International, Computer Integrated Machining and Wayne Baker’s Personalized Autohaus for their generous sponsorship support.

Ketih Verlaque reported on the volunteer meeting held at his house and stated that planning and logistics for the San Diego Auto Show are progressing well.

Treasurer’s Report:

Cathy submitted via email the Balance sheet and Profit & Loss for the month of October and Profit and Loss Year-to-Date comparison via email. Curt reported on the year’s finances which overall are very positive. He noted that the majority of the Club’s 2011 profits were derived from driving events. Chairpersons have also done an excellent job keeping expenses in check. Cathy was praised for her budgeting prowess which led to few financial surprises. There was discussion on maintaining a comfortable bank account. Cathy’s report was approved unanimously.

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 a Time Trial, Windblown Witness printing and Administrative fees. Major sources of income included a Time Trial, Windblown Witness advertisers, the PCA National rebate, Social Events, Website advertising and Tours. (See Treasurer’s report for details.)

Chair Reports

Archivist. No report.

Autocross (AX, pre-reg, reg, CW, equip, logistics, safety, tech inspect, tech adv, timing). Jerry Bumpus reported there were 108 participants at the November AX on an excellent track designed by Gordon Carter. Jerry described a rollover at a recent Qualcomm BMW event due to loose lug nuts and reminded everyone to always double check their wheels before driving events. Auto Museum. Michael Harris reported that VW is still the primary exhibit at the Museum. He described some of the videos on display as well as membership passes that are currently for sale. GM will have a display of electric cars on December 17. Michael was thanked for his articles and pictures in the Windblown Witness.

CDIs. No report.

Charity. Kathy Alnwick reported on the Toy Drive at Roberto’s which was well attended. Participants who bring a new toy to the December AX will receive an extra lap.

Concours. Steve Lopez reported that the August 2012 Concours is still on track for Shelter Island. He noted there have been requests from members to investigate having the 2013 event at Liberty Station.

Goodie Store. No report.

Historian. No report.

Insurance. Tom Golich reported via email that all insurance certificates are in place for the Toy Drive. There was a question if insurance is required for the SD Auto Show. Tom Brown has been asked to check with PCA Executive Director Vu Nguyen.

Legal Affairs. Jim Ryan reported via email that there is no report.

Membership. Angela Avitt reported membership is down 4 from last month: Primary 1402, Affiliate 1063, Total 2463. There were 67 on time and late renewals. In a move that may boost Club membership, Porsche will begin sending packets to new owners containing information about joining the PCA.

Editor’s Note

By Jim Mazzola

Like many of you, my new year typically begins with a few resolutions, to work out more often, skip the dessert or spend more time with my family. This year, I started early by resolving in November to become more involved in our San Diego Region Porsche Club. Less than 30 days later, I found myself pulling together this January issue of the Windblown Witness as our new editor. So let me first apologize for the issue arriving later than usual. The delay is solely attributable to my rookie mistakes.

Publishing a monthly newsletter is no small task, which brings me to my second point. I’d like to thank Susan

Brown, who has admirably dedicated a large chunk of the last 4 years serving as writer, editor, designer and production specialist for our newsletter. I hope to uphold the standard Susan set for the Windblown Witness.

Finally, I’d welcome input from you on what else you’d like to see included in the Witness. A dedicated few provide the articles and photos published every month. It would be great to hear from more members, receive additional articles and photos of your experiences driving, showing, or tinkering with your Porsche.

Send any comments to editor@pcasdr.org

Military Liaison. Don Auten was thanked for his efforts with the Wounded Warriors Tour.

Rally. No report.

Policy/Procedures & Region Rules. Tom Brown stated that he will distribute the Standing Rules to the 2012 Board for review. There was a suggestion to post the Rules online and have copies available in the trailer. Tom requested that the Secretary convey to the Policy Chair any Club policy changes made to the Standing Rules.

Safety. No report.

Social. No report.

Tech Sessions. No report.

Time Trial (TT, DE). As a result of the Club's positive finances, Robert Baizer and Jack Miller have been requested to reduce the fees for upcoming TTs and DEs. To protect the Club from extensive losses, they have also instituted a cancellation refund policy: a 50% refund if cancellation occurs 14 days before the event and no refund if cancellation occurs 7 days before the event.

Tours. Ralph Turner reported via email that none of the Tour Chairs had anything to do with the Ferrari incident in Japan.

Vintage Racing. No report.

Web Team/eMaster. No report.

Web Forum. No report.

Witness Team. Jim Mazzola introduced himself and was boisterously thanked for volunteering as the new Witness Editor. Susan Brown was applauded for her excellent work over the many years as Witness Editor. Royce Ann Myrick reported via email that there are no advertiser delinquencies.

Unfinished Business. There are still vacant Chair positions in need of volunteers--Goodie Store, Tours and Pre-registration.

New Business. None.

Announcements. Curt thanked the 2011 Board for their efforts.

Adjournment. Cathie and Wayne were thanked for their hospitality and the 2011 Board of Directors meeting was adjourned at 8:13 PM.

Following the 2011 meeting, the incoming 2012 board held its first meeting, chaired by President Greg Phillips.

Don, Terry, Carl, Araceli, and Leigh were present. Cathy was absent due to a family trip. The meeting was called to order at 8:14 pm.

Unfinished Business: Greg would like to be reimbursed (\$198.95) for the purchase of new Software for the Website and Witness.

Social: Kathy asked for approval for the Last Tuesday Socials to continue. Approval was unanimous.

Tech Session: Martin and Jim have been working with Hoehn regarding the new 991 release. The date is not set, however Feb 4th is the tentative date (Subsequently confirmed). January 14th is the date for the Dynometer. There will be no autocross in January.

2012 Chair Positions: In regards to Autocross Pre-registration, Martin and Jennifer Reinhart have agreed to help in the transition period. They will be mentoring the replacements. The Goodie store needs a new Chair. With Tours, Dan and Monica Chambers may be filling in. All other Chair positions have been filled, except CDI. Approval of Chairs was unanimous.

New Business:

Budget Proposal: Angela submitted a budget request form. She has an idea to give new members (\$40) gift cards to use on any event within the Club to initiate participation.

Beverly volunteered to be the keeper of the Calendar.

Adjournment/Next Meeting Announcements:

The meeting was adjourned at 9:15pm. The next meeting will be held on January 4, at Giovanni's Pizza - 9353 Clairemont Mesa Blvd.

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

1974 Porsche 911 Looks, runs great. Porsche color, light metallic blue, but not original. 125,000 miles on 1979 SC 3.0 liter long block. Sunroof. \$15,000. dnjn5743@hotmail.com

1975 911 Renegade Conversion. Small Block 350 Chevy motor mated to 911 transmission - not installed. Solid body steel turbo fender flairs, GT3 whale tail, front spoiler. Installed radiator kit. All Renegade installation accessories & hardware. New Recaro racing seats. Much More. Asking \$10K Wayne Bostic, San Diego, CA 619-464-6723 waynebostic@cox.net

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

1986/2 Porsche 944 - Silver Original paint, phonedial wheels, & leather in great shape. Strong engine. 5-speed. Clean title. Odometer stuck at 116k. \$3500. (215) 292-3774

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

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 Millenium 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/J93lt-MN3wv> \$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, Mannual, 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

993 Carrera 4 Cabriolet 1995 C4 white/black interior. 111,000 miles. Split case engine rebuild at 91,000. 6 speed. Everything works! \$32,900. Call Phil at (858) 774-4492

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

MERCED-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

Boxster Spec BSR \$25K Full spec setup, cage, two sets wheels, GT3 lower control arms, Tarett drop links, Bilstein PSS9's, RLC Racing Commander DA system w/ Chase Cam video and Motorola race radio. COME ON RACERS!! bbogard1230@gmail.com 858.922.9536 http://photobucket.com/bbogardboxsterspec

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

EZ Up /Cover \$50 bbogard1230@gmail.com http://photobucket.com/bbogardezup

Wheel Straps for trailer, high quality ratchet with 2" axle/wheel strap. 4 for \$125
bbogard1230@gmail.com http://photobucket.com/bbogardwheelstrap

Porsche GT3 front wheels from 2004 GT3, Excellent condition, \$550 each
bbogard1230@gmail.com http://photobucket.com/bbogardgt3wheel

PORSCHE SPORT Seats from 2004 GT3, Excellent condition, \$1100 each plus shipping
bbogard1230@gmail.com http://photobucket.com/bbogardsportseat

SPARCO EVO race seat, Excellent condition, includes sliders for Porsche
bbogard1230@gmail.com http://photobucket.com/bbogardsparcoevo

17" Kinesis 3-Pc K29's Fronts 9.5"W with 275/40
Rears 12.5"W with 335/35 5.5" offset. Polished Ally rims, Brushed alloy centers \$1,650 for set
Brendan (619) 507-8454

6 & 7 Inch Fuchs Alloy Wheel 4 Wheels with center caps in very good condition. Sold as set only. \$600
jay-roba@aol.com (760) 436-1807

TIRES / NEW (2) Pirrelli P-zero Rosso 265/38zr18 83N4
220 treadware / asimmetrico
List ~ \$345 each. \$250.00 each. no tax / shipping, etc. 858.292.1502

986 Boxster S Wheels 17" \$675 Factory finish silver, 1 with cone scratches. Road tires, minimal tread.
Call (858) 980-986 or email mike_sd@yahoo.com

Factory Carrera II 19" wheels with Pirelli P- Zero 235/35, 305/30 ZR tires. Wheels are perfect and unmarked; 65% remaining tread. \$2,750.00 OBO. jhyldahl@cox.net (858) 485-8621

FS: 1 used Toyo RA1 1 used unshaved RA1 with 2007 date code, used 1 weekend, even wear; stored indoors; size 275/35R18. \$50 (858) 456-2480

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
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997 19" Wheels 8 & 11 Fronts perfect. Rears curbed. Balanced, ZERO issues. Made 2005.
w/ used Pilotsports 235/295 \$1750
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MOTOR, 3.0LTR Hot rod street / track motor. Electromotive, Twin plug.46MM webbers, 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.
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986Boxster RollBar Extension BreyKrause R3010, adds 1-3/4" to roll-bar 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

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-muf-

flers, minimal weight, perfect for 986 Boxster Spec or track car. \$450
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CG Lock - New In Box Attaches-2seatbelt, keeps lap section from going slack. Great for Autocrosses/ DEs/ TTs. Works with stock&aftermarket seats. List \$65, sell \$40
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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
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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
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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 8.5Jx-17ET50 Boxster S (00-03) Rear Wheel. Concourse quality. \$250
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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
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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

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

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

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.john-straub.blogspot.com

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

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Boxster Chronograph watch (black dial, white numbers) with black leather band in original case with box and manual. Collector's item in excellent condition. Can send pictures if interested. \$400. gotz@cox.net

Forgeline Wheels Forgeline One-piece aluminum wheels. Fit all 996, 996 GT3 and 997. Black Finish. Can be seen at Black Forest Automotive, \$2000 (310) 428-4806

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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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To:



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.

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