

WINDBLOWN WITNESS

The official publication of the San Diego Region Porsche Club of America
February 2012



Room for a 991: New Porsche debuts

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Features



7 San Diego Auto Show



18 Welcome, 991



24 Taking it to the Streets...of Willow

Departments

- 02 Board of Directors, Witness Staff
- 03 Committees
- 04 From The Hot Seat
- 12 Event Capsules
- 20 Auto Museum Report
- 33 Membership Report
- 34 Monthly Meeting
- 36 Classified Ads
- 40 Advertising Index, Rates, Policy

On the Cover



1996 993 Turbo (L) and 2004 996 C4S share a San Diego garage, with plenty of room for a 991.

WINDBLOWN WITNESS

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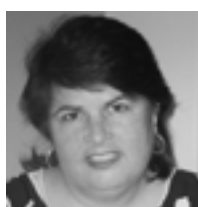
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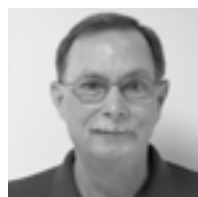
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From the Hot Seat



By Greg Phillips,
President

OK, this has been a fast start to 2012. We kicked off the New Year with a great banquet at the San Diego Auto Show with music that got everyone

up and dancing by the Blues Doctors, featuring your DE/TT chairs Jack Miller and Robert Baizer. They also had a fun jam session and were joined by PCA members Dave Gardner on drums, Dave Hockett on guitar and Dan Chambers on bass. Thanks to Kathy Alnwick who organized and set up the event and everyone who attended and made it a fun time. Special congratulations to Angela Avitt as the Bill Myrick Enthusiast of the Year, Skip and Leslie Shirley as the

SDR Family of the Year and Dale Sommerfeld as the Pat Scanlan Concours Award winner.

Of course, the banquet was just one part of the San Diego Auto Show experience. We had a great exhibit with wonderful cars and volunteers to

answer questions and membership chair Angela Avitt to sign up new members. Many volunteers were kept busy over the 4 days of the Auto Show and it made a great impression on those attending. Thanks to everyone who helped, especially to those who brought their cars to exhibit. You were the first in and last to leave.

It did not slow down, as the next Friday it was time to leave for our first driving event of the year at the Streets of Willow Springs. Randy Gates, Jim Binford and Michael Brown took their cars from the Auto Show exhibit and then to the track. Randy turned in the TTOD and both Jim and Michael were in the Top Ten. See the whole report inside and full results are up on the website.

The following weekend it was time for the Dyno Tech Session at JBA Racing and also a Qualcomm Patching Party to try and fix the track surface. I took the easy way out and went to JBA to get dyno results for my 911SC. My engine is a short stroke 3.2 liter with cams but stock heads and CIS injection. I ended up with 186 RWHP and 204 ft/lbs of torque on the best run. Steve

Grosekemper, who had built my engine, also brought his stock 1983 SC cabriolet (172 RWHP and 198 ft/lbs.) as well as his new silver track 1979 911SC. It also had a short stroke 3.2 liter with CIS built by Steve, but had the larger ports and registered 197 RWHP with only 186 ft/lbs. of torque. Several other drivers got their engines checked and now have the option of using their dyno horsepower in their car classification.

Speaking of classification, 2012 is the start of a new car classification system for Zone 8 and SDR. We did have a trial run in the TT series last year, but now everyone will need to reclassify their car. If you have a newer car without modifications, the simplest is to run in one of the SS or Street Stock classes, which groups the stock cars by the different models. However, many (most) cars will fall under the CC rules.

To classify your car under CC rules, you need to know your car year and model for your basepoints; tire width and treadwear for your tire points; and suspension, engine or other modifications for your modification points. If one of your modifications was to remove weight, you will also need to know your car's weight. Luckily Tom Brown has put up a page on the Zone 8 website to help simplify the procedure. If you are going to be running in an autocross or TT, you should have your car classified before the event to help with the registration process.

As I write this, that is as far as we have gone, but this weekend will be another Tech Session at Cavallo Motorsports and the Zone 8 Awards banquet. The following weekend we are back on track at Chuckwalla for our next DE/TT event.

And then it is time for the 991 introduction, February 4th at Hoehn and February 11th at Porsche of San Diego (Pioneer Centres). Also on February 4th in the evening is the Drivers Awards party at the Yardhouse. It will be a great event, so if you have not signed up, do not delay.

And I would be remiss if I did not mention we also have the Last Tuesday Social at KnB Bistro and Wine Cellar January 31, the February 1st Board Meeting at the Brown's and our first Autocross on February 5th at the Qualcomm Stadium. Keep your eye on the website for updated events and schedules. Hopefully February will be a little quieter.



Past President Carl Scragg (l) with King Phillips

Events: February-April 2012

FEBRUARY 2012

01 Wednesday Monthly Members and Board Meeting

6:00 P.M. Meeting
7:00 P.M. Social hour and dinner
\$5 donation, BYOB

Tom & Susan Brown's Home
1805 Altamira Place
San Diego, 92103

04 Saturday Tech Session - 991 Introduction

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

Hoehn Porsche Motors
6800 Avenida Encinas
Carlsbad, CA 92011

04 Saturday Driver Awards Party

3:30 P.M.

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

Details:
Online registration at pcasdr.motorsportreg.com.

05 Sunday Autocross

7:00 a.m. - 5:00 p.m.

Qualcomm Stadium, West Lot
9449 Friars Road,, San Diego, CA, 92108
Details:
Online at pcasdr.net/events/upcoming/

28 Tuesday Last Tuesday Social

6:00 P.M.

Butcher Shop
858-565-2272
5255 Kearny Villa Rd, 92123

MARCH 2012

03 Saturday Autocross - Instructor Day

7:00 a.m. - 5:00 p.m.

Qualcomm Stadium, West Lot
9449 Friars Road,, San Diego, CA, 92108

Details:
Free AX day for instructors only.

07 Wednesday Monthly Members and Board Meeting

6:00 P.M. Social hour and dinner
7:00 P.M. Meeting
\$5 donation, BYOB

:
Mike Brown & Lori Chesley Home
8849 Diamondback Drive
Santee, 92071

09 Friday Drivers Education

Auto Club Speedway

Details:
Online registration at pcasdr.motorsportreg.com.

10 Saturday Judges & Concours School

9:00 A.M. - 2:30 P.M.

TCs Garage
1315 Hot Springs Way #105, Vista, 92081
Cost: \$20

Events: February-April 2012

MARCH (Continued)

17 Saturday Autocross

7:00 a.m. - 5:00 p.m.

Place: Qualcomm Stadium, West Lot
9449 Friars Road, San Diego, CA, 92108

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

27 Tuesday Last Tuesday Social

6:00 P.M.

La Bastide Bistro
10006 Scripps Ranch Blvd.
San Diego, 92131

APRIL 2012

04 Wednesday Monthly Members and Board Meeting

6:00 P.M. Meeting
7:00 P.M. Social hour and dinner
\$5 donation, BYOB

Carl Scragg & Patt Seitas Home
3343 Harbor View Drive
San Diego, 92106

7 Saturday Autocross

7:00 a.m. - 5:00 p.m.

Qualcomm Stadium, West Lot
9449 Friars Road,, San Diego, CA,
92108

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

13-15 Weekend Long Beach Grand Prix

Details:
Hold the date for America's No. 1 street
race!

20-22 Weekend Zone 8 California Festival of Speed

7:00 a.m. - 5:00 p.m.

Auto Club Speedway

Details:
The biggest Porsche event in Southern
California features a PCA Club Race,
Time Trial, Track Tours, a Vendor Row,
and more.

24 Tuesday Last Tuesday Social

6:00 P.M.

Filippi's Pizza
(858) 586 - 0888
9969 Mira Mesa Blvd., San Diego 92131

For details and the
latest updates, visit
[pcasdr.net/events/
upcoming/](http://pcasdr.net/events/upcoming/)

FOR NOTIFICATION OF UPCOMING EVENTS, PLEASE KEEP YOUR EMAIL ADDRESS CURRENT. SEND CHANGES TO
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Our 60-Year Love Affair: PCA at the San Diego Auto Show

Text by Michael Harris

Thursday, December 29, 2011, through Sunday, January 1, 2012, were dates that will live in the collective memories of many San Diego Region members. The Porsche Display at the International Auto Show outshone the new cars hands down. While your scribe may not be the most objective of writers, especially when it comes to Porsche automobiles, the quality and variety of Porsches at the San Diego Convention Center was absolutely outstanding. The only thing that exceeded the quality of the cars was the quality of the effort put forth by SDR members. Auto Show Event Director Kevin Leap asked 2011 President Carl Scragg if the San Diego Porsche Club could put together a representative group of Porsches through the years for a display during the 2011 Auto Show. Carl contacted Skip Shirley, John Straub and Michael Harris for support. Over a period of weeks, a plan was put together to recruit a number of Porsche Club members from San Diego and adjoining Regions

to participate. As the number of owners and quality of cars increased, more volunteers were needed and Keith Verlaque stepped up to offer his services. Keith organized a small army of volunteers to patrol the cars during the display. We had at least four PCA members patrolling the cars and answering visitors' questions at all times. The goal was to have 19 cars on display ranging from early 356 "bathtub" Porsches to the latest models, including racing cars. As more SDR members offered their services, more owners offered to display their cars until we had a difficult time in having to turn away some beautiful cars. Architect and Board Member Bill Behun did a schematic to place the cars and incorporate space for chairs in front of a huge 80-inch monitor showing Porsche Club activities (the monitor was donated by Pacific Sales). Bill also set up tables and chairs for Angela Avitt and her Membership volunteers and for Goodie Store Chairs Skip and Leslie Shirley. Mike Brown pitched in to help with signage that identified each model on display. Mike's effort produced the best placards of



any Auto Group in the Convention Center. It was a time consuming task but well worth the effort.

Listing the cars from oldest first, we start with a wonderful 1957 Speedster owned by Howard Fisher. The Speedster concept was fostered by Porsche USA importer Max Hoffman, whose showroom was in the Manhattan area of New York City. Hoffman saw that a lot of buyers were stripping their Porsches in order to go racing. He asked Porsche to reduce the amenities in order to reduce the weight and price of an open car. Speedsters came with a simple unpadded top, side curtains in lieu of roll up windows, a removable wind screen for racing and a tachometer delete in order to offer the car for sale at under \$3,000. The advertised price was \$2,995 but no cars were actually available at that price because all cars were built and shipped with a tachometer, thereby increasing the price to the low \$3,000 range. But marketing is everything and the cars quickly sold. Being built for the American market, only three colors were offered as standard: red, white and blue. Other colors were available but at extra cost. Our display car was a shining white. One look at this car and you realize why these cars are selling in the \$225,000 range. The cars are simple, fast, and look like a Porsche should.

Next was a pristine Ruby Red 1965 356 SC coupe owned by John Turk. The contrast between the 356A Speedster and the C model is easily apparent. If the Speedster was the bare bones racing model, the C model was the Grand Tourer, and the final evolution of the 356 series. All 356 street Porsches had drum brakes until 1963 with the intro of the C model, which



offered four-wheel disc brakes. While the C model was heavier than earlier iterations of the 356 series, it was also the quietest, most comfortable and best touring car of the group. Prices in Germany for the coupe started at \$3,500 for the SC and \$2,800 for the C without options.

Next in line was the “all new model” that replaced the 356 C in 1965, the 912. Both cars were powered by a four cylinder opposed engine of 1,600cc displacement. The 912 had a milder cam than the SC and power rating was 5hp less. The 912 also idled better. The lovely red display coupe is owned by Brett Mohr. The car has been concoured and shown at events around California. We were very fortunate to have these two priceless examples of early Porsche history side by side for a comparison. As with any model change, some people did not like the looks of the new 912/911 at the time and kept their 356 C models instead. Yet the 911 is still made, and the body style is clearly recognizable as a Porsche.

Next to the 912 was Porsche’s 1970 replacement for the entry level 4-cylinder Porsche, a 1970 914-4 VW/ Porsche in Carnaby Street, London psychedelic green. The car was designed and engineered by Porsche but constructed by VW. The Porsche 6-cylinder cars were built by Porsche, but the 4-cylinder cars were built by VW. The VW built cars were sold in Europe as VWs and in the States as Porsches. The display car was restored by Joel Bowman for his spouse Shannon. After purchasing the car Joel and Shannon were transporting the car to San Diego from Oregon. At one point during the trip, the car had to be pushed -- so



Shannon pushed and Joel steered. But that is another story. Joel made some tasteful performance upgrades to the 914, including adding a racing spoiler front bumper, Porsche brakes and five-stud Fuchs mag wheels, and heavily modifying the engine. The car is stock in appearance and a real standout.

Next in order is Bev Gould’s concours winning 1970 911E Targa in Tangerine. Bev’s 911 is an early injected model with the removable Targa top. The car is a driver with over 400,000 miles. It has been driven on rallies and at the auto-cross, as well as shown at numerous venues. The car is a real show-stopper, and Bev has received numerous well deserved awards.

After the 911E comes a 1971, fully restored 911S coupe (S for Sport) in Black, owned by Bob Smith. The S model originated in 1967 and was Porsche’s most powerful GT/street car, and is one of the most sought after cars today for collectors. Although the motors tended to be a little rough at idle and needed to be driven to keep in tune, owners say the difference in performance was well worth the added cost. This 911S was one of the most coveted cars at the display.

Next was Mike Eisele’s 1970 914-6 in Signal Orange. The car started life as a street car and has been modified to run in historic racing events. The two-litre, six-cylinder Porsche-engineered 914-6 took Porsche to SCCA titles driven by San Diegan Alan Johnson. Win on Sunday and Sell on Monday was an apt description of this car’s success story.

Another brace of high powered Porsches were two 1986 930 turbo coupes in bright red mirroring each other at the end of the display. One owned by Concours Chair Steve Lopez and the other by Glenn Roberts.

Water pumpers were not ignored at our display. A Guards Red 1989 944 S2 was displayed by SDR Super Volunteer and Auto Cross Racer Martha McGowan. The 944 was an evolution from the Porsche designed 924 initially created for Audi with an Audi engine in 1977 as a replacement for the 914-4 as Porsche’s entry level sports car. The 924 was underpowered and Porsche had a lovely V-8 motor in their 928 coupe. By splitting the 928 in half you created a powerful 4-cylinder motor that replaced the anemic Audi four. With the transaxle placed at the rear of the car and with the engine mounted in the front, the car’s weight distribution was a perfect 50/50.

Next was Mark Matsumoto’s auto crosser and show car 1991 928GT. The 928 was introduced to the Car World in San Diego at Sea World in 1977. Hailed as the replacement for the 911, the 928 was a marvelous high speed autobahn cruiser. When looking for a new Porsche in 1988, one might ask for guidance between buying a new 911 or 928. The only negative ever heard was that the 911 had been built for over 20 years and all the bugs had been worked out, while the 928 was a wonderful car but very complicated and expensive to maintain. Road & Track design editor Richard Baron once told me that of the hundreds of new cars he had driven as an editor at R&T, if he ever had to drive coast to coast he would choose a 928. High praise indeed.

The last of the Auto Cross Show Cars was Keith Verlaque’s 1993 RS America in a rare cop catching, one-of-four RSA’s painted in Ferrari Yellow. “RS” stands for Renn Sport, or German for race sport. RS 911s were lightweight street cars, set up for track and street use. Usually a/c, stereo and sun roof delete cars, the factory also eliminated the arm rest and door pulls, and used simple pull straps instead.

The modern car era of the 993/996/997 series starts with Tom Brown’s 4-wheel-drive 993 Turbo in a rare color of Arena Red (more of a burgundy or wine color, very suitable for a wine collector-connoisseur like Tom). The ad at the time was: ”Kills bugs fast.” World’s fastest production car at the time of its introduction.

Next up was Dale Sommerfeld’s 911 Twin Turbo coupe in Black. This car was the TechArt show car at the 2007 SEMA Show. It has custom intakes and an exhaust system that make the engine compartment fascinating to look at. Next to Dale’s car is Jim Binford’s 2007 997 GT3 in Red. Jim’s cars are always absolutely pristine, whether a street car like his red 1989 BMW M-3 coupe with a 6 cylinder “M” engine shoe horned into the original M 4 cylinder space, or his super clean race cars. The GT3 was Porsche’s street version of their race car. The normally aspirated GT3 has been tested at a top speed of 193mph and accelerates from 0-60 in 4.1 seconds. Last in line was Andrew Raines’ 2008 987c Cayman S in bright White. This car drew many favorable comments from spectators who opined that the car compared favorably with the earlier Porsche models. The car is an evolution of the Boxster. It has a fixed coupe hardtop with fast back styling and extended storage space in the back. It is also a mid-



Targa Florio winning 1964 904 Carrera GTs



1965 356 SC coupe—the last and best of the 356 series



1966 912 coupe—the 912 replaced the 356 in 1965

Continued from the prior page.

engined car and is an absolute joy to drive. Although it has a slightly smaller engine with less horsepower than the big brother 911 coupe, it handles like a dream, is quiet, and has all the amenities of the 911 at a substantially lower price. It is amazing that the Cayman continues to be a slow seller when compared to the 911. Drive it and you'll buy it.

The last set of cars were three rare race cars. Ryan Calvert prepared a 2004 996 RSR/GT3 that had a most unusual color scheme of stars and stripes in red, white and blue. This highly modified race car looks like a Carrera Cup car on steroids. The motor has been taken out to 4.0 and the huge Brembo brakes look as though they would stop a Mac truck. In answer to a viewer's question of "how fast will it go?" the only appropriate answer is "A lot faster than I am capable of."

Next was a 1981 911SC track car in Tonka Toy Blue. The car was built by Mark Kinninger. He and his son Erik set an autocross record with the car at the Porsche Parade. The car is now owned and raced by Mike Brown and Jim Binford.

The last car in the Race Car Paddock was Stanley Gold's 904-6 silver Carrera GTs racing under his Shamrock Racing banner. Not only was this the rarest of the cars on display, it had the greatest pedigree. The car won the Targa Florio race in 1964, placed at Le Mans in the same year, and raced at the Monte

Carlo Rally in 1965 if memory serves me correctly. While looking for a 1964 SC coupe at Otto Glockler's Porsche dealership in Frankfurt, Germany in 1965, I saw five or six 904 race cars in the rear of the maintenance shop were for sale. All were fitted with the 4-cam 4 cylinder racing motors. Porsche had just introduced the Carrera 6 race car, aka the Batmobile, and 904s were no longer competitive. Asking price? \$3,000 US apiece, take your pick. A new GTs in 1964 was US \$7,245. The value of Gold's car today? With its sterling racing history and in its current condition about \$1.2 million.

A special "Thank you" goes to our event sponsors: Platinum Level-Porsche of San Diego (formerly Pioneer Centres), and Hoehn Porsche; Gold Level-RSR Motorsport, Black Forest and CIM (Computer Integrated Machining, Inc.); and Silver Level-Mirage, Personalized Autohouse, the San Diego Air and Space Museum, Pacific Sales, and Autobahn.

Space precludes us from listing all the wonderful volunteers who helped put this event on, but thank you all very much for your generosity. And thanks again to the car owners for sharing these wonderful cars with us all. Truly a wonderful trip down memory lane.



1970 914-4 in rare Willow Green color



Bob Smith's 1971 911S



Mark Matsumoto's 1991 928GT



993 Turbo kills bugs fast

Ring in 2012: SDR New Year's Eve Event

Thanks to Kathy Alnwick who organized the San Diego Region New Year's Eve Event, and everyone who attended. Special congratulations to Angela Avitt as the Bill Myrick Enthusiast of the Year, Skip and Leslie Shirley as the SDR Family of the Year and Dale Sommerfeld as the Pat Scanlan Concours Award winner.



2011 Board (L to R): Curt Yaws, Terry Barnum, Cathy Young, Leigh Rayner, Monique Straub, Carl Scragg, Bill Behun and Greg Phillips



Paul & Ruth Young



Past President Carl Scragg and his collage



SDR Divas (L to R): Pat Seitas, Cathy Young, Angela Avitt, Katie Kinninger and Martha McGowan



John Straub presents Pat Scanlon award to Dale Sommerfeld



Leslie and Skip Shirley receive the SDR Family of the Year award



Angela Avitt receives Bill Myrick Enthusiast of the Year award



New Zone 8 Rep Tom Brown and Susan Brown enjoy the evening

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Or make checks payable to PCA Zone 8 and send to Bev Gould at 1548 Roma Dr., Vista, 92081

Questions: E-mail Bev Gould at bev@tcsgarage.com or call (760) 727-6068
Time: 9:00 am — 2:30 pm
Where: TCSGarage, 1315 Hot Springs Way #105, Vista, Ca 92081 - (760) 295-3330 — drive around back for school
Take the 5 freeway to Palomar Airport Rd. Turn Left on Melrose, Turn Right on Sycamore and Right on Hot Springs Way. Turn right at the 1st driveway and come around back

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★ 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 mental 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
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<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)
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*Zone 8 Festival of Speed — Registration is only available online at www.clubregistration.net

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★ Please bring a filled-in Tech form with you to your Pre-tech inspection. <http://pcasdr.motorsportreg.com/Zone8RegForm.pdf>

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The 991 Arrives in San Diego

Text by Jim Mazzola

I love my 996. Sure, it's the model caught between the purist's 993 and the more refined and powerful 997. But mine is perfect. It's a C4S that I factory-loaded nearly 10 years ago and the only thing that would cause me to be unfaithful is a Turbo. I'd love a Turbo. That is until I started seeing reviews of the new 991. The wider track, improved weight distribution and 400 horses in the S version are tempting. Combined with 325 lbs. per foot of torque, it makes my 996 seem like a Hyundai. Well, not quite, but the new model is impressive.

The interior styling has hints of the Carrera GT and the exterior is a 997-plus-Panamera mash-up that seems to work well. It's lean, clean and fresh. You purists will groan, but I also like the new creature

comforts. My "everyday magic" typically includes shouting over road noise while trying to conduct a conference call sailing up I-5. I hate to admit it, but I like the idea of a slightly quieter ride on the inside.

OK, enough of that fluffy stuff. It still has to perform on jaunts out to Campo, and how could it disappoint? Sport Chrono, ceramic brakes, PDCC and lighter than the 997, or my 996. Sounds darn near perfect.

Until this month, most of us have been limited to what we've read about the new bloodline. That will change in a few days when the 991 arrives to area dealerships. These cars are unmistakably Porsche, with nods to Ferry Porsche's early models through the 997. Plenty of SDR PCA cars will be on display Feb. 4 at Hoehn and Feb. 11 at San Diego Porsche, to show the evolution of the 911. I'll be there. But, I'll also keep an eye on news coming from the Geneva Auto Show in March, where it is rumored Porsche will release the 991 Turbo. So many choices.



Dyno Day: Measuring Porsche Power

JBA Racing hosted a member Tech Session on Jan. 14 to measure engine horsepower and torque on the dynamometer.



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The Woodies Arrive at the San Diego Auto Museum

Text by Michael Harris

The new display at the San Diego Auto Museum features classic woodies, from a 1909 International to a 1964 two door Austin Mini Estate car and lots of others in between. Most of the woodies are station wagons, but an elegant 1947 Chrysler Town & Country convertible represents what an elegant Estate car could look like. The car oozes money (it is also green in color) and elegance. Picture yourself driving through the gate of a fine ranch in Santa Barbara, a lovely estate in Connecticut or driving along Highway 1 in Malibu in the late 1940s.

Ford is well represented with a 1929 wagon in tan, an extremely rare 1931 Boattail (looks like a “sports car”), a 1932 model B V-8 wagon, a 1940 wagon in maroon and a 1950 2 door woodie wagon. Although there is only a year or two separating the Ford A models from the B models, when placed near each other the B model appears substantially more modern than the A model. And going from a 4-cylinder motor in the As to a V-8 in the Bs was a huge advancement for Ford and the auto industry. Prior to 1932 only expensive marques produced a high powered six or eight. Ford did so in a mass produced car selling for only slightly more than the model it replaced. Of all the Fords, the 1940 model has proved to be one of the most desirable by collectors. The iconic front end is lovely and 1940 marked the end of full running boards. After WWII, running boards were concealed/eliminated. This model was a one-year model, although 1939 Fords were similar in appearance. For 1940 the headlight package was increased in size to also house the parking lights, the grill design changed, and the bonnet became more pointed. Also the windshield wipers were moved from above the windshield to mounting under the windshield on the cowl and the teardrop taillights were increased in size, looking like chevrons on the 1940 model. The wheels were also substantially different.

Chrysler products are also well represented, starting with a 1941 Plymouth P12 Special Deluxe. While Plymouths only had a six-cylinder flat-head motor that

was less powerful than the Ford V-8, it was economical, extremely durable, and a pretty design.

A large 1948 Dodge half ton Suburban represents what an SUV looked like before there was one. A 1949 Plymouth four door wagon towing a “canned ham” trailer (so called because the shape of the trailer looked like a canned ham) is also on display, as is a 1950 Super Deluxe wagon in blue. The only GM product is a 1953 Buick four door wagon with its long bonnet housing a Buick straight 8. The last wagon is a diminutive 1964 Austin Mini, a two-door woodie in blue. This model was very economical, fun to drive and easy to park with its 10-inch wheels. The tires were very inexpensive, but tended to wear out quickly because they were so small, especially if you enjoyed the great handling. We will have photos and descriptions of the graphics and video displays in next month’s magazine.

New this month is the Car Club display car, an early 60’s Ramcharger pro stock Dodge. The car is equipped with a large displacement Hemi V-8 with Hillborn fuel injection, roll cage, and huge slicks on the rear end. Probably not great on the street, but it looks as though it is built for show and go.

Executive Director Paula Brandes reports that the San Diego Auto Museum had a very positive 2011. In almost all areas the Museum saw positive growth. Donations and admissions were up, as were Museum Store sales. Attendance also saw a marked increase. In fact, 9,000 people attended the Museum over the two days of December Nights, and 4,000 came in for Free Tuesday. Memberships were unfortunately down last year, an area where Porsche Club members could really make a difference. The Museum has three new exhibits a year, an ever increasing library collection, and the quality and quantity of the goods sold at the store are first rate. Want something from Griot’s Garage? Stop at the Museum Store. The Museum also continues its outreach to area school children and is a wonderful resource for all. It is worthy of your support. And make sure to tell staff you are from the Porsche Club on your next visit.

DAY AWAY FROM WORK

March 19, Monday Streets of Willow Grand Prix Region Drivers ED & Zone 8 Autocross

— On-Line Registration —
<http://PCAGPX.MotorsportReg.com>
Create an account OR sign in
Locate March 19 Day Away event
Complete registration
Pay online with card or mail check
Late fees apply after March 12
PAID CORNER WORKERS

Register at this link:
<http://PCAGPX.MotorsportReg.com>

For info OR HELP — contact:
Suesan Way, Registrar
SuesanWay@pobox.com or (619) 992-42 or
Skip Carter, Event Chair
SkipCarter@pobox.com or (619) 992-992

Tech Inspection starts at 7am
Mandatory drivers meeting at 8:15 am
First run group 9am

HOTEL INFO – Hampton Inn & Suites
2300 Double Play Way, Lancaster 93536 (661) 940-9194
\$102.00 up to 4 people in a room (mention Porsche Club)
Comes with IMPROVED breakfast, on-site tech & registration

Registration fees: \$120.00 per driver
\$150.00 if paid after March 12 Day of event — \$175.00

Morning practice — 20 minute continuous lap DE sessions
Mid day — Autocross timing (3 timed laps)
Afternoon – Two more continuous lap DE sessions
Run groups determined by experience and performance
Instructors available and required for all novices
Entry level event — no special equipment needed for stock classes
Open cars without built-in rollover protection need rollbar
Required Sunday afternoon Ground School for novices (5-7 pm at hotel)
Registration and Tech Inspection available at hotel Sunday afternoon
Helmet required (available for rent or purchase) Snell 2005 and newer (M or SA)
Breakfast & Lunch: coffee, donuts, breakfast & lunch available at concession stand

INSURANCE NOTE: Liability insurance is provided by PCA's traditional insurer. A copy of the Certificate of Insurance is available at registra-



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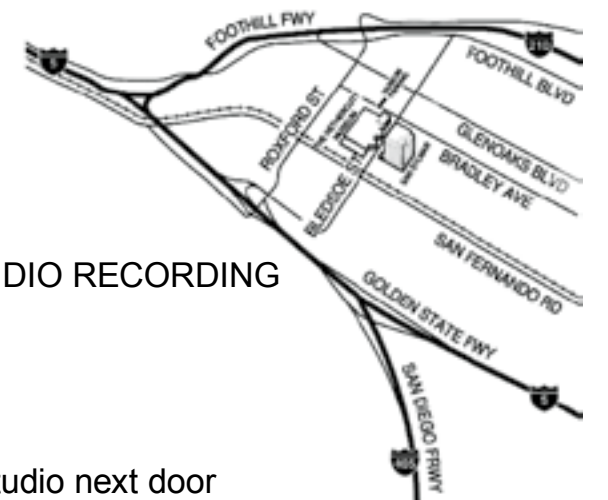
The Nethercutt Collection Tour

Saturday, February 18

\$10.00 per person minimum (all proceeds go to our charity)



Tour Date: Saturday, February 18
Collection Tour: 9:30 am (2 hours)
Museum Tour: 1:30pm (2 hours)
Check-in: 9:00 in Museum parking lot
Parking: FREE
Photography: NO FLASH, NO VIDEO OR AUDIO RECORDING
Cell phones: Must be off
Website: <http://nethercuttcollection.org/>



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2. Go directly to the Nethercutt and meet in the Museum parking lot at 9:00
— 15151 Bledsoe St, Sylmar, CA (818) 364-6464.

After the Collection Tour we will go to a nearby restaurant for lunch,
then gather back at the Nethercutt by 1:15 for a self-guided Museum tour

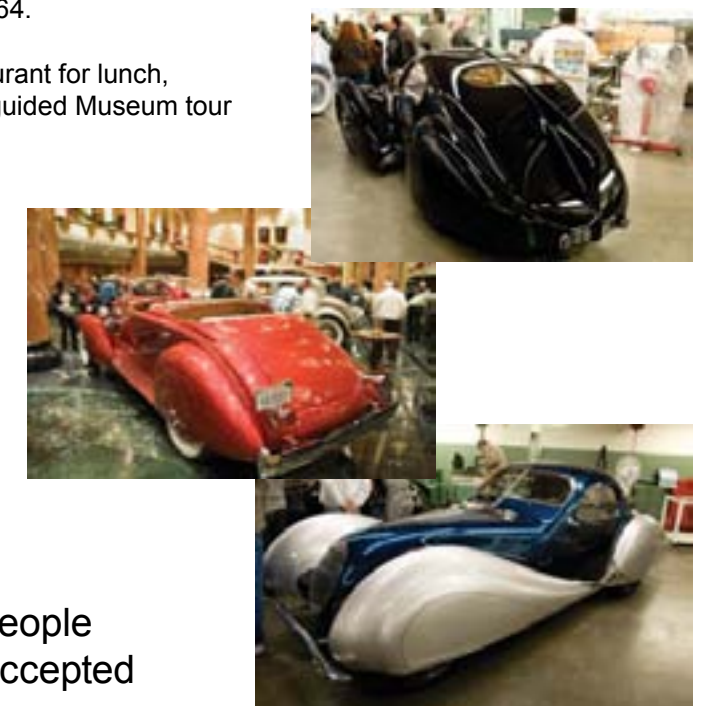
The Collection Tours are conducted twice a day.
If you are not there on time, you will not be allowed in

REGISTRATION: <http://pcagpx.MotorsportReg.com>

FOR TOUR QUESTIONS
Marty Goldsmith
CaptMarty@verizon.net or (562) 494-6350.

FOR REGISTRATION QUESTIONS,
Suesan Way
SuesanWay@pobox.com or (619) 992-4287

The Collection Tour is limited to 50 people
ONLY the first 50 to register will be accepted
FIRST COME — FIRST SERVED





Taking it to the Streets...of Willow

Text and Photos by Greg Phillips

With apologies to the Doobie Brothers, we kicked off the 2012 driving season in early January by taking it to the streets--the Streets of Willow Spring track. Friday was a beautiful warm day as we left Dieter's and headed north on the I-15 for Lancaster. It was a small caravan as Cathy Young joined up with Steve and me at Deer Springs Road. Traffic was light and we arrived at the Hampton Inn in the early afternoon. There was another group scheduled on the track that afternoon, so we stayed at the motel to unpack, get ready for tech and do a little shopping at the local Harbor Freight, which was just across the parking lot.



As the sun set, the temperature cooled and tech started in the parking lot with registration in the lobby. Since we had signed up for the season pass, we got a new TT series hat with our registration from Robert Baizer. Steve and Cathy went for blue and I tried the red hat. Dinner was a short walk away to the Black Angus, where we were joined by Randy Gates, who was bringing his new GT3 to the track after having it on display at the San Diego Auto Show. After dinner there was time for some video review before turning in early.

Saturday morning was an early start with the breakfast, including freshly made waffles, before we headed to the track. It was brisk but sunny and above freezing as we arrived and started to unload the trailer and get ready for the day. After unloading, it was time to warm up the car. Steve had put in a manual switch to help make cold starts easier and the 911SC was soon idling on its own.

Next up was the drivers meeting. After the safety review the instructors stayed to meet our students. We had a small DE group that Jack Miller would be

meeting with during the opening run groups and then we would be taking to the track for training exercises later. My student was Carlos Pena, who was driving a 2002 Turbo.

Red run group was out first with Steve driving the CC11 911SC. The timing took awhile to set up, so we had no transponder lap times. But with the Hankook Z214 tires there was plenty of grip. Besides the cold start help, the only change for 2012 was a new RearCamberMax from Elephant Racing to get a little more negative camber in the rear. After his session, Steve checked the pressures and temps and was pleased with the results and felt we would likely get better rear tire wear.

Yellow was up next for their first laps and Cathy set out in her CC6 Targa. Steve had worked hard to fix her clutch and then troubleshoot an intermittent electrical gremlin and make it to the Streets event. It was all good news as her car was running great. She just had to get used to the feel of the new clutch. Timing was now up and Dennis Power had the fastest lap with his CC9 Boxster S at 1:32.29 and George Taylor's "new" 3.4 liter CC12 911 was next at 1:33.40.

After Yellow was finished it was my turn in the Orange run group. The sun had warmed up the track and the car felt great. After the yellow flag laps it was time to start pushing. It took time to clear traffic, but towards the end of the session I had open track and was picking up the pace with a 1:27.82 and then a 1:27.52 for my best lap of the session, and as it turned out, best for the day. Michael Brown had the CC15 Smurf car running well and his best lap was 1:27.62. Fred Yip's new track CC16 911 was finally running and he turned a 1:29.22 just ahead of Russell Shon's CC10 Boxster at 1:29.78. The checkered flag was soon out and it was time for my DE student. (Continued on next page.)



Team Dieter encampment in the pits

Continued from prior page.

Carlos was waiting in the Turbo and we lined up on the hot pits for Jack to lead us out. We started with ducks-in-a-row and after a few laps we pulled in and then ran side by side laps before finally finishing up the double session with passing exercises. Jack had felt it would give the students more time if they ran their first 2 sessions back-to-back and it worked out well.

As I was out with the student, Steve was switching tires. We saved the Hankooks for timed runs and were trying out a pair of R6 275/45/16 rear tires. The fit looked too tight and after a couple of laps, Steve came back in as the tires were rubbing. We changed to a used set of Hoosier Koni slicks with 225 front and 245 rears.

By the time we got the tires figured out, Steve ended up going out in the Orange run group. The tires were smaller but the track was warming up more and he had several laps at 1:27 with a best of 1:27.00. That also turned out to be his best lap of the day as the tires lost grip through the day and the track warmed up. Don Middleton was starting to pick up the pace as his CC10 911 had a best of 1:26.92. Michael Brown had the fastest lap at 1:25.97.

I was soon out with Carlos as we began our open lapping. He was taking it easy with the Turbo power and slowly began to pick up the pace. He did well with

traffic and after several clean laps got his checkered flag and it was time for lunch.

Cathy had brought chili and the Avitt's were kind enough to provide the crock-pot and power to finish cooking it in their motor home. The food was great, but the wind had started coming up through the morning and was up at lunch. We had set up the EZ-up and it was holding up OK in the wind, but we had to keep an eye on it.

After lunch the Red group was out first. Randy Gates had been setting the pace in his CC16 GT3, but Mike Avitt, fortified by the chili, led the session at 1:24.41 in his CC14 GT3 just ahead of Jack Miller's Lotus at 1:25.00 and Gates at 1:25.67 and Jim Binford in the Smurf at 1:26.79.

My Orange group was up next. Fred Yip led the group with a 1:26.04, but Enrique Delgadillo was starting to learn the track and pick up the pace at 1:27.74 in his CC16 930 Turbo. I was off the pace and mid-pack with a best of 1:29.66 between the wind, tires and traffic.

The rest of the afternoon went quickly as I worked with my student and then my run session. We were not the only ones whose tires were fading. Jack and Robert turned their last session into a drifting exhibition on the skidpad to use up their rear tires. Steve also joined in as the Koni Challenge rear tires were fading faster than the fronts. He tracked out onto the dirt coming off

Continued from prior page.

the skidpad and got a black flag. As he was leaving the pits he ended up behind the Lotus parade and ended up with some very good video as Robert spun coming off the skidpad.

Carlos continued to improve and was even brave enough to go out as a passenger on my last run session. The sun was almost set at the end of the day and was in our eyes coming down the back straight into the waterfall. This made it interesting during the first couple of laps. With the low light and passenger I had slowed down to 1:33, but Dan Hockett had put on some new tires for his CC6 Boxster and picked up his pace to 1:29.83.

Being a passenger seemed to help Carlos as he had his best session at the end of the day, even with the low light. A couple of the other DE students had pushed too hard and ended up in an off-road excursion, but Carlos kept his Turbo clean right to the end. As the sun set we were taking down the EZ-up and putting the cars away for the evening before heading back to the Hampton Inn.

After cleaning up we noticed how tired we were. Streets is the most physical track we use. It is busy and bumpy with only a couple of short straights and can beat you up lap after lap of driving. Holding on as a passenger only added to the core workout.

Dinner was pizza at Round Table with Steve and Cathy. The Fat Tire Ale helped as we reviewed the day and then regaled Cathy with SDR history, at least the 14 years I knew along with a few more years for Steve. It was another early night, although we did review some video footage before turning in.

Sunday was another early start. There were red flag warnings about winds in the L.A. area and we decided not to open the EZ-up. Thankfully the winds, while not calm, were less than Saturday's. We warmed up the car and Red was out first. It looked like we were not the only tired drivers; as they flagged off the first group there were only a few cars circulating in the cool air.

Orange was busier as everyone arrived and the weather was warming up. Michael Brown continued to improve and was now down to 1:24.98. But after Robert Baizer's 1:26.76 was a large group at 1:28: Don Middleton, Craig Hill's CC12 GT3, Russll Shon, Dave Hockett, B. Craig's CC10 911 and my CC11



Robert Baizer at the driver's meeting

911SC. It made for very little traffic as we were all lapping at about the same pace.

Yellow was up next and added George Taylor to the 1:28 group. He was leading with a 1:28.66, just ahead of Dennis Power at 1:29.01, Daniel Carusillo's CC9 at 1:30.83 and Angela Avitt at 1:30.89. Cathy Young was dropping her times and was down to 1:33.73, just ahead of Dave Diamond's CC4 Boxster at 1:33.43.

I had no scheduled student as Carlos had just signed up for Saturday and there was no DE run group for Sunday. That only lasted for the first run session and then I picked up a new student, Leo Delgadillo, who was driving his M5. This was his first day and was still learning the track and getting used to the M5 on the track. Jack had been working with him, but was losing his voice and needed a break.

Continued on next page.

We started slowly, but he was able to pick up the pace as the session went on. He was pointing by most of the cars, but finally dropped his time to 1:41. Each session he continued to improve with fewer point-bys in each session. His last practice session was down to 1:39.10 and the progress went into timed runs as he turned in his best lap for the weekend, 1:36.53!

Our progress was not so steady as the Hoosier Koni's were losing grip each session. At lunch we put on the Hankooks for our last practice session and timed runs. While we were wrangling tires, Cathy had prepared roast beef sandwiches that we were finishing as the final driver's meeting was called. Jack reviewed the timing procedures and the reversed run groups, and we headed back to our cars after finishing lunch.

I had a short break as yellow went out but it was soon time for my last practice. The grip was better with the Hankooks and I was not pushing too hard yet. Russell Shon was down to 1:26.00, with Michael Brown and Don Middleton just behind. I was optimistic for timed runs, but knew the competition was also ready.

Steve was out with Red run group and then came in early to add a little fuel for the timed runs. Practice was now over and timing was ready. The fastest cars were sent out first, so it would not take too long to find out who was TTOD.

Randy Gates and Mike Avitt were out in the first group and Randy was fastest in his CC16 GT3 at 1:21.99 with Mike's CC14 GT3 at 1:23.36. Jack Miller's Lotus was next at 1:23.56 and then came Jim Binford's CC15 Smurf 911SC at 1:24.55. Steve had gone out in the second group, but had his best lap of the weekend at 1:24.78. He almost lost it on his first timed lap as he used the skidpad to get a long run onto the front straight and then had too much

speed into the first corner. He was able to pull it back together and his next lap was his best, and 5th TTOD. Russell Shon's CC10 Boxster was next at 1:25.03, just nipping Robert Baizer's Lotus at 1:25.06. Rounding out the top ten were Michael Brown in the Smurf at 1:25.68, Chuck Sharp's CC10 944 Turbo S at 1:25.93 and Don Middleton's CC10 911 Carrera at 1:26.19.

After Steve finished his laps it was time for me to buckle in and get in line for my timed laps. After a short delay I was flagged off on my warm-up lap. I did take a longer run off the skid pad, but was OK through the first corner. My best lap was also my second lap at 1:26.93. It was my best lap of the weekend, and my fastest lap at Streets ever. I ended up 13th overall. Paul Young's CC7 911 SC turned a 1:26.29 and Craig Hill's CC12 GT3 at 1:26.89 – both just ahead of me -- and Rick Sylvestri's CC7 911 was right behind at 1:27.26.

Since this was the first event with the new CC rules, there was still some sorting and classifying to figure out. But there was great competition in many of the classes. In CC4, Dave Diamond's Boxster just beat Bill Behun's 911SC with at time of 1:32.94 versus Bill's 1:32.97. In CC6, the Hockett Brothers were on top with Dan's 1:29.47 ahead of Dave's 1:29.54 and both just ahead of Hassan Zaidi's Boxster at 1:29.66! The extra day of practice helped out as Hassan was only able to drive on Sunday. In CC7 Paul and Rick were less than a second apart, and in CC10 it was Boxster S, 944 Turbo S, 911 Carrera and GT3 all within a couple of seconds of each other. For full results as well as lap details, don't forget to look on the website at www.pcasdr.net. At Chuckwalla we should see even better battles as it looks like we will have an even larger turnout for our second driving event at the end of January. Look for a report in an upcoming issue of the Witness.

Scenes from the Streets of Willow



Team Scheussler at Streets



Fred Yip's new 911 track car



TTOD Randy Gates new GT3 fresh from the Auto Show exhibit



Debbie Sharp and Dave Hockett on skid pad



Enrique Delgadillo followed by Russell Shon

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Membership

New Members

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Chula Vista, CA
2008 Cayenne

Craig Bost & Wandi Bost
San Diego, CA
1978 SC Targa

Dana Bruhn Bruhn
Escondido, CA
1986 944 Coupe

Mike Buckner & Sarah Rice
Santee, CA
1989 944 Coupe

Ken Clarence & Sandy Clarence
San Diego, CA
2008 911S4 Coupe

Jim De Witt & Dee Ann Dewitt
Vista, CA
2008 Cayman Coupe

Tom Dietrich & Jennifer Dietrich
Escondido, CA
1993 968 Coupe

Francesco Gresta & Ermanno Gresta
Chula Vista, CA
1983 911 SC Coupe

Bill Hagerty
Escondido, CA
1995 911 Coupe

Brad Klos & Elisabeth Klos
Solana Beach, CA
2003 996 Coupe

Bret Langenberg & Alexandra
Langenberg
San Diego, CA
2010 Panamera Sedan

Michael Moffeit & Sam Moffeit
Encinitas, CA
1974 914 Coupe

Bob Mueller
Solana Beach, CA
1985 911 Coupe

Dave Pearman & Susan Pearman
El Cajon, CA
1969 912 Coupe

Rocky Racoosin & Angela Racoosin
San Diego, CA
2006 Cayman Coupe

Ronald Schottland & Jinx Schottland
San Diego, CA
1987 944 Coupe

George Scolari
San Diego, CA
2012 991 Coupe

Kev Sheohmelian
San Diego, CA
1986 951 Coupe

Dan Stein & Christina Sanderson
Carlsbad, CA
2004 911 Coupe

James Wyoral
Bonsall, CA
2005 Cayenne

Anniversaries

Five Years...

Katherine Alnwick
Howard Groveman
David Kealoha
Glenn Leeks
Todd Madden
Sam Posner
Rocket Fuel Rockwell

Ten Years...

Ross Clark
Michael Cornelius
Mike Dabbar
Robert Dingman
Ian McIntyre

Fifteen Years...

Robert Anderson
Cecilia Bolton
Ralph Linares
Timothy Stengel

Twenty Years...

Robert Bennett
Thomas Blessent
Michael Gilson
Greg Hill

Twenty Five Years...

Kevin Swartz

Thirty Years...

Jon Gunderson

Forty Years...

Robert Grundmeyer

Membership for January, 2012

Primary Members: 1401
Affiliate Members: 1067
Total Members: 2468

January Board Meeting

January 4, 2012 Board of Director’s Meeting
Board Minutes

The January 4th meeting of the board of directors was held at Giovanni’s Restaurant in Clairemont. Greg, Bev, Don, Terry, Cathy, Carl, Araceli, and Leigh were present. The meeting was called to order at 7:01 pm.

President’s Report:

Thank you to all who volunteered for the Auto Show. The Cars looked great. Everyone was very professional and helpful to the spectators. There was a lot of thought and preparation that went into it and it was a very good turnout. The New Year’s Eve Banquet was a great and fun event. Carl stated that he would be in favor of doing it again if we are invited. It would be great because it gets the Club’s name out there. Bev said that it would be great to mix it up with classic and new cars.

The Salt Lake City Parade is scheduled for July 8th to the 14th!! The registration date is set for March 13th. It will be a great vacation for all.

Tom Brown is the next Zone 8 Representative.

In regards to Board meetings, Greg would like to have them at members’ homes. Meetings have been scheduled and put tentatively on the Calendar

Treasurer’s Report:

Still do not have revenue for the installation dinner. The Goodie Store had ended in good standing. Budget for 2012: Budget is revenue neutral with conservative projections. Budget was approved unanimously.

Zone 8 Rep:

Tom Brown stated the he would like to make Coronado a Zone 8 Event. Board approved to make it a Zone 8 Event. January 21st will be the Presidents’ Meeting, Greg will be in attendance.

Chair Reports:

Archivist: No Report

Autocross: January 14 is the Patchapolooza from 8am- 1:00pm. Approved by the Board. Future Autocross Dates have been set: Feb 5: Autocross, West Lot. March 3: Instructor Day, SE Lot. March 17: Autocross, West Lot. April 7: Autocross. May 4, 5 & 6 Driving School. June 9: Autocross, West Lot. June 16: Optional Day, West Lot. June 30:Autocross, West Lot. Dates have been approved by the Board. Request for new cones was approved. Greg has the power to decide what Autocross is a Zone 8 event, Board approved.

Auto Museum: No Report

CDIs: Leigh met with the CDIs and he has full confidence in them. The CDIs never attend the monthly Board meetings. We need the May PDS Budget in February. Leigh will communicate that to them. Cathy Abstained from approving the CDIs, all other Board members approved.

Charity: Martha and Kathy would like to have a Monarch Dinner. Monarch School serves at risk children. Martha presented a Budget for food and drinks for the dinner, Approved by the Board.

Concours: No Report

Goodie Store: Great standing revenue for 2011.

Historian: No Report

Insurance: Everything will be taken care of.

Legal Affairs: No Report

Membership:
New Members: 20. Twelve of these are from the Auto Show. Transfers in: 4; Transfers out: 4; Lapsed 12/31/11: 34; On time and late renewals: 68

Tentative Date of September 8th for the OctoberFest Party at the German Club.

Military Liaison: No Report

Jan. Board Minutes Continued

Rally: No Report

Policy/Procedures & Region Rules: The forum should have first and last names for posts. Expense reimbursement is still fine. Guest rider has not changed. CDIs must take all steps to be instructors. Need further input for the CDIs and Autocross Chair and Pre-Reg people. Waivers need to be of the 09 form and need to be filled out correctly for the events that require them. The equipment and the instructors are the two aspects that we need to further discuss. Standing Rules are approved as presented until changed otherwise.

Safety: No Report

Social: No Report

Tech Sessions: Plenty of space for Dynameter, only 12 spots taken. January 21st is the date of the SDR Tech Session-Cavallo, it should be a great event. Hoehn Event on February 4th from 11:00am to 1:00pm. They will have two 991 coupes on the rack! TT/DE: Robert is still working on the Cancellation Policies.

Tours: No Report



Social hour before the Jan. 4 Board Meeting

Vintage Racing: No Report

Web Team/eMaster: Facebook technical problem that occurred yesterday has been fixed.

Web/Forum: Martha requested Update the software, Approved by the Board.

Witness Team: Ted Myrus is no longer going to be a distributor, thus we need someone else in that role.

Unfinished Business: 2011 Liaisons no longer exist. New Liaison positions are Bev, Don, and Araceli. New 2012 Liaisons have been assigned. Rally, Pre-Reg, and Equipment are the 3 Chair positions that have yet to be filled.

New Business: None

Announcements: None

Adjournment/Next Meeting Announcements: Giovanni’s Restaurant was thanked for their hospitality. The meeting was adjourned at 9:15 p.m. The next meeting will be held on February 1, 2012 at Tom and Susan Brown’s Home.



Terry Barnum’s birthday surprise at the Board Meeting

Classifieds

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1981 911 SC with Steel Slant-nose Conversion. No Engine/trans. Straight Body, Decent red paint. Interior out of car. Fittapaldi Wheels. Engine/Trans available. \$7500/BO John (760) 214-1825

Eibach 2.5” Coilover Springs 6”Lx2.5”ID. 2-450lbs, 2-500lbs. Good condition, hardly used. Boxster Spec Racing setup. Includes top hats for Boxster PSS9s. \$200 Russell rdshon@san.rr.com (858) 442-7466

996/997 GT3 Wheel Bolts NEW set 10 factory bolts (w/red aluminum ball seats) 5mm longer than stock. Same bolts as factory spacer kit. \$75. Russell rdshon@san.rr.com (858) 442-7466

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

NEW Boxster S Wheel New in box/ never used/ never mounted 8.5Jx-17ET50 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 gdsmithmd@sbcglobal.net (760) 480-6050

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

WANTED

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

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

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

Wanted dead or alive 3.2 Carrera coupe. High miles ok. I also buy race cars. Mark Kinninger (619) 733-5500 kinninger@cox.net

Wanted: Porsche or other car memorabilia/automobilia/parts. Also wanted, Porsche 356 or early (pre 1974) 911. John 619-667-3826 or www.johnstraub.blogspot.com

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

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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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2012 Last Tuesday Social Schedule

Feb: Butcher Shop (off 163)

March: La Bastide (Scripps)

April: Fillipi’s (Scripps)

May: Pending

June: Wellington (Mission Hills)

July: Tom Hams [Lighthouse](#) (Harbor Island)

Aug: King’s Fish House (Mission Valley)

Sept: Pending

October: Yanni’s (Poway)

Nov: Pending: Mexi-Cocina

Dec: Pending

Watch the Witness and pcasdr.net for updates

Advertiser Index

356 Services	15
All German Auto	32
Amato's Auto Body	IFC
Autos International	31
Black Forest Porsche/BMW Service	IBC
BumperDoc	14
C2 Motorsports	30
Charlie's Foreign Car	22
Designs by Ed @ The Parlour	22
Dieter's Porsche & BMW Service	30
European Motor Sports	30
Executive Detail	16
Konig Motorsport	19
La Jolla Audio	14
Mirage International	16
Modern Image	32
Motor Works, Inc.	22
Ocean Beach Upholstery	22
Pelican Parts	31
Personalized Autohaus	16
San Diego Porsche	BC
Roger Roberts, Realtor	31
SpeedZone Paint & Bodyworks	31
TCsGarage	19
Velvet Touch Wheel Services	15
Wheel Enhancement	22

Special Event Flyers

Zone 8 Judges & Concours School	16
SDR DE/TT Series	17
Day Away From Work	21
Nethercutt Collection Tour	23

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For display advertising contracts and billing information, please contact:

Richard Park
witnessads@pcasdr.org

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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.

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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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