



WINDBLOWN WITNESS

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

991 Revealed
+ Super Sunday Autocross

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Features



991 Introduced in San Diego



Woodies!



Super Sunday

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From the Hot Seat



By Greg Phillips,
President

Things are finally slowing down slightly after starting the year off with a bang. But February has been busy so far. We started with the 991 Tech Session at Hoehn Porsche

to roll out the new 911 with a great turnout under beautiful “winter” weather. The latest evolution of the 911 is quite impressive, from the exterior styling, updated interiors and as we saw on the shop lift, the bottom side is carefully designed for driving pleasure.

Later that evening was the Driver’s Awards Party at the YardHouse in the Gaslamp District. This was a new venue for the awards with great food and drinks and a great beer selection. We had the Keg Room to mingle and bench race while the awards were presented. Special recognition should be made to Jackie Corwin for her award as driver of the decade, Kim Crosser as Autocross driver of the year and Steve Grosekemper as Time Trial driver of the year. Steve was also winner of best off-road excursion, but we were not sure which excursion the award was actually for!



Yours truly, enjoying a great Driver’s Award Party

Luckily it was an early evening because the next day on Super Bowl Sunday we were up early to start the 2012 Autocross season. While most of the country was stuck in winter mode and worrying about a football game, we were enjoying beautiful weather and driving. Close to 100 drivers were participating and Pat Corona rolled out the Goodie Store to help with Porsche Valentine’s Day purchases. Mike Avitt and his GT3 with new A6 Hoosiers were TTOD as he beat out Mark & Ryan Kinninger’s new 911 autocross special. Afterwards there was still plenty of time to go home, clean up and finish the Super Bowl on DVR.

The next weekend was not as busy, but on Saturday night Porsche of San Diego introduced the 991 at their dealership. It was another great event highlighted again by a set of six cars representing the previous generations of 911. Although the weather was not perfect, there was just a sprinkle as they were positioning the cars and then it stopped for the rest of the evening. The turnout was excellent and the gift bag was a nice bonus for attendees. Angela Avitt was also working hard at the membership table and had several new prospects at the end of the evening. Thanks to both Hoehn Porsche and Porsche of San Diego for putting on special events for the new 991. With the introduction of the 991, and soon the 981, it is nice to see Porsche concentrating on new sports cars again.

Looking forward, we have more driving events in March, with an Instructor’s Day on the 3rd and then the next autocross on St. Patrick’s Day, March 17. There is also a DE in Fontana at the AutoClub Speedway on March 9. And if track events are not your style, there will be a Zone 8 Concours and Judges School on March 10, a driving tour to Palm Canyon and hopefully the wildflowers on March 31, and the Last Tuesday Social is March 27 at the La Bastide Bistro in Scripps Ranch. And don’t forget the next board meeting will be March 7, hosted by Mike Brown & Lori Chesley. Check the website or Witness for further details and addresses.

And looking further ahead, the California Festival of Speed will be held at Auto Club Speedway in Fontana April 20–22. The weekend will feature a PCA Club Race and Enduro, Zone 8 Time Trial and Concours d’Elegance events, a vendor row, and lunch time track tours. Start planning to attend now. Whether you come as a driver, spectator or volunteer, you will have a great time.

Another future event is the Porsche Parade in Salt Lake City. Although it is not scheduled until July 8–14, registration will open in mid-March so start planning now. This month’s Panorama has plenty of information and schedules. Salt Lake City is a beautiful city with scenic mountains surrounding, and is just up the I-15 past Las Vegas. Susan Brown is the National Parade Chair and she would be very happy to see a great turnout from the San Diego Region. I plan on attending and hope to see you there.

The board recognizes that the people who come out to our different events are just a fraction of our total membership for the region. We hope to be able to present events that will be of interest and enjoyment to the majority of members. We plan to try and broaden the appeal of events and look at new events that would interest Porsche enthusiasts. If you have suggestions, please let us know how could better serve you.

Events: March-April 2012

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

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

31 Saturday Tour Borrego Springs

8:00 a.m. – 3:00 p.m.

Place: Meet at Hoehn Motors
6800 Avenida Encinas, Carlsbad

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

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/

San Diego Reveal of new Porsche 991 Draws Hundreds of PCA Members

February events hosted by San Diego Porsche and Hoehn Porsche generated enthusiasm for the new 991, and showcased SDR PCA member Porsche 911 models spanning multiple generations. See separate story about the Feb. 4 Tech Session on page 14.



Cass Whitehead, lead instructor, Porsche Driving School



An up-close view of the underside



A white 991 on display



PCA-SDR members display several 911 generations



The redesigned 991 interior



On the lift at Hoehn Tech Session

More on the Classic Woodies

Text and photos by Michael Harris

As reported last month, the newest display at the San Diego Auto Museum features classic woodies, from a 1924 Ford Model T Depot Hack to a 2002 PT Cruiser Woodie. At 10AM on February 3rd, Research Director Kenn Colclasure led a group of docents around the display, explaining the origins of woodie wagons and pointing out the features of the different display vehicles. We were also very fortunate to have one of the owners point out the features of a very special late 1950 Ford Deluxe two-door surf rod/wagon. Woodie station wagons were early commercial vehicles based on a sedan frame. Owners of lodges, hotels and rural estates had a need for a rugged motorized vehicle that could carry passengers and their luggage from the train station to lodgings some distance from the station. In 1924, Henry Ford took a Model T sedan chassis and sent the car to a special body maker who added a wooden structure to the frame, complete with doors and window openings. Early wagons were pretty basic, having plastic side curtains or roll down plastic sheeting to keep the weather and road debris out of the passenger area. Tops were soft top canvas. The Depot Hack was such a vehicle. It could carry up to eight passengers and their luggage. It was powered by a flathead 4-cylinder motor displacing 177ci, produced 20HP with a compression ratio of 3.98:1, with power delivered through a two-speed transmission, and weighed 1,500 pounds. Very basic transportation.

By 1928, Ford had developed the Model A, which offered a wooden station wagon that was a big improvement over the Model T. The 1929 wagon on display was powered by an inline 4-cylinder engine of 200.5ci, producing 40HP with compression of 6.0:1, weighed 2,482 pounds, and drove through a three-speed transmission. The Ford Model A was also the first factory-produced wood wagon to be completed solely at the factory. Ford prepared the ash wood for the frames and the plywood for the center pieces. Previous Woodies were built from a car chassis with the bodies being added later by wooden coach builders. The display model was from the desert and aptly named the Desert Rat. Cost when new was \$695. To put this into perspective, one woodie owner who had done his own restoration of a 1950 Ford woodie said if you hired a shop to do wood restoration for you, you could expect to pay \$1,500 for a single coat of varnish to be sprayed on your car's wood work. Some owners would apply up to 15 varnish coats. Do the math. These cars are definitely a labor of love.

Next up the development ladder was a 1932 Ford woodie wagon. Although only a few years newer than the 1929 model, the 1932 Ford B Model was a major improvement. The car was fitted with Ford's first V-8, a flathead design of 221ci, producing 65HP at 3,400RPM with a 5.5:1 compression ratio, running in front of a 3-speed manual transmission. The price was a steal at \$650 depression dollars. Next up the Ford wagon ladder was a 1940 Ford Deluxe. Ford built 13,199 Deluxe and Standard wagons in 1940. The maroon car on display appeared totally stock on the outside but had been completely updated, including the replacement of the flathead V-8 with a modified 351ci OHV engine, plus a modern transmission, suspension, brakes, and electric charging system. Original cost was \$950. Today? As they say, "priceless."

The next woodie on display was a totally restored late 1950 Ford two-door wagon. The owner/restorer told us how he had looked for a Ford woodie wagon for years and found the car on ebay. As all the woodies he had been watching sold quickly, he vowed to jump on the next woodie he found. It turned out to be a dark blue two-door wagon that had been non-operational for years and sitting outside in Buffalo, New York. He phoned the owner who told him the car was rusty, but "not bad." (Not bad for New York, as it turned out, but a total rust bucket.) A price was agreed to and the car was shipped to his home in north San Diego county, aka "Woodie Country." The project took him years and required the cutting up of another 1950 Ford four-door sedan for the chassis, floor boards and a lot of other body parts that needed replacement. The car now sports a 302 Ford V-8 running behind a modern 5-speed transmission, full air-ride suspension, modern power brakes, power steering and more, but from the outside the car looks stock, except for the modern wheels, the dropped front end and the side exhaust tips. When asked about the suspension range, the owner said you could drop it to the ground in front and back or raise it so it looked like a Gasser drag car. The paint was a soft green that Ford used in the early '50s, but not on the 1950 wagon. It looked great with its custom surfboard and decals. Someone asked why some of the display cars had the surfboard's fin to the front of the car while others had the board pointed backward with the fin behind the roof line. "All (real) surfers put the fin to the front," the owner told us.

GM products were limited to a single car. A 1953 Buick Estate Wagon with chrome wire wheels. The car was designed by Harley Earl, GM's head of design at the time. Earl was the man who was literally in charge of GM cars during GM's most innovative period of the 1950s. The display car was powered by Buick's first OHV "Fireball" V-8, a 322ci engine with a 4-barrel carburetor, with two speed Dyna-flow automatic transmission (also referred to as the Dyna-slow if you were trying to drag race the car), and the newer 12-volt electrical system in place of the earlier 6-volt system. The Estate Wagon was also the last of GM's real wood wagons. In later years they were vinyl/plastic. This beautiful car sold new for \$3,430, a lot of money in 1953, but at 4,650 pounds you got a lot of car for your money. As Earl and Buick advertising claimed, the car was at home driving to the opera or hauling kids to the park. A real classy car.

Chrysler products were also well in evidence at the display, from '40s and '50s Plymouths to a 1947 Chrysler Town and Country convertible, plus the rarest woodie in the display, a 1948 Dodge 1/2-ton Suburban four wheel drive truck/wagon. The display Dodge truck was an original low mileage vehicle with 36,000 miles. The truck was mainly original, although the wood was in the process of restoration. It had been used by the U.S. government in forested park areas. Although there were a number of rusted areas on the painted surfaces, the rust appeared to be superficial. The vehicle weighed 4,850 pounds and was powered by a 218ci L-head 6-cylinder engine producing 95HP, running through a 4-speed transmission plus compound low. All three of the Plymouth woodie wagons were very clean. First was a restored 1941 model, and next a 1949 P-18 Special Deluxe, an 8-passenger model with three rows of seats (removable for luggage). The 1949 car had a flathead 6-cylinder engine displacing 217.8ci and produced 97HP at 3,700 RPM,



1948 Dodge 1/2 ton 4-wheel drive truck/woodie wagon

weighed 3,341 pounds, and had a 3-speed column shift. It also featured an original Continental kit for the spare and sold new for \$2,372. Plymouth produced 3,443 1949 woodies. A 1950 P-19 Special Deluxe in mostly original condition is also on display. The last of the true Plymouth woodies, this display car was repainted in the '60s in a non-stock green color. The car is said to be a regular "driver" and still shows evidence of an inexpensive repair to the right rear fender in the mid-1950s. The wood sustained some damage as well, so the owner took the car to a furniture maker/woodworker for repair. And he did not do a bad job. Still works after 60 years. Plymouth introduced an all metal wagon in 1950, the Suburban, at a cost of \$532 less than the woodie wagon.

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. One can picture oneself driving through the gate of a fine ranch in Santa Barbara or a lovely estate in Connecticut, or driving along Highway 1 in Malibu during the late 1940s. This large and expensive-looking car weighed 4,332 pounds, was powered by a 323.5ci flat 8 that produced 135HP and ran through a 3-speed Fluid Drive transmission, an early effort by Chrysler at a semi-automatic transmission that was not known for performance.

The most diminutive wagon in the show was a 1964 Austin Mini two-door woodie in blue. Very economical, fun to drive and easy to park with its 10 inch wheels. Good part was the tires were very inexpensive—the bad part was they were so small they tended to wear out quickly, especially if you enjoyed the great handling. We will have more photos and descriptions of the cars, the graphics, and video displays at the museum in next month's magazine. 📧



1949 Plymouth P19 Special Deluxe "driver" wagon

Super Sunday Autocross

Text and photos by Greg Phillips

While the rest of the world was worrying about Giants and Patriots at Indy, the autocross team was getting ready for the first event of the season. Preregistration was busy, and the new team was kept busy. Not only were they getting the registration materials ready, but also trying to help the drivers understand the new Zone 8 classification system. Thanks to their efforts and Tom Brown's (our new Zone 8 representative) car classification website, we had a good head start on getting everyone classified correctly.

But the next phase started when Super Bowl Sunday rolled around and tech inspection started. The tech team had also planned for the extra work and had extra people on hand to review the tech sheets and answer questions about proper classification. They even had a Wi-Fi hotspot running and were using it to log onto the Zone 8 website and help review the driver's car modifications and correct class. Although not without some angst, it went well and by 0800 tech was done and all the cars were classed. The CDI team was starting the track walk with Sean Molloy in the lead as the registration team of Katie Kinner and Martha McGowan was finishing up the last drivers.

Although Mark Bray had a higher calling for Sunday, Jerry Bumpus and Gordon Carter were kept busy with the rest of the AX team, and soon we were called for the driver's meeting. The track was designed by Gordon to start the season. Steve McKay reviewed the corner working procedures and Kim Crosser handled the safety concerns. Finally it was time for student/instructor pairings and Larry Bevins was handling the

honors. I was assigned Bob Mueller as my student. Bob had previously run with us a couple of years ago but was now getting active again with his 1986 Carrera. He had experience with POC and just recently ran an event with them at Streets of Willow, so he only needed a check-out ride and corner working review.

I had driven down my 1982 911SC after picking it up at Dieter's on Friday. It had been a busy weekend as I had also driven it to the Hoehn Porsche 991 tech session on Saturday. But I decided not to drive it to the Gaslamp District Saturday evening for the Driver's Awards Party at the YardHouse. Luckily the YardHouse event was done early, so getting up early for Super Sunday was only mildly difficult.

I had not been autocrossing regularly, and although I have been driving the SC regularly in the time trial series, this was one of my few times to drive it at the Q. Fortunately we had already been busy time trialing at Streets of Willow and then Chuckwalla, but those tracks are not the same as the Q, especially when Gordon Carter is involved.

Steve Grosekemper and I have been sharing my red/yellow SC, but he was using this event to help sort out his new acquisition, a silver 1979 911SC. This was the same car he had helped prepare for Hector Wilbur a few years back. Hector was now more involved with a new track-only racecar and had not been using the SC, so he offered it back to Steve. The engine was running well as evidenced by its dyno numbers, and now he was working on the suspension and seat setup.

The first run groups went quickly and it was soon time for my run group to start. Bob was riding along to get a look at the track before his session. Steve

had been out already and warned us about a couple of tight corners. But when we were flagged off on our first lap on cold tires, the tight corners still surprised me as we understeered wide before the cold tires found some grip. The rest of the lap went well, although slowly as we learned our way around. The next couple of laps improved as the tires warmed up, and I was more careful with the tightest corners. My times were improving but I still had to deal with understeer.

After my session it was time for Bob to start. I buckled into his 911 and was able to get my helmet squeezed in. Off we went with Bob behind the wheel. He was also careful on his first laps but became more comfortable as he learned the track. It was a tight track, and with the 915 gearing was all run in 2nd gear. He was showing good car control and was doing well with the line, so I was able to sign him off at the end of his session. I did agree to work corners with him to review our procedures later in the day.

I had a break and was able to take some action photos as the drivers were working their way around the track. Mark Kinner was also trying out a new car and was driving with his youngest son Ryan. Both of them were turning very quick times. Also quick were Paul Young, who was now driving "Butch" the Petrol Blue 911 SC, Martin and Jennifer Reinhardt in their Cayman S, and Jim Binford in the Smurf 911. Mike Avitt was doing well in his GT3 but Angela had to work hard on the tight areas.

With the new classes, there were some interesting groups of cars. There were five 944Spec cars still together, and in CC1 were a pair of 914's, but in CC2 it was an equal mix of 944s and 911SC. Nobody was running in CC3, but CC4 had 3 Boxsters, a 911SC, and another 1971 911. CC5 was all 911, but ranged

from 1968 to 1988. CC6 was a very eclectic group, with Boxster and Boxster S, 951, 964, 911SC, 930, 1976 and 1985 911 cars. CC7 was split between early 911 Carreras and 964 RS Americas. CC8 was smaller but also had a 1971 911, Cayman and 968. CC9 had a Cayman S & R, Steve's 911SC, an RSA and a 993. CC10 was boring with three 996's competing, but my CC11 class was bigger, with 4 Cayman S, mine and Paul's 911SC, and a Boxster Spyder. CC12 was the Kinner 911SC and the Hill's GT3—2 cars with 4 drivers. CC14 was the Avitt's GT3 and at the top, in CC15, was the Smurf car shared by Jim Binford and Michael Brown. There were also the new SS classes, but at this event only SS5 with 2 drivers and SS8 with 4 drivers had any competition. There were also several X cars running.

Although it started out cool in the morning, the weather was beautiful and it quickly warmed up through the day. When I went out for my second practice session, it felt like a different car. Except for the first tight corner, the understeer was gone and I was able to pick up the pace. But by the end of the session, I was beginning to have oversteer as the rear was more and more willing to chase the front of the car. My last practice run was going well until I carried too much speed and drift at the top of the hill and was not able to get back down for the kink across the top, ending up taking out several cones before pulling it all together and finishing the lap.

As I came off track I quickly checked the pressures on my Hankook Z214 and found they were all too high at about 42 psi. I took out some air and dropped them down to about 35 psi in anticipation of the timed runs.

After my practice, I had a quick lunch and helped Pat Corona, who had brought down the Goodie Store to open the season. But it was also soon time for me to



Adam Gill's 993 C4S



Tom Tweed in his 1968 911



Ryan Oehler's Cayman R



Don Auten in his 964 Carrera

corner work with Bob, and Steve McKay was driving us out to corner 8. I had brought my camera and was able to do some shooting while Bob was doing the hard work. As people were learning the track, more and more were pushing the envelope, so there were several cones downed as well as more than a few spins.

After finishing our corner work session, we headed back in. I thought I would have some more free time, but as timed runs were starting, the trailer needed help. Kim Crosser's Boxster had unfortunately lost its transmission in the morning. He had gone with it on the flatbed and was not available to help announce during timed runs, so I was volunteered. I was not checked out on the timing software but they trusted me on the microphone. While I was announcing, Red run group went out and the times started dropping quickly. Steve West (CC9) had been fastest for awhile with a 1:17.69, and then Ryan Kinninger (CC12) moved ahead at 1:17.39. Martin (CC11) also turned a 1:17.39, and then Mark Kinninger (CC12) dropped it to 1:16.66. And then Mike Avitt (CC14) really stepped it up with a 1:14.51! Mark came back with a 1:15.63 but could do no better on his last run. Mike was also slower on his next run and felt his lead was safe, so he saved some tire tread for Angela. Paul Young (CC11) started slowly with a 1:18.13, then 1:17.36 and finally his best lap of 1:16.34, to pull ahead of Martin, who had turned 1:16.49 on his second lap but was slower on his last lap. Jim Binford (CC15) also started slowly with a 1:20.39, but then had a 1:16.27 and finally his best at 1:15.97. Terry Barnum (CC7) was also quick with a 1:17.89 to just make the top ten. Steve's car was running well, but his older tires were no longer gripping as they had heat-cycled out, and with the limited traction, he ended up with a best of 1:19.03.

My run group was at the end of the day. The temperature had dropped some but the light was still good as

we took our warm-up lap. Jennifer and I had already seen what our competition had done in CC11 and we were both hoping for a 1:18 to stay mid-pack. My first lap was OK, but I hit a cone at the first corner being too aggressive and knew I had to improve over the resulting 1:21.86. My next lap was clean and faster at 1:19.03. Jennifer also had a 1:19 to start but her 2nd lap was much better at 1:17.21, just beating Carl Vanderschuit's Cayman S at 1:17.62. The duel of the two Dieter's 911SC's was sitting dead even to the hundredth of a second at 1:19.03, but my last lap was my best of the day as I carried more speed up the hill and across the top of the lot, turning in a 1:18.86.

So the Top Ten were Mike Avitt, Mark Kinninger, Jim Binford, Paul Young, Martin and then Jennifer Reinhardt, Ryan Kinninger, Carl Vanderschuit, Steve West and then Tarry Barnum. 944Spec was led by John Kinkaid at 1:20.98. CC2 had Jerry Bumpus winning at 1:23.09, and Gary Burch was fastest in CC4 at 1:20.31 (and second in BRI). CC5 was led by Tom Tweed at 1:19.54 to nip Larry Bevins at 1:19.77. CC6 and top BRI went to Hassan Zaidi's Boxster at 1:18.22. CC7 was Terry Barnum's 1:17.89 ahead of Carl Scragg's 1:19.16 and Keith Verlaque's 1:19.31. Gordon Carter took CC8 at 1:20.64, and in CC9 it was Steve West at 1:17.69, then Adam Gill at 1:18.85, and then Steve at 1:19.03.

CC11 is going to be a very tough class, as there were seven drivers and all were under 1:20, and four were in the top ten. Paul Young was fastest at 1:16.34, Martin at 1:16.49, Jennifer at 1:17.21, Carl Vanderschuit at 1:17.62, me at 1:18.86, Christine Newcomer's Cayman S at 1:19.09 and James Smith's Boxster Spyder at 1:19.10!

For full results you can look on the website at www.pcasdr.net. Our next event will be March 17—yes, St. Patrick's Day—for another holiday event. Wear your green for good luck and come on down. There might even be green beer at the end of the day. 🍀



Tom Brown's 911SC in front of the timing trailer

Event Capsule: Driver's Awards



Emilia Turkovic and George Taylor



Martin and Jennifer Reinhardt accepting their AX Award



Jackie Corwin receives the Driver of the Decade award



Rick Sylvestri, a happy TT Award winner

Tech Session Showcases 991

Text By Rich Fatuzzo

Hoehn Porsche could not have picked a more perfect day than Saturday, February 4th, for the unveiling of the 2012 Porsche 911, called the 991. Under bright skies, over 200 Porsche-loving people, including 120 PCA-SDR Club members, with some families and friends, were able to thoroughly enjoy and take full advantage of an excellent, catered tech session provided by Hoehn Porsche at their Carlsbad facility. Matt O’Berry, Hoehn Porsche’s Service Manager, presented the all-new design of the 991, with expert assistance from Tony Pichardo, a Master Service Technician. Shortly after the session, Club members could view the undercarriage of the new 991 and see “up close and personal” Porsche’s engineering excellence, and how this vehicle’s construction differs from its predecessors.

However, before the tech session began, upon arrival, Hoehn Porsche attendees were able to view six club member cars that showed the evolution of the 911. The line-up included: Al Schlegel’s 1970 911T; Dennis Pugliese’s 1986 911 Carrera; Hamid Bahramzadeh’s 1991 C2; Gabriel Simion’s 1998 993 C2S; Michael and Karen Arleo’s 1999 996, and Randy Pickering’s 2007 997S. For displaying their vehicles, Hoehn Porsche’s General Manager, Tom Browne, Sales Manager Sean Conner, and Service Manager, Matt O’Berry, gave each of these PCA-SDR members a collectors item 1:43 scale chromed 991. Next to these club members cars was the all new 911 Carrera S, beautifully displayed by Ceri and Sabrina, two Porsche Cars of North America (PCNA) associates. In addition, many other Club member cars were also available for viewing on the Hoehn Porsche site and on the adjacent street.

So what makes this new 911, so special? Well, since the 911’s debut in 1963, this Porsche model has gone through extensive re-engineering, but has always retained its 911 character and Porsche’s sport car tradition over six previous generations. It is the first completely new 911 in 15 years. This 991 is not only more fuel efficient, with a cleaner burning 3.4L boxer six-cylinder engine, but lighter by almost 130 lbs. over last year’s 997 base model. This is mainly due to bigger and better use of aluminum alloys that are incorporated into a stronger, higher strength steel frame achieving 25% better torsion rigidity. For Porsche driving and racing enthusiasts, it’s faster. The base 991 Carrera generates 350HP with 288 lb.-ft. torque at 5,600RPM, and can go from 0-62MPH in 4.8 seconds (4.6 sec. with PDK option), while achieving a top

track speed of 180MPH. The 991 CarreraS with its 3.8L engine is stronger yet, yielding 400HP with 325 lb.-ft. at 5,600RPM, goes 0-62MPH in 4.5 seconds (4.3 sec. w/ PDK), with a top speed of 189MPH, or about the same time it takes to say *doppelkupplungsgetriebe*, the German word for PDK.

Matt’s PowerPoint presentation stressed a number of additional unique innovations for these 991 models such as: the availability of a speed-sensitive electromagnetic power steering with no hydraulic components; an engine drive belt system with an idler mode; and an auto start/stop system which eliminates unnecessary idling, thus saving fuel consumption and lowering emissions and noise levels at stops. Mr. O’Berry also highlighted such other 991 improvements as dynamic engine mounts in the Sport Chrono package option, enhanced Porsche vehicle torque vectoring for improved turn-in ability and increased agility on sharp curves, and better thermal energy management. The latter allows the engine and transmission to achieve optimum operating temperatures quicker, using less fuel with lower friction coefficients. This increases overall performance and even eliminates the extra weight and need for underbody air intakes.

All 991 models have been more effectively aerodynamically designed with a slightly lower roofline, but more importantly, a wider front and rear wheel track (46mm to 52mm, Carrera to Carrera S, respectively). The wheelbase is also now 100mm longer (about 4 inches). This gives passengers greater rear legroom. With the improved wheelbase, track width, and roofline, the center of gravity of these 991 models are also lower, so there is better stability at higher than normal speeds, especially during severe cornering.

A new seven-speed manual transmission is standard, but you can order the seven-speed dual clutch automated manual (PDK), which is slightly faster in its overall speed and shift changes, as previously referenced in this article. To raise the level of driving excitement and racing efficiency even further, many prospective Porsche owners will probably order their 991s with the upgraded Sport Chrono Plus package.

The rear spoiler has also increased in size from 898mm to 1137mm, and is now engineered as a completely separate component and not part of the engine lid.

With respect to the interior, it’s roomier and the new, well-organized center console has design similarities to both the new Panamera and Cayenne models. The center console position is ergonomically mounted higher, thereby reducing the distance from the steer-

ing wheel to the shifter, more like contemporary racecars, or even the 2004-5 Carrera GT models. The console also sports a high-resolution 4.6” full-color LCD display monitor, and a phenomenal Burmester Surround Sound System is available for the most discriminating audiophile.

As far as lighting, all of the 991s are equipped with Bi-Xenon headlights as standard equipment, and include LED daytime running lights, as well as LED turn signals. An optional lighting choice is the Porsche Dynamic Light System that includes special cornering lights with multiple lighting mode functions for outback country road conditions, poorly lit roadways, and adverse weather situations. In addition, all rear light functions have LED lights giving quicker braking response times. Brake lights also flash automatically under hard braking and emergency flash lights will come on at hard stops.

Starting base price for the Carrera is around \$83,000 and the Carrera S, \$98,000. There are a few more standard options on both models this year, but with many additional popular sport and custom features, you could look at adding \$5,000 and up to \$20,000.

But this tech session wasn’t just all about statistics. The pure enjoyment of appreciating this new 911 came to those that test-drove the 991. Over 100 public attendees, including 60 PCA-SDR members eagerly took advantage of this offer. My opportunity came a few days later on Monday, February 6, when I was allowed some additional quality seat time with Roger Wood, Hoehn Porsche Sales Associate, to put an all black 2012 991 Carrera S to the test. And, to put it mildly, I was thoroughly impressed.

First, I noticed how quiet this 991 seems upon start-ups and at stops, but don’t be fooled. The 991 had cheetah-like acceleration in the PDK mode, even

without the Sport Chrono function engaged, and a sweet throaty sound different than what I was used to, but that throatier sound and lower bass-like tone increased when engaging Sport Chrono. I also experienced very tight and responsive shift movements throughout the seven-speed PDK mode. I also love the tight steering and overall handling of this 991 at low, moderate and high speeds, especially on tighter curves, which to me felt more like a well-balanced mid-engine vehicle and not a rear engine 3.8L 911. I believe that this feeling was probably more due to this 911 model’s wider track and longer wheelbase than anything else. As always, I think the braking on all Porsche models is the best in the industry, and this 991 is no exception. Well, I could go on and on about this 991 and I am sure that many of our Club members who test-drove the 991 have their own superlative comments. If you didn’t get a chance to test-drive the 991 at Hoehn, go soon to their dealership or other local California dealerships near you, because these 991s won’t remain on the showroom floors for long.

A very gracious thank you goes to PCA-SDR members Jim Binford and Martin Lipp for helping to set up this tech session; to all those Club members displaying their 911s; to John Bell, manning the membership table to recruit new members; to all the Board members and the general PCA-SDR membership who attended; but especially to all the Hoehn Porsche staff who made this event an overwhelming success! 📷



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Judges & Concours School

Saturday, March 10th



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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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- ★ Focus is on safety, learning, and maximum track time.
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- ★ 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.

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

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!

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E-mail _____

Member # _____ Region _____

Emergency Contact _____ Phone _____

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Car Number _____ Car Class _____

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Member # _____ Region _____

Emergency Contact _____ Phone _____

Driver Status: _____ Instructors, will you instruct?

☐ Student ☐ Driver ☐ Instructor ☐ Yes ☐ No

Do you have a: _____ Signed _____

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

Do you have a: _____ Signed _____

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Car Year _____ Model _____

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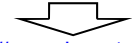
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The Basics of Washing Your Porsche

Text by Bev Gould

This article will deal with the basics of washing the baby. Not all washings are alike, and some outdated methods can create scratches over time.

When I wash my 911, I do it one of two ways. The first way is to use plain distilled water. This is the preferred method if the car has just been sitting in the garage and collecting dust. I use two microfiber wash mitts, one for soap and the other for rinse, that I throw in the washing machine between car washings. I do not use a chamois. Some people prefer them, but I have found they trap fine particles of dirt in the pores. This can cause small scratches in the paint. I learned this at a tech session one rainy afternoon—boy was I shocked. In the old days, we had all been raised on the powers of the chamois. I then dry the car with waffle-weave microfiber towel. I use the 24x36” towels and rarely do I need to use more than one to dry my Porsche. If you have used these before you know how great they are. If you wash the towel, I recommend a soap specifically made for microfiber towels. However a good washing will also do the trick, just do not use a rinse or softener on them. The rinse is an additive that will cause streaks and break down the microfiber over time; softeners also retard the absorbency of the towel.

If I have been using my 911 for tours, rallies or in the rain, there is usually some road grime. I use a small amount of car wash soap to get the grime off, using one of the washing mitts. It is advisable not to use regular detergents to wash the car. Detergent takes the wax off the car because wax is a specialized form of grease (ugly name but basic fact). Regular detergents are developed to cut grease, therefore bye-bye wax. Car wash soaps are very mild and specially formulated not to take the wax off your car’s surfaces. We prefer Einszett Perl Shampoo or P21S Body Shampoo to do the trick. We have had very good results with both of these. Using a good car washing shampoo is a good thing to remember for any automobile you are washing, whether it is your Porsche, Jag, Chevy or SUV.

When you wash your Porsche, make sure you get the valance, running boards and under the rear bumpers. These areas actually collect more dirt than any other place on your Porsche, unless of course you’ve been parked at the beach with a group of mischievous seagulls using your precious Porsche for target practice.

Rinse the surfaces thoroughly with distilled water and immediately start drying the surfaces off with a waffle-weave microfiber towel. Get a good towel—the ones at Costco are OK for cleaning wheels, but they are cheaply made and do not absorb well. For drying, it is best to do this in an area out of the sun. I usually pull the car into the garage and dry her off in there. The reason to pull the car out of the sun is the metal heats up and starts drying too quickly. If you do not use distilled water, this is especially important to keep those nasty little water spots from adhering to the paint. They are ugly and a nuisance to get rid of. When drying your Porsche don’t forget to use those 100% microfiber towels, as I mentioned earlier. We use the waffle-weave and keep a few of them on hand at all times. Once the waffle-weave towel gets too damp, wring it out or get another one until that one gets damp. You should only need one or two towels to properly dry the car. If you find one of those nasty little water spots, use one of the damp (not wet) towels to rub it gently out. If that doesn’t work, get a paint cleanser like Zymol HD Cleanse or P21S Paint Cleanser to gently get the spot off. The key is to not rub too hard, you’ll get more with finesse than brawn. Don’t forget the valance, running boards etc. It is easy to forget these, and you want to make sure you don’t have a beautiful sparkling top and anything below the doors is spotty or streaked. 📧

Bev Gould has been showing her 911E for over 20 years. You can find more car cleaning tips on www.tcsgarage.com. If you have a question for Bev, just e-mail her at bev@tcsgarage.com

Zone 8 Happenings

Text by Tom Brown, Zone Representative

In our ongoing effort to improve communication with the membership, PCA Zone 8 (consisting of the 13 regions in southern California & Nevada, as well as Arizona) now has a Facebook page, Google+ page, a YouTube channel and a Twitter account. With these tools we hope to keep you better informed about upcoming events throughout the zone, as well as report back to you on all the fun and excitement enjoyed by those who were there. Like our page, join our circle, follow our tweets! And if you have something to contribute, don’t be shy—post a comment! Or if you have video or pictures to share, please do. All you need to do is contact your Zone Rep, that’s me, at zonerep@zone8.org and I can get it posted. To sign up, please use the links on zone8.pca.org.

Email may be old-fashioned but it is still very important. Club news is sent out regularly by email from national, the zone and your region. National and the zone (as well as many regions) rely on the email address in your PCA account on www.pca.org. If you are not receiving your emails from the club, you should log into your account on ww.pca.org and make sure your email address is there and up-to-date. Even if your region uses a different system, you should make sure it is correct on www.pca.org so that you don’t miss anything important from national or the zone. If you have any trouble, the staff at the national office is eager to please—drop them an email or give them a call. Keep it current and you won’t miss out on the next car raffle or important news about zone and regional events!

Speaking of events, there are several Zone events happening in March and early April:

March 9: San Diego Region Drivers’ Ed at the Auto Club Speedway in Fontana

March 10: Zone 8 Concours Prep & Judging School in Vista

March 11: Santa Barbara Region Autocross at the Earl Warren Fairgrounds

March 19: Grand Prix Region Drivers’ Ed and Auto-cross at the Streets of Willow

April 7: Southern Arizona Region Concours Prep & Judging School

These aren’t all that is happening as our regions have full calendars of local events going on all the time. For more information see zone8.pca.org for the Zone calendar and for links to each region. Get out and about! There are a lot of fun activities happening all the time and you are welcome to join in almost any region event. Travel and see what your club neighbors are up to!

While we are talking about our web calendars, I’d like to mention that the zone web site will continue to grow and evolve. One goal of mine is to steal an idea from our friends in Zone 9. The Zone 9 web site lists the favorite driving roads for each region in that zone. That seems like something we should do as well, as many of us find ourselves driving outside of our regions from time to time for one reason or another. Might as well have a little fun while we are doing it! If you have a favorite Porsche road, please send it to me at zonerep@zone8.org Please include a description, such as the road name or number, and the stretch that you find to be an absolute blast in your Porsche (so that others may find it). Also include your name and region and I’ll make sure it is posted on the zone 8 website for all to share and enjoy.

As I am now the Zone 8 Representative, I need to hand off my previous zone staff position of Rules Chair to a new volunteer. That means I need to recruit that new volunteer, of course! If you think you might be interested in working on the zone staff and volunteering to be our new Rules Chair, I am now accepting applications. Please send me a note at zonerep@zone8.org and I’ll be happy to answer any questions you might have and take you into consideration for the position.

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March 19, Monday Streets of Willow

Grand Prix Region Drivers ED & Zone 8 Autocross



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Create an account OR sign in
Locate March 19 Day Away event
Complete registration
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Late fees apply after March 12
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Register at this link:
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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

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.com

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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Sunday	7 am to 5 pm	Qualcomm Stadium	Non-Competitive autocross

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No prior performance driving experience is required. Current PCA membership is a requirement. For PCA Affiliate Members 16+ years old a valid drivers license and a parental consent form are required. Meals are included.

For more info : cdi@pcasdr.org

24

Windblown Witness

March 2012

25

February Board Meeting

February 1st, 2012, PCASDR Board of Directors Meeting Minutes

The February 1st meeting of the board of directors was held at the home of Tom and Susan Brown. Greg, Bev, Don, Terry, Cathy, Carl, Araceli, and Leigh were present. The meeting was called to order at 7:02pm. The minutes for January were approved by the Board.

President’s Report:

Greg attended the Zone 8 Presidents Meeting. He stated that of the 23 presidents, there were two new presidents for OCR and SDR. In regards to the issue of the Teen Drivers’ School, the PCA can host one, but it would only be geared towards members, it would not be the same school as before. The Drivers’ Awards dinner is next weekend, then the Autocross, and then enjoy the Super Bowl! Porsche of San Diego 991 unveiling will be on Saturday the 11th.

Treasurer’s Report:

March meeting will have the final amounts for 2011. Report approved unanimously.

Zone 8 Rep:

Tom is working on improving the website along with facebook and perhaps google chrome.

Chair Reports:

Archivist: No Report

Autocross: Concerned of the lack of Volunteers. Sponsorship from C2 Motorsports may be in the works.

Auto Museum: No Report

CDIs: Sean presented a May PDS budget and stated that Instructor Appreciation Day is set for March 3rd. Both were approved by the Board.

Charity: The Charity Chair asked what our standing was on contributions to charities. The Board stated that we currently cannot raise money on behalf of charities without paying taxes on the money raised. Hence, the Board has decided not to raise money for charities but rather to hold drives for physical goods such as underwear, socks and toys. The 2012 underwear/sock drive and toy drive were approved.

Concours: No Report

Goodie Store: Pat says she will be at the Autocross. An online goodie store is possibly in the works!

Historian: No Report

Insurance: The insurance certificate for the Time Trial was received.

Legal Affairs: No Report

Membership:

	PRIMARY	AFFILIATE	TOTAL
2/1/12	1413	1082	2495
1/1/12	1401	1067	2468
Change	+12	+19	+27

New Members 21

Transfer in 3

Transfer out 2

Non Renewals (lapsed 1/31/12) 34

On time and late renew (within 60 days) 84

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

Military Liaison: No Report

Rally: Paul Young has stepped up to act as Rally Chair. May 12 is the set date for a Rally School, approved by the Board.

Policy/Procedures & Region Rules: No Report

Safety: No Report

Social: Hot summer nights in Fallbrook on June 8th, approved by the Board. Village Walk in East Lake on Sunday June 3rd, approved by the Board. Father’s Day brunch on June 17th, also approved. Cathy is looking into perhaps organizing a Progressive Dinner.

Tech Sessions: Hoehn Tech Session is all lined up. It will be a good introduction for our club.

TT/DE: Willow Springs and Chuckwalla were successful events! February 25th is the date set for the Grand Prix Region’s Pomona TT/DE.

Tours: March 31st is the set date for a Tour, Hoehn to Borrego Run!

Vintage Racing: No Report

Web Team/eMaster/ Web/Forum: Pioneer logo needs to be replaced with the Porsche of San Diego logo on the website. We are in the process of adding Historical information onto the website. We are in need of more volunteers.

Witness Team: Bumper Doc, Speed Zone and Volkers is more than 90 days past due. The PCA-SDR may have to take them out of the Magazine. Request for upgraded software was approved by the Board.

Unfinished Business: Patchapoloolza went well and thank you to all that participated. The overage was approved by the Board.

New Business: None

Announcements: None

Adjournment/Next Meeting Announcements: The Browns were thanked for their hospitality. The meeting was adjourned at 9:09pm. The next meeting will be held on March 7th at the home of Mike Brown.



Alex Ehrath, Andy Arvai and Martin Reinhardt at Super Sunday Autocross pre-registration. Thanks to Alex and Andy for volunteering to chair AX pre-registration. (Photo sent by Jennifer Reinhardt)

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Membership

New Members

Ted Apodaca & Lisa Szot
La Jolla, CA
2005 Cayenne SUV

Hamit Aras
San Diego, CA
2005 Cayenne SUV

Isaac Blumberg & Marcy Blumberg
San Diego, CA
1967 912 Coupe

Stephen Coulling & Stephanie
Coulling
Suffolk, VA
1990 964 Coupe

Dan Funkenstein & Barbara
Funkenstein
La Jolla, CA
2012 Panamera 4 Sedan

Mark Huxhold & Michelle Huxhold
Escondido, CA
2008 Cayman S Coupe

Lance Kumm & Coni Kumm
Fallbrook, CA
2008 Cayman Coupe

Robert Lane & Jaime C Taylor
San Diego, CA
2010 Panamera Coupe

Craig Macdonald & Ken Coblentz
Del Mar, CA
2006 997 Coupe

David Macmillan
Rancho Palos Verdes, CA
2012 Cayenne SUV

James Mccarthy & Emily Mccarthy
San Diego, CA
1983 911Sc Cabriolet

Joe Mondry
San Diego, CA
2011 Cayenne S SUV

Carlos Pena
Chula Vista, CA
2002 Turbo Coupe

Rick Richardson & Carmen
Richardson
Chula Vista, CA
2006 Boxster S Cabriolet

Robert Schiller & Trish Schiller
Encinitas, CA
2009 Carrera S Targa

George Summach
Rancho Santa Fe, CA
2010 997 GT3 RS Coupe

David Tokunaga & Christine
Tokunaga
San Diego, CA
2007 Carrera Coupe

Andy Trees
San Diego, CA
2007 Cayman Coupe

David Walker
El Cajon, CA
1970 914-6 Coupe

Pete Whitney & Maria Whitney
Bonita, CA
2007 Cayman Coupe

Shannon Johnson
Lucky Dave Malmberg
Ron Mathiasen
Victoria Mcminn
Thomas Meissner
Twain Nguyen
Marc Umeda

Ten Years...

Clifton Fitzhugh
John Komer
Roger Lai
Mark Matsumoto
Rex Sampsell

Fifteen Years...

Aubrey Eyer

Twenty Years...

Christopher Glembotski
Stanley Gold
Charles Netherland
Robert Pachorek
Skip Shirley
Michael Skyhar

Twenty Five Years...

Gregory Smith

Forty Five Years...

George Thwing III

Anniversaries

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John Belbute
Gordon Carter
Gregory Cuddeback
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1980 911 SC Original metallic blue, complete exterior restoration, sun-roof, 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

1986/2 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
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38,000 (619) 429-5328

1997-911Carrera/993Cabriolet
Availability: Available
Condition: Pre-Owned
Miles: 74,500 Miles - Good condition
w/ Hoehn service records
Price: \$36,000
Seller: Chris Kimura
City, State: Cardiff by the Sea, CA
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Exterior Color: Black
Interior Color: Black
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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-\$35K or best. (619) 788-7172

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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

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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 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

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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
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Parting out 93 C2 Excellent running
gear, test drivable. Body damage RF
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B&M Short Shifter Kit Brand New,
fits all 986/987 Boxster, Cayman,
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March: La Bastide (Scripps)

April: Fillipi’s (Scripps)

May: Pending

June: Wellington (Mission Hills)

July: Tom Hams Lighthouse (HarborIsland)

Aug: King’s Fish House (Mission Valley)

Sept: Pending

October: Yanni’s (Poway)

Nov: Pending: Mexi-Cocina

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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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