



WINDBLOWN WITNESS

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

Autocross at the Q
+ Member appreciation at DeutschFest

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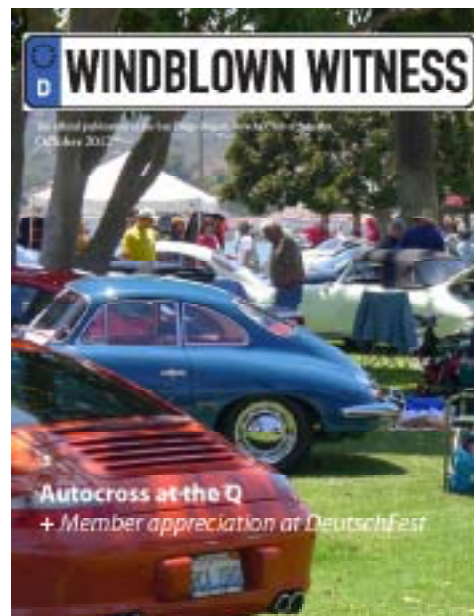


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On the Cover



A scene from our San Diego Region Concours d'Elegance on Shelter Island

WINDBLOWN WITNESS

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Up Front



By Greg Phillips

Fall is here and the second half of the driving season has begun. As I write this, I am just back from the Willow Springs Time Trial. We were lucky with the weather

as it was warm but not hot on both days and the wind stayed away until Sunday afternoon. It was a fun event and there will be full coverage in the next Witness.

It was a split weekend as many members took advantage of the only local road racing in San Diego County at the Coronado Speed Festival. Katie Kinninger and her team took over from John Straub without missing a beat and put on a great Zone 8 event. The hospitality tent was kept busy and the Porsche Corral was a sight to see. Pat Corona had set up the Goodie Store and did a brisk business through the weekend. We have tentatively moved the 2013 Willow Springs event to September 21 & 22 in 2013 to avoid this conflict. I miss not being able to see and photograph the vintage racers.

The autocross season was not affected by the summer weather and they started the month with another fun driving event at the Q. Congratulations to Martin Reinhardt's TTOD in his CC11 Cayman S and to Tom Tweed in his 1968 911 who took the top BRI and was 9th overall. The course designers have had to be more and more creative to work around the aging pavement at the Q but have done a great job all year.

The Social team was also busy the past month. They ended August by sponsoring a Monarch School Dinner and then set up a very nice Progressive Dinner in the middle of September. Even on the hottest day in 24 years, everyone kept their cool as we traveled from the Morena Blvd. appetizers out to two different homes in Rancho Santa Fe for the main course and dessert. Thanks to Silk, the Art of Artificial, and then Tom LaFleur and finally the Crossers for inviting us in, and to Kathy Alnwick, with help from Ted & Eleanor Myrus, for putting it all together. It was a great event with a great turnout.

Krispy Kreme & Cars has started well and we have had a good turnout each month. The North County members thought it was such fun, they wanted their own venue. So now we have Cars and Coffee at Carlsbad on the last Friday of each month at

the Carlsbad Company Stores. The first event will be on September 29. If you have not tried it yet, now you have two chances each month. The next Krispy Kreme & Cars event will be October 13 in Clairemont Mesa. There will also be a Weekender Tour that day to Big Bear Lake for the Oktoberfest celebration there. Drivers have the option of coming home the same day or spending the night in Big Bear and coming back on Sunday. If you are planning on staying over, you should make reservations ASAP.

The big event for October will be the Performance Driving School on October 19-21. If there is still room available, anyone who drives a Porsche (or any other car) should try to attend this school. It will make you a better and safer driver. From the Friday chalk talk at Black Forest Automotive, where the theory of performance driving will be presented, to the skidpads and exercises at Qualcomm Stadium on Saturday, to the autocross lessons on Sunday, the entire weekend is about learning what your Porsche is capable of on the street. The corps of instructors put on a great event that rivals the best professional driving schools.

We have two more big track events this year. October 12 is a Friday DE at Auto Club Speedway in Fontana, and the final event will be the Buttonwillow Double Crown Time Trial and Club Race event on November 3-4. We should have great fall weather and it is a fun track for drivers. So you should plan now to attend as registration is open at MotorSportsReg.com. If you have a race permit from another group like POC, SCCA or PRC and would like to drive in the PCA Club Race, we have a special deal for you. If you get your license with PCA for this event, your license fees for 2013 will be waived—14 months for the price of 12! So start working on getting your application in soon.

We are also already looking forward to next year and trying to set up the 2013 events. The year is going by quickly! Looking forward to January, we start with the tentatively planned Streets of Willow Time Trial on January 5-6. The following weekend, January 12th, is the 55 Year Celebration Gala at the Hilton on Harbor Island with the Blues Doctors. At the end of the month, January 26-27, will be the Chuckwalla Valley Raceway Time Trial. Yes, January will be a busy month so start planning your calendar now and keep your eyes on the Witness and the website for updates and the final schedules. 🏁

Events: October – November 2012

October 2012

03 Wednesday

Monthly Meeting

6:00–9:00 P.M., dinner starts at 7 P.M. \$5 donation, BYOB
McGowan/Verlaque Home
2270 Nielsen St, El Cajon, 92020

12 Friday

Driver's Education Event

Zone 8/SDR Auto Club

Speedway, Fontana
Online registration at pcasdr.net/motorsportreg.com

13-14 Weekend

Weekender Tour - Big Bear Lake and Oktoberfest

8:00 A.M. - 4:00 P.M.

More information at <http://pcasdr.net/event/mystery-weekend-social/>

13 Saturday

Krispy Kreme & Kars

8:30–10:30 A.M.

Come to socialize - 4180 Clairmont Mesa Blvd., 92117

19-21 Weekend

SDR Performance Driving

School

6 P.M.–9 P.M. Friday, 7 A.M.–5 P.M. Sat. and Sun. Online registration at pcasdr.net/motorsportreg.com

20 Saturday

Tire Rack Street Survival (Youth Driving School)

8 A.M.–4:30 P.M. hosted by SBR
Details and registration online.

27 Saturday

Cars and Coffee -

Carlsbad

7:00–9:00 A.M.

Carlsbad Company Stores, 5620 Paseo Del Norte Suite 124, Carlsbad, 92008

30 Tuesday

Last Tuesday Social

6:00–8:00 P.M.

Yanni's Bistro, 12205 Scripps Poway Parkway, Poway, 92064

November 2012

02-04

DE, TT & Club Race

Buttonwillow Raceway, 24551 Lerdo Highway, Buttonwillow 93206. Online registration at pcasdr.net/motorsportreg.com

07 Wednesday

Monthly Meeting

6:00–9:00 P.M., dinner starts at 7 P.M. \$5 donation, BYOB
George Taylor home, 2336 Vallecitos, La Jolla, 92037

10 Saturday

Krispy Kreme & Kars

8:30–10:30 A.M.

Come to socialize - 4180 Clairmont Mesa Blvd., 92117

17-18 Weekend

Instructor Day, DE, TT at

Pomona Fairplex

24 Saturday

Autocross at Qualcomm

6:30 A.M. –5:00 P.M.

24 Saturday

Cars and Coffee - Carlsbad

7:00–9:00 A.M.

Carlsbad Company Stores, 5620 Paseo Del Norte Suite 124, Carlsbad, 92008

27 Tuesday

Last Tuesday Social

6:00–8:00 P.M.

Mexi-Cocina, 12213 Poway Rd., Poway, 92064

For details and the latest updates, visit pcasdr.net/events/upcoming

Auto Museum: Steam Punk Ends; Pickup Truck Show Opens

By Michael Harris

On a beautiful, sunny and very picturesque Saturday The San Diego Automotive Museum opened a new exhibit, “Pickup Trucks.” The Steam Punk exhibit was carted up and carried away. Gone is the Base Camp, the far-out space ships, the protective armaments, and a ton of fun things that you do not normally see at an automotive museum.

The Pickup display features two trucks owned by SDAM, including a just restored 1923 Dodge pickup with custom wooden cab and bed. The Dodge is for sale, so if you want to add a 1923 pickup to your vehicle collection, please see a staff member for further information. Be advised that the Dodge will not tow your race car or concours car, however. The other truck is a 1910 International Harvester. Dodge did not build pickups in 1923 so if one wanted a carryall type utility vehicle you purchased the chassis from the manufacturer and had a coach builder build a custom body, or you built it yourself. Ford offered a bare one-ton truck chassis in 1917 called the Model T.T. The buyer had to provide the body. In 1923 Ford was the first car company to offer a factory direct pickup. Chevrolet sold a one-ton Model T truck and a half-ton Model 490 in 1918, but a buyer still had to provide his own bodywork. By 1925 Ford offered a pickup body separately or as an original option. If ordered separately, one paid \$25 and the bed came finished in black paint. If you ordered a factory installed bed, it was painted the same color as the cab. Such was vehicle optioning in 1925. In 1926 Ford started to offer wire wheels as an option for the Model T Runabout (pickup). Wire wheels were a substantial improvement as wooden wheels were still the standard in 1925. Another of the display vehicles is a 1914 Ford truck. It is an interesting contrast to the later Dodge. Next in vintage is a 1930 Ford roadster pickup. The Model A was a substantial improvement over the Model T but these vehicles still look very simple and basic. The most popular Ford pickup in 1930 was a hardtop or closed cab version. Production was 86,383 vehicles and basic black paint was out and the truck could be ordered in six colors in addition to black.

Chevrolet and Ford battled for supremacy in the pickup market during the 1930s. Up until 1932, Ford’s pickup power was a 4-cylinder flat head of 200.5 cubic inches, producing 40 horsepower. In 1929 Chevrolet offered a 194 cubic inch, 6-cylinder, overhead-valve engine with much greater power. In 1932 Ford was the first car maker to offer a V-8 engine in an inexpensive car and truck. Ford’s V-8 continued to outpower Chevrolet’s six until Chevy offered a 265 cubic inch

OHV V-8 starting in 1955. If one visits the Henry Ford Museum in Dearborn, Michigan you will find two exhibits with handwritten letters addressed to Henry Ford in the 1930s extolling the virtues of the Ford V-8. One letter was written by Clyde Barrow of Bonnie and Clyde infamy and the other by the notorious bank robber, John Dillinger. Both writers praise the superiority of the Ford V-8 as a getaway vehicle when eluding law enforcement officials.

During the ten years comprising the 1930s, Ford and Chevrolet were very close in numbers of pickups sold. Ford outsold Chevy in 1930, 1931, 1932, 1935, and 1937, while Chevy outsold Ford in the remaining years of the decade. The 1930s offered some very pretty trucks, but amenities were very basic. For 1940 Ford offered a much more car-like pickup that resembled the 1940 passenger cars in many details. For readers interested in looking at many of the different models of 1930s Ford and Chevrolet pickups, the Museum Store offers a very nice Gallery of Ford and Chevrolet Pickups by Mike Mueller for \$19.99. The last vehicle from the early era is a 1947 Dodge pickup owned by Max Myers.

Trucks of the 1950s are represented by a mildly customized 1951 Ford F-1 pickup, a nicely restored Chevy early ‘50s three-window pickup, and a 1956 Ford Custom with great paint. In 1953 Ford offered a ground breaking pickup with wrap around glass, two engine options, and four transmission options. Ford offered their first OHV V-8 motor starting in 1954 as a Y-8 displacing 239 cubic inches and enlarged it to 272 cubic inches starting in 1956. The early Ford OHV 8-cylinder engine was known as an oil burner and lacked the reliability of the flathead V-8. Chevrolet’s 1955 pickup was revolutionary in both appearance, very modern looking with wrap around front windshield and an interior that looked like a passenger car, together with the revolutionary small block V-8 displacing 265 cubic inches. This motor has become the standard for a light weight, high revving, and great power-producing motor at low cost. In the late 1950s both Ford and Chevrolet produced “passenger pickups” or personal pickups that were based on a passenger car chassis rather than a truck chassis. Ford started in 1957 with the Ranchero and Chevy followed in 1959 with the El Camino. The museum offers an example of an El Camino from 1978 as representative of this class.

The next class of trucks are the “unique” group consisting of a 1930 Model A Rat Rod, a Pig-nosed 1930s Ford, a 1940s Ford coupe/pickup noted as “very rare,” and a 1946 Hudson special design. The Henry Ford displays a 1936 Hudson Terraplane pickup with very passenger-car-like styling. The cab looks like the

front of one of their coupes but with the pickup body. This was a very attractive design. Another two of the museum’s display trucks are classified as a “hot rod” and an “off-road racer.” The latter vehicle is a 1970 Ford F-100 desert racer and the hot rod is a 1934 Ford pickup. Small pickups are represented by a 1930s Bantam American in beautiful restored condition and a very clean restoration of a 1969 Datsun pickup.

Datsun during the 1960s became one of the early leaders in building a small, inexpensive truck developed for the Southern California market. Datsun was known as Nissan in Japan, but executives thought the Nissan name was too “Japanese” sounding and came up with the Datsun name for America. During the 1960s Nissan sales were fading in Japan and the company was fearful they would be forced out of business by the increasing market share being garnered by Toyota and even Honda. A small group of executives advocated taking Nissan’s small four door sedan and pickup to America, and creating a dealership in the Los Angeles area. After shipping several cars to southern California and driving them on the LA freeways, it was plain that the vehicles were underpowered and underbraked. The US Datsun team prevailed on their Japanese superiors to make the changes, which were reluctantly agreed to. And the rest is history. The sedans did not catch on but the little trucks did. They were inexpensive, got great gas mileage, and once the improvements were made, proved to be very reliable. The marketing strategy was that in car-crazy Southern California, many people would buy the mini-truck as a weekend hauler, extra vehicle and general all purpose second “car.” And the strategy worked, saving Nissan. For a full history of this development, read David Halberstam’s book, “The Reckoning,” available at the Museum Store.

Author Paul Ingrassia’s book “Engines for Change,” also available for sale in the Museum Store, devotes one of his 13 chapters to the Ford F-series and pickup trucks in general. He notes that for much of America, pickup trucks are divided into Chevy versus Ford, and Texas is the capitol of Pickup Truck America. He commences the chapter with a quotation from automotive writer and humorist P. J. O’Rourke. O’Rourke notes that the foremost high-speed handling characteristic of a pickup is the high speed with which they travel from wherever you are directly into trouble. This attribute, he notes, is due to beer. Ingrassia also notes that pickup trucks used to be solely used by contractors, tradesmen, and others who used them for work. In recent times about half have been purchased as primary vehicles for people who want to haul themselves and motorcycles, surf boards, bass boats, sporting goods and all kinds of other things. And women have also become a significant group of pickup truck purchasers.

Next month I will have more specific information about the vehicles on display, as well as a number of photos to entice you to check out this interesting collection, and read and view the descriptions and graphics about pickup trucks. 📷



Outside the museum: a mint 1957 Lincoln Capri



Museum’s recently restored 1923 Dodge pickup for sale



Fiat mini-car greets visitors in Steam Punk garb

Coronado Speed Festival

By Rich Fatuzzo

For all of us PCA-SDR members and Porsche “car lovers” who had the opportunity to attend, enjoy and be thoroughly entertained by watching the Vintage Car Racing, presented by the Historic Motor Sports Association (HMSA), either on Saturday, September 22nd, or on Sunday, September 23rd, or for both days of the 15th running of the Coronado Speed Festival at North Island Naval Air Station, this was a tremendously successful event. Better yet, some PCA members actually participated in the racing events over the 1.7-mile course that were made up of 9 race groups with over 250 vintage cars in competition. There was also a 10th group of about 20 cars racing in an SCAA Pro Racing MAZDA MX-5 Cup Race to make it even more exciting to watch.

Most of the race groups included production cars of various years and with engine sizes either under 2000cc or over 2500cc, with a scattering of Porsches in several of the groups. But, Group 4 (1969-80, Sports Racing and Formula Cars with less than 2000cc) had 8 Porsches running out of 35 cars, while Group 6 (1964-88, FIA Manufacturer Championship Cars) had 7 out of 33 cars.

PCA-SDR members racing were: In Group 2, Don Anderson in a 1964 Bobsy-Porsche SR3, #65; in Group 5, Uwe Biegner, a 1964 Porsche 356C, #44; in Group 6, Erich Wilms of Encinitas, who raced his 1967 Porsche 911S, #62; and in Group 7, Mike Gagen in a 1974 Porsche RSR replica, #59. Other PCA-SDR members participating were: Alan Berry driving in car #544, a 1964 Volvo PV 544 in Group 5, as well as Kaid Marouf driving in his 1960 Alfa Romeo SZ, #38 in Group 4, and car #12, a 1965 Ginetta G12 in Group 6.

No matter what your preference in vintage car racing, there was something for everyone to enjoy, even if it didn’t include Porsches. For instance, Group 1, had sports and production cars with drum brakes from 1952 to 1959 competing, or what about Group 8, that showcased historic NASCARs thru 1972? But, the featured marquee for this year’s Speedfest races was the SCCA Pro Racing Playboy MAZDA MX-5 Cup Cars.

The racing is part of the weeklong Fleet Week event presented by the San Diego Fleet Week Foundation, with Trevor Hoffman as the 2012 Chairman, and benefits the Morale, Welfare and Recreation Fund for our military families stationed here. Last year, more than 10,500 enlisted men and women and their families attended, and from all accounts, it appears that this number was easily exceeded due to the great weather we had for both days. And it was not just all about the racing—there was a Coronado Village Car Parade; military jet flyovers on Saturday and Sunday; skydivers representing the Navy “Leap Frogs” before each day’s opening ceremonies; new car test drives;

drifting exhibitions; garage tours of the racing cars; a Military Pit Crew Challenge; and ship tours of the USS Halsey, USS Makin Island and the USS Spruance. What made one particular ship tour even more special was that SDR club members received a special invitation to tour the USS Halsey from CDR Mike Weeldreyer (Commanding Officer) and Lt. Chuck Becker (Combat Systems Officer), both PCA-SDR members and Porsche owners.

There were over 2,500 cars, trucks and motorcycles displayed in over 87 car corrals and racing and display paddock areas, aligning with the grandstand sections of the race track and encompassing at least 10 football field areas behind and alongside the grandstands. But, as in past years, by far the largest corral contingent was made up of Porsches with our PCA-SDR corral displaying over 400 Porsches for both racing event days. And, that wasn’t all, I counted another 46 Porsches scattered around the event areas on Saturday and Sunday, either in other car club corrals or in the paddock areas, and that doesn’t include those Porsches that were also racing.

So, for all of our yearly PCA-SDR events, the Coronado Speed Festival must be considered the “Premier Event of the Year” for PCA-SDR attendance by club members with their Porsche cars. The large club member attendance at this event also gives many of our club members, such as autocross and time trial enthusiasts, concours people, touring and rally participants, or just plain lovers of everything Porsche, the greatest opportunity to socialize together. And all this in a spirit of camaraderie with other PCA members, who we might not see on a regular basis. The added bonus of this event is that we also get to talk to and renew or make new acquaintances with other sport car enthusiasts in many of the other car clubs.

The tremendous success of this event each year is primarily due to the magnificent efforts put forth by our Vintage Racing Committee with this year’s chair being Katie Kinninger. Katie had herculean assistance from people like John Bell, Joe Hoffman, Rich Fatuzzo, Suzie Amundson, Kaid Marouf, Ted Myrus and John Straub. And what about the great job all those people, like Jay Abrams, Larry Bevins, Larry Marshall, Sean Mallory, Dave Gardner, Herb Meeder, Leigh Rayner, Karina Reyes, Dawn Douglas and Ryan Kinninger (with some members working both days) did doing traffic control to accommodate all those Porsches, which is no easy task. In addition, Pat Corona ran the Goodie Store with assistance from Vicky Powell and John Bell, who did double duty working at the membership table. Tom Brown, PCA Zone 8 Administrator, was also in attendance and helped in the Porsche corral on Saturday.

And now for the best part, the final race results. After looking at the race result sheets from the Historic

Motor Sports Association for those groups that had Porsche cars racing, especially the Porsche cars that were driven by PCA-SDR members, I decided that the specifics of all this race information wasn’t necessary, except to say that most of the Porsche car drivers finished in the middle of the pack in each group. If anyone does want to see all of the race results for each group, you can obtain that by logging onto the Historic Motor Sports Association (HMSA) web site: <http://www.hmsausa.com/events/coronadoresults.html>. The most important thing is that no one got hurt, and those that raced already know how well they did, and the rest of us at least got the chance to enjoy a great show!

However, prior to the Sunday afternoon races, two PCA-SDR members did distinguish themselves in the Group 2 class awards for Presentation and Performance: Don Anderson (Winner) with his 1964 Bobsy-Porsche SR3, and Reg Howell (Honorable Mention) with his 1967 Porsche 910. 🏆



1972 “tangerine dream” 914 owned by Herb Meeder



“Early Bird” John Bell and his black 1994 Speedster



“Parking Guru” Larry Bevins and his silver 1981 911SC



Larry Marshall displays his new silver 2012 997 GT3



Chris Reeder “loves” his white 1957 Speedster

Zone 8 Southwest Soapbox

By Tom Brown, Zone 8 Representative

I have a favor to ask of you. If you know who the 2009 Zone 8 Enthusiast of the Year was, would you please let me know? I'm embarrassed to say there aren't any zone records of the winner (and it was only 3 years ago!). If it was you, a friend of yours, someone from your region, or if you just happen to remember, please let me know. The award was presented at the January 2010 Zone 8 Banquet. If you can give me some idea of who it was, I'd much appreciate it; it will help me in my attempt to pull together our zone history.

At the last California Festival of Speed planning meeting, I was christened the "Emperor of Zate" (rhymes with eight, as in Zone 8). While I'm all for being emperor, I'm not so sure it will sit very well with my boss, our national president; but it did get me to thinking, what is this Zone Rep thing anyway? How many people really know? So let me tell you.

In the early years of PCA, all the region presidents would gather annually to discuss club business. As the years went by and the number of regions grew, this became less and less practical. In 1969, to improve this situation, the national Executive Council proposed a concept of administration where the regions of the club were divided into administrative districts, called zones, and were represented by a Zone Representative. This appointed position would directly interact with the regions in their geographic areas in a way that, due to size and distance, the EC could not. Thus the Zone Representative would be a go-between for the regions and the Executive Council, communicating national policy and procedure to the region presidents and the opinions and concerns of the membership back to the national organization. Another way to look at it is that the Zone Rep is here to assist the region presidents and club membership. We are in Zone 8, which contains the 13 regions of Southern California, Southern Nevada and Arizona. So it has been decreed by the Emperor of Zate!

Speaking of the Festival, the CFOS management team is hard at work preparing for the next event (April 5, 6 & 7, 2013—plan on it and save the date!). They asked me to announce that they are looking for a volunteer for a new chair position on the team. This volunteer would be someone who would handle marketing and promotion of the festival. They are looking to attract both more vendors and more automotive enthusiasts every year and they would like some help. If you are looking for a new way to get involved in the Porsche Club and have some experience in this area, please contact me at: zonerep@zone8.org

Newsflash for all Time Trial & DE drivers: the Zone 8 website (www.zone8.org) has a new addition—Approved Tech Stations. The list can be found under the "Events" menu item. If your favorite authorized tech station is missing, please let me know and I will be happy to have it added!

Moving on to upcoming events, at the tail end of November, be sure to make room on your calendar to attend the PCA member private preview at the LA Autoshow. PCNA will once again be allowing us to get a jump start on seeing the latest and greatest vehicles for 2013. And that same weekend, on December 1st and 2nd, PCA will be bringing our national Tech Tactics program back to the PCNA facility in Ontario. The ultimate tech session, this program puts you together with members of the PCA Tech Committee and the highly trained Porsche mechanics (and maybe a VIP or two from Stuttgart) for a weekend of Q&A and lecture on all things technical about your favorite car, your Porsche! Registration info will be available as we get closer. Save the date and make a weekend of it!

Looking forward to next year's events; our annual Zone 8 Banquet will be held on Saturday, January 19, so save the date as it will be a great evening. This year I'd like to change things up a bit, trying to make it more casual, fun and engaging for all. Entertaining us once again will be Emcee Scott Mann, who will also provide the DJ for dancing. Those of you who went last year know what a great job he did. You may also know him as Mr. KPCA, the voice that brought us the terrific radio station that was broadcasting during this year's Festival of Speed. Additional new features for the weekend that are in the works are a Zone 8 concours and car show as well as a driving tour or two. Activities! Awards! Door prizes! Friends and family! Party! Let's start the New Year right!

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A replica 1955 550 Spyder owned by Theo Hansen



Pat Corona, Goodie Store, helping customers



Larry Sharez enjoys his red 1991 928 S4



Katie Kinninger, protecting our club's flower arrangements



A "tricked out" 1966 911 owned by Rolly Resos



Two '67 911S racers battle with 3 Shelby GT 350s in Group 6

DeutschFest 2012: Thanks to our club volunteers



Monique Straub and Tammi Ibbetson



Angela and Tiffany Avitt at check-in table



Mike Buhai and Cathy Young



SDR Members enjoying DeutschFest



Dan Chambers and Mark Kinnering



Angela and Pat giving out Door Prizes

Special thanks to our DeutschFest Door Prize Donors



Events: Autocross, Willow Springs

Time Trial, Progressive Dinner



Tom Tweed lights up his tires



John Ortiz takes CC02



Time Trialers racing up Omega



Mike Avitt, James Buck, Jim Binford roaring down the front



Carl Scragg wins CC07



Autocross grid



Jim and Ann Hodgdon at the Progressive dinner event



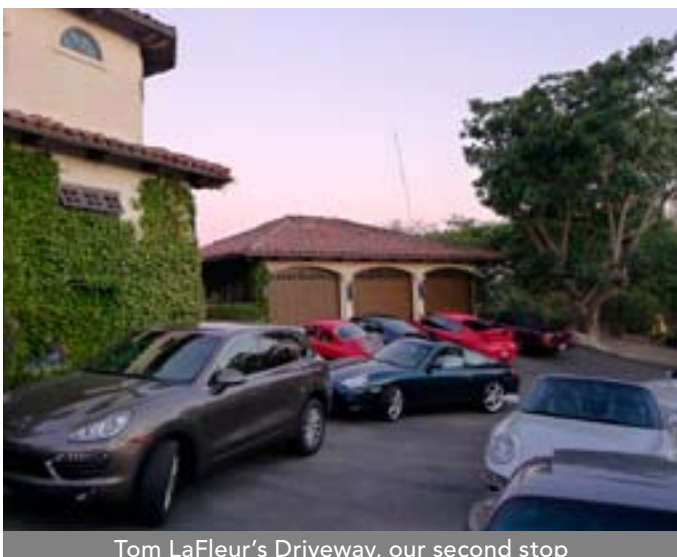
The first stop on the Progressive event



Georgina Stevens wins SS01L



Larry Bevins tries out the 914



Tom LaFleur's Driveway, our second stop




In the Crosser's kitchen, our third stop

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TOY DRIVE



Join PCA-SDR in our Rady Children's Hospital annual toy drive from October thru December. Please bring new toys to any events now thru December 16th.

On Saturday, December 16th, there will be a breakfast with Santa at *Miguel's Cocina* in Old Town. After breakfast, we will all caravan with Santa at the lead to Rady Children's Hospital to deliver the toys. Children are very welcome!

Please contact Kathy Alnwick with any questions at imthekaps@yahoo.com or call her at 619-229-1515.

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Saturday	7 am to 5 pm	Qualcomm Stadium	Driving exercises
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For more info : cdi@pcasdr.org




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- ★ 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, covered in 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 3 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
<input type="checkbox"/> January 28-29	Chuckwalla Valley Raceway (clockwise)
<input type="checkbox"/> March 9	Auto Club Speedway - Infield (one day, no points)
<input type="checkbox"/> April 20-22	Auto Club Speedway - Road (three days ^A , TT only)
<input type="checkbox"/> May 19-20	Chuckwalla Valley Raceway (counterclockwise)
<input type="checkbox"/> September 22-23	Willow Springs Raceway (TT only)
<input type="checkbox"/> October 12	Auto Club Speedway - Infield (one day, no points)
<input type="checkbox"/> November 3-4	Buttonwillow Raceway Park (TT only)

Car Number _____ Car Class _____ Driver Name _____ <input type="checkbox"/> DE <input type="checkbox"/> TT Phone _____ E-mail _____ Member # _____ Region _____ Emergency Contact _____ Phone _____ Driver Status: _____ Instructors, will you instruct? <input type="checkbox"/> Student <input type="checkbox"/> Driver <input type="checkbox"/> Instructor <input type="checkbox"/> Yes <input type="checkbox"/> No	Car Number _____ Car Class _____ Driver Name _____ <input type="checkbox"/> DE <input type="checkbox"/> TT Phone _____ E-mail _____ Member # _____ Region _____ Emergency Contact _____ Phone _____ Driver Status: _____ Instructors, will you instruct? <input type="checkbox"/> Student <input type="checkbox"/> Driver <input type="checkbox"/> Instructor <input type="checkbox"/> Yes <input type="checkbox"/> No
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1982 911SC Coupe For Sale 1982 911SC Coupe for Sale. Excellent condi-

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October 2012

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WHEN: Saturday January 12, 2013
WHERE: Hilton San Diego Harbor Island
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 Rooms are available directly from the hotel at a special rate of \$99.
TIME: 6:30 pm
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Register at motorsportsreg.com starting November 1, 2012 with great prizes for early registrants ranging from gift-cards to a 4-day Carnival Cruise.
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2000 911 Cabriolet Stunning Midnight Blue optional paint with coordinated paint on console, full leather, power seats, six speed, 18 inch wheels, one owner, showroom condition, 32K miles, Pioneer serviced, kept covered in garage since new. This is a beautiful 911. \$26,900 OBO. Call Skip @ (858) 449-2229

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2003 911 Cabriolet Beautiful Lapis blue with grey full leather interior. Upgraded Bose sound system, manual transmission, 18 in turbo wheels, heated seats, transferable full Carmax warranty to 12/2013. Recent tires, clutch, RMS, coolant tank, ignition lock replacements. Blackforest serviced. 70K miles, \$30,900. (760) 846-0637

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'81 911SC - Street / Track '81 911SC - Street / Track This is a beautifully prepared, semi-light weight, fun to drive, street legal Porsche (set up for both track and street). I have a brand new, platinum silver (original color) paint job and fiberglass duck tail (like a 911RS). As of this writing the car is being painted, so the images below are of the body prior to paint. New pix will be up around August 26th, if the car hasn't sold by then. It started its life, with me, as a \$17,500. stock 911SC. It now has an additional, well thought out, high quality, and professionally installed, \$10,200. in mods (over 25 upgrades/additions!). I am the Chief Driving Instructor for the San Diego Region Porsche Club of America and a Nationally Certified Performance Driving Instructor. This car has been well sorted and meticulously taken care of. It is valued at \$33,000. The car needs nothing. It is ready to win trophies, and or, drive on the street and get a lot of "thumbs up" from other drivers and pedestrians.

Body and Interior:

1. Brand new, original color paint (platinum silver) as of 8.26
2. Fiberglass duck tail (for lighter weight, aerodynamic downforce, and a more vintage look). Original lid comes with the car too.
3. Corbeau race seat (driver's

side) + Corbeau touring seat (passenger side)

4. Simpson Platinum 5 point harness (driver's side) + Weltmeister harness bar
5. MOMO Prototipo steering wheel w/ Porsche crest horn button
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14. 935 adjustable spring plates
15. Tarrett front and rear torsion bars
16. Tarrett poly-bronze bushings!
17. Turbo tie-rods

Engine/brakes/performance:

18. Perma-Tune electronic ignition
 19. TRE race tuned headers (note: the headers and muffler add a definite, noticeable increase in horsepower, torque, and throttle response)
 20. M&K race tuned sport muffler (2 in 2 out)
 21. Braided stainless steel brake lines
 - Included with sale:
 22. Complete stock exhaust system - with California cat and alternative cat-back, giving you 3 exhaust options. Car has always easily passed smog.
 23. Records, jack, original stock tire inflator, and car cover
 24. New wheels and tires (8" rear and 7" front) not shown on photos of the car, but shown in a separate picture..
- No leaks. No smoke. \$24,900. or best reasonable offer
 Good investment - 911SCs continue to go up in value.
 See photos below, but I will take photos of anything, on the car, that you'd like to see up close and personal. I also have



about 50 additional photos I can send upon request. The car has been maintained by SD Autosport and I can put you in touch with them if you'd like to ask any questions directly to the mechanic. Larry at 619.955.3974 or larry@san.rr.com (619) 955-3974

TRACK/RACE CARS

\$6500 944 Spe mult. past class champion. Street legal. Extensive service records. Weld in cage. Email for pictures and specs. John brachylophus@cox.net (619) 291-3906

944 Turbo Wide body roller '88 944 Turbo S wide body w/ cage. Upgraded suspension, CCW wheels, good condition, never wrecked, title 6.5k (760) 749-1485

TRAILERS

New 16' car trailer with tire Couple months old 16' car trailer, dove tail, aluminum 7' ramps, tire rack, fold away fender, custom wheels, \$2950 or best offer or email bmueller@rmcigroup.com (707) 287-0701

PARTS

1963 356 TRANSMISSION Out of a 1963 since 1975, car rolled. has never been opened. \$1900.00. edb@mesapower.com (760) 580-1417

1984 911 16" Wheels 1984 911 16" Wheels. Two sizes/models: 6 Jx16 (two each) & 7 Jx16 (two each). Excellent condition, do not come with center cap. Asking 1800.00 USD or best offer. John Michael 858 245 9221 or Johnmichaeld@hotmail.com (619) 850-9116

911 Sport Muffler OE German twin inlet, dual 2 inch outlet Early 911 914-6. Professional ceramic coating.. clean rust free muffler, excellent condition \$450 (619) 562-0809

996 2WD transmission BRAND NEW FROM PORSCHE \$3900 exchange. Can install. Contact jae@mirageintl.com or Call Jae (858) 581-1101

AMB transponder for sale. rechargeable type. has 12 volt charger. missing 110volt charger and car mount. \$295 Jae (858) 581-1101

1977 911 Factory engine lid, not whale-tail, excellant, no rust or bondo. Factory steering wheel, perfect w/o horn. Trunk carpet set, new & unused. (949) 606-6463

Free Roll Bar AutoPower Race Rollbar for model 993. Local only for pickup or pay for shipping. Call Glenn (619) 987-3288

17" x 9" 3 piece fuch wheels black center, polished lips \$1250 / pair 911 SC rear fitment/turbo front 6" backspace. jae@mirageintl or (858) 581-1101

911SC 3.0 SSI Heat Exchangers Up for Sale -15 more horsepower from your naturally aspirated 911, includes Dynomax muffler. Minor wear \$850 OBO (858) 248-2595

RC Eng Injectors Two sets of 4, 52lbs and 51.5lb. Factory reconditioned, limited use since. Asking \$190 per set. For 944 turbo. \$320 new. (760) 749-1485

951 DME-KLR SET 28 pin DME-KLR with upgrade chips. Reconditioned. Asking \$450. Also, 24 pin DME-KLR with upgrade chips KLR may need work. \$250. (760) 749-1485

Spark plugs new 12- Bosch WR5DC+ spark plugs. 944-951. In original box. \$33 new, sell for \$15. (760) 749-1485

Momo Drivers Suit Nomex III Size 54. Perfect condition. \$200 (619) 972-5792

Membership

New Members

Bryson Allen San Diego 2002 Boxster	Mike Gaston Vista 1971 911T Targa
Scott & Brianna Bennett Solana Beach 1986 951 Coupe	Scott & Jessica Kuhne Minneapolis, MN
Rodney Chandler & Karen Weeks San Diego 2008 Boxster S	Mel Lazo Chula Vista 1988 930 Coupe
Jim Dunlap Oceanside 1985 911 Coupe	Rex Lenderman Carlsbad
Eric & Erikka Fogleman San Marcos 2007 911 Coupe	Laurie Lipman La Mesa 2001 911 Cabriolet
Tom Frick Encinitas 2005 Carrera GT	Gary Middlebrook El Cajon 1990 911 C2 964 Coupe
	Jim Newmann La Mesa 1992 968 Coupe

John & Nieves Rankin San Diego 1966 912 Cabriolet	Doug & Gisela Remsen Carlsbad 2012 Boxster S Cabriolet
	Dr. Richter & David Paa Del Mar 1997 Boxster Cabriolet
	Gerry Salontai Rancho Santa Fe 2011 911 Coupe
	Jim Schofield & Rhonda Bailey Coronado 2002 996 Cabriolet
	Keith & Nancy Shafer San Diego 1979 911 Coupe
	Greg Snyder & Elizabeth Oakes El Cajon 1987 944 Coupe
	Dan & Diane Swanson San Diego 1971 911S Coupe

Mark & Nancy Walters San Diego 2003 911 Turbo Coupe	Kaaren Page Rick Sylvestri David Thompson
Brent Wiest San Marcos 2006 911 Cabriolet	Fifteen Years...
Dan & June Yannuzzi San Diego 2002 911 Cabriolet	Gabo Igartua David Owens
	Twenty Years...
	Merle Porter Jr
	Twenty Five Years...
	Lisa St John
Anniversaries	
Five Years...	
Ken Dillingham Jr. Bob Hallett Peter Heavey Frank Lanza Tracy Lutes Randy Pickering Dennis Pugh Ron Wunschel	Membership for September, 2012
Ten Years...	Primary: 1439 Affiliate: 1081
	Total Members: 2520
Anthony Burnett Mark Foley Bruce Frimtzis	Windblown Witness

San Diego Region & Zone 8 Time Trial



with
PCA Club Race

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Grand Prix Region
Drivers Ed / Test & Tune Day
Friday November 2



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

FOR QUESTIONS contact Suesan Way
SuesanWay@pobox.com (619) 992-4287

Sebro Fr Rotors Caymn-Boxster (2005-08)
New \$152 priced \$120 been on car few hundred feet realizing they were not for the S (760) 840-8832 aehrath@hiper-games.com

Pagid Fr Br Pads Caymn-Boxster (2005-08)
New \$112, my price \$80 been on car few hundred feet realizing they were not for the S (760) 840-8832 aehrath@hiper-games.com

Boxster Rollbar Extension Pads BreyKrauseR9050, for '97-'03 986 Roll-BarExtension. 6061-T6 aluminum with 3/4" high density foam padding. Powdercoated black wrinkle-finish. List\$196, sell\$90. Russell@lightningmotorsports.us (858) 442-7466

15" Wheels and tires (4) new 205/50/15 R rated Falken Azenis mounted on 7" Porsche Cookie Cutter rims, off a 944 \$700 TJ (858) 792-4690

924 / 944 bolt in roll cage Autopower. Used but in good shape. Leave message. \$550 TJ. (858) 792-4690

IPD Plenum Cayman S Stock cayman s exhaust--no tip--\$350, stock cayman s plenum and throttle body--\$250 (760) 473-6522

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

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

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

WTB: Boxster third brake light oem/stock red center rear trunk 3rd brake light. (619) 302-2136

WTB: Forgestar F14 18" or 19" wheels for boxster 986, or boxster/cayman 987 offsets. Preferably titanium silver or gloss black. (619) 302-2136

WTB: Muffler/Exhaust Boxster S from 2003-2004, twin tip stock exhaust/muffler. Thanks! (619) 302-2136

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

OMP 3 layer driver's suit, size L. Excellent condition, like new. \$300.00. istartem@aol.com (949) 606-6463

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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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