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WINDBLOWN WITNESS

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

August 2013



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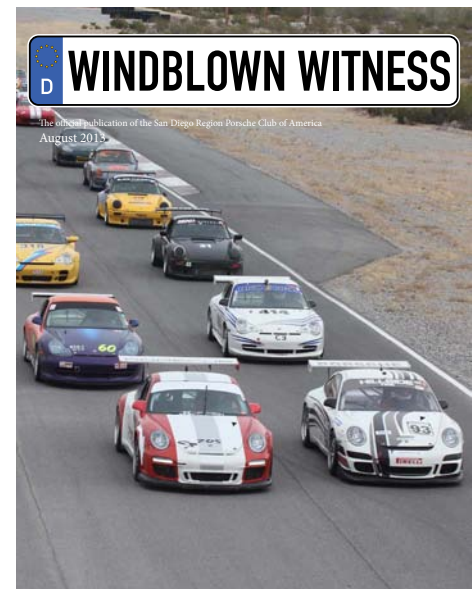
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On the Cover



Cars lining up at Spring Mountain for Club Race. Photo by Greg Phillips

WINDBLOWN WITNESS

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On The Road

By Bev Gould

The Porsche Parade in Traverse City was a lot of fun and the weather was on our side, at least in Traverse City. Our Editor, Susan Brown, is the PCA National Parade Chair, so you can imagine how busy she was. Tom & I are responsible for the National Parade TSD Rally and it went splendidly. Many of our San Diego Region members came home with trophies. In the Parade Concours, Skip & Leslie Shirley were 1st in class and won the coveted People Choice Award with their 1958 Devin D. Paul Young Sr. & Paul Young Jr. tied for 1st place overall in the TSD Rally. The scores were tied so closely, it took 3 tie breakers to determine 1 & 2 positions. Unfortunately, the Young's lost on the 3rd tie breaker coming in 2nd, but for us they're #1. Paul Young Jr. took Top Time of Day at the Parade Autocross—way to go Paul! In the Parade Tech Quiz, both Greg Phillips and Ruth Young placed 2nd for their classes, and San Diego Region took home a 3rd place trophy in the Website contest.

Speaking of websites, your web team has been working hard on a website redesign. Marc presented the mock-up site to the board at the July BOD meeting, so we will let you know when they are ready to go live. It will be more interactive and the design

looks wonderful, I can't wait to see it go live.

The July 4th party was a great time, and our first Breakfast Club meeting had over 40 people show up. The Basic Detailing & Car Prep class was well attended, so look for another one in a few months. The Autocross Team has been working hard all year putting on an event close to once a month for the last year plus. It takes a large team, work and coordination to put these events on. To give the team a break, we will have an autocross on August 17th, and the next one will be on November 9th.

I have mentioned before it takes a village to run this club and a few of our autocross volunteers have moved, had life changes (kids), or work changes and are not able to volunteer their time. We need more members (you don't have to autocross) to join the team. If you are interested, please let Jim Binford or myself know.

August is lining up to be a busy month. The first weekend, on August 3rd, we have our SDR Zone 8 Concours d' Elegance down at Shelter Island. This is such a beautiful venue and if you would like to park on the grass you can enter the Concours or enter the Display group. Like the idea of parking on the grass, then sign up

for display and enjoy the day. Also on that day will be our second Breakfast Club meeting at the Pit Stop in Oceanside. This place is a kick and will be our monthly location every month. Krispy Kreme and Cars is on the second Saturday, which falls on the 10th. Then on Thursday the 15th, PCA-SDR is invited to join Charlie's Foreign Car for the Encinitas Cruise night. Nikko at Charlie's will be raffling off a \$500 gift certificate towards a set of Michelin tires. Pre-registration is required, but it also includes dinner. The Last Tuesday Social will be held at Alborz Persian and Greek Cuisine in Del Mar. The social get together is 6:30PM with seating for dinner at 7:00PM. On the last Saturday of the month, PCA-SDR will be at Cars & Coffee (CBad) at the Carlsbad Outlets. We've been getting over 60 Porsches which is such an awesome sight. The beginning of September we will have a tour, Breakfast Club and the Padres Game.

Our Charity Chairs, Keith & Martha, have been collecting socks and underwear for the Monarch School. We will be collecting new and unused socks and underwear at every event—this is a great opportunity to help some homeless and at-risk kids.

See you on the road.....



Chuck Sharp, Don and ? Middleton, Debby Sharp at the 4th of July party



Victoria Varon, SDR Social Chair and her husband Javier

August 2013

03 Saturday Z8/SDR Concours d'Elegance

Time:
7:00 A.M.

Place:
Shelter Island Drive
San Diego, CA

Details:
The very popular Zone 8 Concours se-
ries will be in San Diego and sponsored
by Porsche of San Diego. There will be
divisions for every type of car-cleaning
enthusiast. You can register at: [http://
msreg.us/Concours2013](http://msreg.us/Concours2013) See page 16 for
details.

03 Saturday Monthly Breakfast Social

Time:
9:00 A.M.

Place:
The Pit Stop Diner
3825 Mission Ave, Ste D1
Oceanside, CA

Details:
This new monthly social breakfast meet-
ing is designed to be a gathering place
where PCA members can get together
once a month to catch up with fellow
members while meeting new members,
and gain more information on what our
club has to offer and what is to come in
the following months.

07 Wednesday Monthly Members and Board Meeting

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

Place:
Cathy Young
12653 Crest Knolls Ct.
San Diego, 92130

Details:
The monthly meeting provides an op-
portunity to mingle with some of the
club's most active leaders and to watch
the Board of Directors in action. Food
and beverages (BYOB) are provided
before the meeting. All members are
welcome.

10 Saturday Krispy Kreme and Cars

Time:
8:30 A.M.

Place:
4180 Clairemont Mesa Blvd.
San Diego, CA, 92117

Details:
Join your Porsche friends for Krispy
Kreme and Cars at the Clairemont Town
Square Shopping Center. Use the park-
ing area next to the Outback Steak-
house which is just behind the Krispy
Kreme as the rendezvous point. Nothing
formal and no RSVP needed.

15 Thursday Encinitas Cruise Night

Time:
4:00 P.M.

Place:
Charlie's Foreign Car
710 Pacific Coast Highway
Encinitas, CA

Details:
Fun, Sun and the 101! The streets of
Downtown Encinitas will be rockin' and
rollin' when Encinitas Classic Car Nights
comes to Downtown Encinitas.

Charlie's Foreign Car would like to see as
many Porsches as possible in the lot for
this event during Porsche night on Au-
gust 15th. Old cars, new cars, rare cars,
but Porsche only parking. Rare P cars
get priority parking up in the front (must
RSVP for these spots). Porsches will be
showcased in this lot located on 101
frontage. We will have overflow Porsche
parking in Charlie's Foreign Car main lot.
BBQ will be served to all Porsche club
members and their family members at
no charge.

To top off the fun, Charlie's is going to
raffle off a \$500 gift certificate good to-
wards any set of Michelin tires "N" rated
included!!

Also Mount and Balance free of charge
at Charlie's Foreign Car Service —Sweet!
One raffle per car, you must be a PCA
member to win the raffle, Drawing at
7PM sharp.

Please RSVP to Nikosougias@gmail.com
with how many in your group and what
kind of car you have. Let's show Encini-
tas and the Hot Rodders that Euro is
ALIVE and WELL! Porsche-only parking
starts at 4PM.

Contact Information: Niko Sougias, Niko-
sougias@gmail.com 760-753-4969

August 2013

17 Saturday SDR Autocross

Time:
6:30 A.M.

Place:
Qualcomm West Lot

Details:
Register at [http://www.motorsportreg.
com](http://www.motorsportreg.com)

27 Tuesday Last Tuesday Social

Time:
6:30 P.M.

Place:
Alborz Persian and Greek Restaurant
2672 Del Mar Heights Rd.
Del Mar, CA 92014

Details:
Come out and meet your Porsche club so-
cial friends for dinner. No RSVP necessary.


**Start time is 6:30 for cocktails and 7 PM
for dinner.**

31 Saturday Cars and Coffee

Time:
7:00 A.M.

Place:
Carlsbad Premium Outlets
5620 Paseo Del Norte
Carlsbad, CA 92009

Details:
PCA-SDR Members and all Porsche enthusi-
asts are encouraged to join in this event on
the last Saturday of each month.



The Progressive Dinner Needs YOU!

We need volunteers to host appetizer, dinner and
dessert courses
All food is catered

Contact Victoria at victoriavaron@gmail.com



**SDR members
here's an opportunity to help homeless and at-risk kids.**

Monarch School, located downtown San Diego, is dedicated to serving homeless and
at risk kids 5-18 years old. The school provides education, meals, medical and dental services, and
after-school enrichment programs.
This is the 6th "Sock and Underwear Drive" sponsored by PCA-SDR
For the months of July and August
PLEASE bring socks and underwear sized for kids 5-18 years old to every club event.
Donations will be presented at the PCA-SDR sponsored Family Dinner later this year.
CONTACT: Keith or Martha 619 938 2697/ charity@pcasdr.org

Car Toys at the Auto Museum

Story and photos by Michael Harris

The continuing exhibit at the San Diego Automotive Museum in Balboa Park features “Car Toys.” This caption is actually misleading, as in addition to toy cars and toy wheeled vehicles there are a number of racing cars for young people. The most challenging for youngsters are the go-karts and super-karts as well as the Junior Dragster. The go-karts are divided into classes based on ages of the drivers and top speeds. According to the museum’s information placard, go-karting was created in Southern California in the late 1950s. Simple carts were built on a tube frame with a small gasoline engine of the type used for chain saws and lawn mowers. Several showed up at the Rose Bowl parking lot in Pasadena in the late ’50s and the sport was off and racing, so to say. By 1959 a company called Go Kart Manufacturing was building and selling karts from their plant in Azusa, California. They had a test track for the karts that allowed them to hit speeds of 55-60mph. By the early 1960s racing clubs and associations were formed. Go-karts today hit speeds of up to 90mph with water-cooled engines spinning to near 16,000rpm, inboard disc brakes, and two-speed transmissions. A super-kart can hit speeds up to 160mph. These more sophisticated karts can cost in the \$9,000 range. One of the museum’s display karts is a 2012 Arrow super-kart that has an engine producing 28.5hp, spins to 11,500rpm, and will propel its 16-year-old driver to speeds up to 85mph on a sprint course. This kart is driven by a local young man who competes in the Senior Division for sixteen-year-olds and racers up to their 20s and 30s. The youngest age group is for youth 5-7 years old with speeds up to 30mph; 7-11 year-olds with speeds up to 50 mph; and 12-15 year-olds at speeds up to 70mph.

The Gravity Race Car display is

located just yards away. The race cars are called “Soap Box Derby” racers because the first cars were built from used and discarded materials. An early race for such cars was held in 1914 in Santa Monica, California. The sponsors used a ramp and gravity for speed. The prize was known as the Vanderbilt Cup. In 1933 a local newspaper in Dayton, Ohio (the home of the Wright Brothers) held an organized race for 19 local boys. The event grew into a nationwide World Championship for boys and girls ages 8-17. The championship event is held annually in Akron, Ohio, in either July or August. There are three classes: Stock Class is for boys and girls 8-14, where the driver can weigh up to 114 pounds; the Super Stock class is for youth aged 10-17 weighing up to 150 pounds; and the Master Division is for kids 10-17 weighing up to 170 pounds. Cars are built from scratch and there is a dollar limitation on investment in the car. The Soap Box racer sells for \$235 in 1995 dollars and comes in ready-to-build kit form. One may make minor modifications to the kits including paint. There are a number of cars on display, and the 1940s cars look very much like the late model racers. Anything change? Not a lot except for the number of sponsors. The early cars have a single sponsor (San Diego Journal newspaper), while the newer cars have local sponsor stickers as well as national sponsors (NASCAR, The Home Depot, Bob’s Machine Shop, and more). Just like current race cars. The format has not changed. The cars are set above a ramp and at a signal, the ramp trap is released and the cars race down the ramp and gravity takes over.

Around the corner is a display featuring the “Spin Dizzies” or Tether Cars. Spin Dizzy Racing started in Los Angeles in the late 1930s. Model dirt track Midget-type race cars were powered by model airplane engines running a mixture of alcohol, castor oil and gasoline. By 1939 the sport was

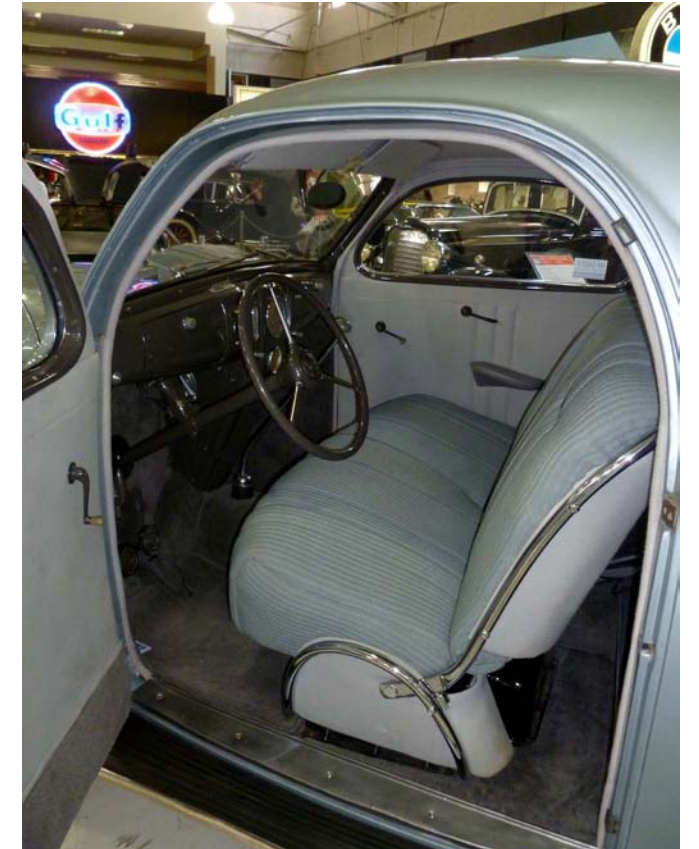
huge and the New York World’s Fair featured such small race cars. If you ever built and flew a model airplane powered by such a motor, you know how loud they were and how much power they created. Racing consisted of tethering the cars by wire to a center pole that allowed the cars to race in a circle around the pole. Pushing the cars with a pole caused the tire the motor was mounted to turn, and friction would start a well-tuned engine and the car would take off. (You started the model airplane by flipping the propeller attached to the motor and quickly moving your finger to avoid the prop taking a chunk out of your finger when it fired, something like cranking a Model T and jumping back to avoid having your arm broken when the engine started.) By the late 1940s these little cars were reaching speeds of 150+ mph. There is still a market for these cars, and it is reported that kits that used to sell for \$50.00 new are now worth thousands of dollars to collectors.

Next to the racing car displays is a seventeen-minute film compilation of segments from cartoon, animated, and feature motion pictures that represents racing films from “Herbie the Love Bug” to “Cars” and “Cars 2” as well as TV characters (Flintstones and Mickey Mouse included). The “Herbie” film clips are a lot of fun as they include sports car racing footage from race tracks such as Riverside Raceway, Laguna Seca, Las Vegas, and what looks like the old Vaca Valley Raceway. The “Love Bug” story is very far-fetched, but seeing Old Yeller in blue paint is a hoot. There are also a number of Porsches running in the filmed SCCA events. Definitely worth at least a few minutes of your time.

Amongst the modern cars on display, a 1964 Studebaker Avanti R2 is very special. The car was the brainchild of the company’s president, who was desperately looking for a way to save his failing car company. He



2012 Arrows Super Kart



1937 Lincoln Zephyr 3-seat coupe with dual glove boxes (both driver and passenger have one)



How to move 5,000 pounds of luxury V-12 Cadillac cab around the Museum floor



Soap Box Derby Racers



1964 Studebaker Avanti R2 supercharged motor and car are in mint condition

commissioned master designer Raymond Loewy to create a two-door, four-seat sports car with a high performance V-8 engine as a top of the line prestige car. The car went from planning concept to a completed design in an unheard of forty days. The body was made of fiberglass and placed on their compact Lark chassis in modified form. Studebaker used their 289 cubic inch OHV V-8 engine hooked up to a Paxton supercharger that produced 290 horsepower. An automatic or 4-speed manual transmission were options. Dunlop disc brakes were fitted at the front. This was the first American car to be offered with disc brakes. Rear brakes were conventional drum brakes. The car weighed a reasonable 3,195 pounds, standard for a car of this size. The car was first revealed to the public on April 26, 1962. Good looking, with efficient braking, high performance, and unique in the industry, the car looked like a winner. Did it sell? Not really. Why not? First, many people were reluctant to buy a Studebaker because of all the rumors that the company was failing. Still, with the looks and performance that the R2 Avanti had, it could have been a winner. But the retail price for this car was \$5,250. You could buy a proven performance sports car winner in the form of a 1962 Chevrolet Corvette with 327 cubic inch OHV V-8 motor and 4-speed manual transmission and drum brakes for \$4,252. Our display vehicle was purchased by a young college student whose father was a Studebaker man and assisted him with financing the purchase. It helped

that the new car dealer reduced the sales price to \$3,750. That man is the owner of this car today. He has covered slightly over 57,000 miles. The car is all original including the silver blue metallic paint. The paint looks new still. And the engine compartment looks as though the car just rolled off the factory floor. The black interior also looks new—truly a car that has been cherished. Studebaker closed its South Bend factory in December 1963 just as the 1964 Avantis were leaving the factory. A group of displaced ex-Studebaker factory workers purchased tools and dies for the Avanti and continued to produce the car in various guises for several decades after Studebaker closed for good. Chevrolet engines and transmissions were used and the cars were very true to their original appearance. Over the next few decades the Avanti Company went through several different owners and different locations, ending up in Cancun, Mexico. The last cars had Ford V-6 engines. The American owner faced fraud charges and the business closed. But not many of the original Studebaker Avantis remain. Come see a real gem.

Two very rare Lincolns are placed near the Avanti. An original V-12 flat-head 1935 Lincoln limousine is a recent gift from Paul Ecke, Jr. The car was the brain child of Henry Ford's son Edsel. Open the large rear suicide door and you step into a world of a spacious and luxurious automobile. Lincoln was one of the few luxury car brands to survive the Great Depression. Next to the limo is the sleek and

modern 1937 Lincoln Zephyr three-place coupe, powered by a flat-head design 267 cid V-12 engine producing 110hp at 3,900rpm. The transmission is a three speed with floor mounted shift. For all the hot rodders of the post WWII period who modified Ford V-8 motors in their light weight Ford cars, many used Ford manual transmissions with Lincoln Zephyr gears that would hold up to the greater power and torque that the modified motors had. The Zephyr car itself was truly years ahead of its time and its beautiful modern flowing lines are still fresh today. The Zephyr was designed to compete against Cadillac's LaSalle coupe and Packard's 120 coupe. In 1936, 80% of Lincoln's market consisted of sales of the Zephyr coupe.

There are more new displays, including a nicely cleaned up 1971 Daimler limousine that was a British luxury marque used by the British Royal Family. Part of the body design was based on the Vanden Plas coach works, originally from Belgium. Vanden Plas had a very unusual front grill design that was used by Jaguar for a time, as Jaguar acquired Vanden Plas in 1960. Please visit the museum and learn more about Jaguar and Daimler, and all the other fascinating cars on display. The children's section has been spruced up a bit, and "Cars 2" is still showing. And you can color in your own hot rod. Lots to do and see, with or without your children. See you there.

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Southwest Soapbox

By Tom Brown, Zone 8 Representative

Summer is here and a busy one it is at that. My family just got back from the Parade, which is always a very busy week for us. This year was no exception, but it was a fantastic week. One of the best parades ever, if I may say so. The weather, the venue, the location, the events; it was all terrific. Noteworthy this year was having two (yes, two) new car introductions. We had the privilege of being the first to see the 50th Anniversary edition of the 911 as well as the new GT3. Incredible cars, and an incredible opportunity that speaks of the great relationship we have with PCNA.

Also very exciting for me, as Zone Rep, was the presentation to Hans-Peter Porsche of a poster of the 50 Years of 911 celebration that Zone 8 pulled together at this year's Festival of Speed in April. That was an amazing feat whose significance was obvious to Hans-Peter; I think he was truly grateful and really appreciative of the gift. (By the way, this poster is available to PCA members. If you would like one, please let me know. The price is TBD at the time of this writing but I should know by the time you read this.)

When you consider the distance to Traverse City, we had a small but still very good turnout of Zone 8 members. As usual they put in a strong performance, with the following list of winners. (If I missed anybody, I apologize!)

Website Contest

Class V
3rd Place, San Diego Region, Marc Reisenberg, Webmaster

Newsletter Contest

Class I
2nd Place, California Inland Region, Winding Roads, Doug Hoffman, Editor
Class III
2nd Place, California Central Coast Region, Coastalaire, Bob Kitamura, Editor
1st Place, Grand Prix Region, The Circuit, Skip Carter, Editor
Class IV
3rd Place, Santa Barbara Region, Der Auspuff, John Alfenito, Editor

Membership Contest

Factored Growth Award
Las Vegas Region

5K Walk/Run

Female age 22-29 class
1st Place, Kate Mallory, San Diego Region

Art Show

Amateur Enhanced Photography class
1st Place, Greg Phillips, San Diego Region

Tech Quiz

Q06L class
1st Place, Kerry Biddle, Arizona Region
Q10L class
1st Place, Cathy Robson, San Gabriel Valley Region

Rally

Unequipped class
9th Place, Rob & Kerry Biddle, Arizona Region
Navigational class
2nd Place, Cathy Robson (navigating), San Gabriel Valley Region
Equipped class
2nd Place, Paul Sr & Paul Jr Young, San Diego Region

Autocross

M04 class
3rd Place, Paul Young, Sr, San Diego Region, 1978 911SC
1st Place, Paul Young, Jr, San Diego Region, 1978 911SC
Men's Top Time of Day
Paul Young, Jr, San Diego Region, 1978 911SC

Concours

PF01 Full class
1st Place, Skip & Leslie Shirley, San Diego Region, 1958 Devin D
RS05 Street class
2nd Place, Walter Gallagher & Helen Dowling, Arizona Region, 1998 911
People's Choice Award
Skip & Leslie Shirley, San Diego Region, 1958 Devin D

Parade 2014

Unless you've been hiding under a rock somewhere, you surely know that next year's Parade is in Monterey, June 15-21, 2014. Keep your eye out for opening day of registration, Tuesday, March 11. There is a lot of buzz and excitement about the return of the Parade to the west coast, and Monterey is always an outstanding destination. Expectations are that this will be a attendance record setting Parade! Be there, you won't regret it!

Escape 2013

In the meantime, however, don't forget about Escape to Los Angeles! Anybody who went to Escape to Flagstaff a few years ago knows (or will tell you) how much fun these weekend long club getaways are. Driving, sightseeing, and socializing, what more could you ask for? <http://escape2013.pca.org>



Zone 8 Parade attendees gather around the new 991 GT3. Photo by Robert Lapine



Zone 8 Rep Tom Brown presents Hans-Peter Porsche with the poster from the 50 Years of 911 celebration. Left to right: Kurt Gibson (National Past President), Tom Brown, Hans-Peter Porsche, Pete Stout (Panorama Editor), Angie Gibson, Skip Carter (Zone 8 Secretary). Photo by Greg Phillips

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What Happens in Vegas...

Text and Photos by Greg Phillips

We were optimistic as we left the Dieter's shop and headed for Pahrump. In the month between Fontana and the upcoming Spring Mountain Club Race and Time Trial, Steve had been busy. We had a different set of Boxster calipers on the front along with new wheel bearings on 3 corners, new control arm, and a new rear sway bar to replace the broken one. And we were returning to a fun track we had not driven in a few years. Weather was nice as the heat wave had been the previous weekend, and with little traffic we made it to the track early.

As we were starting to unload they announced there would be a track walk starting soon. It was actually a "Hayride," as they used a couple of open trailers to transport the drivers around the track, stopping along the way to point out important features of the corners and track. Scott Mann, the Zone 8 CDI from Renegade Hybrids, was leading the tour, and with lots of experience at Spring Mountain had important insights. Although we were returning to a track that we thought we knew, with all of the changes, it was almost a new track.

It started with a new configuration, not even listed on the track website. Where we previously turned into the infield after Zora's Run, we now went straight into Turn 5B of the original track, and at the end of the back straight was the new extension with the Bus Stop and chicane both being used for this event. Also they had widened several of the new sections after Turn 2 and at Ego Check that changed your line considerably. The Hayride helped to see it up close.

After the Hayride it was back to unloading the trailer and going through tech, and then over to the clubhouse to register and get the keys for our condo. Our usual Best Western was

full this year and we were lucky to get a rental condo at the track. Registration went quickly once we figured out which run groups we needed to be in, and we also saw Patrick Long who was here for the weekend to work with some of the racers. We drove back to the condo and found it was in a great location inside the track above turn 1 and just a few hundred yards from the pits, and as a bonus, it was very nicely furnished with comfortable beds. For dinner we had BBQ in town with Daniel Carusillo, Jasmine Tripodi and Jim Duncan, who was here instructing while his transmission was being repaired.

Saturday started with a drivers meeting, which was in the same building as our condo, so we did not have to travel far. After the meeting we got the car ready, as I would be first out. We were running with 4 run groups, a Red Club Race group, a Yellow Time Trial group and two DE groups, Orange and Green. Some initial confusion, as with a shared car, we both could not run in the TT group, but it turned out that they would be able to do transponder timings and anyone could sign up for the timed run sessions. And since Orange was out first, I was going out on cold tires for the first time in a while. We were gridded and then flagged off, and I was surprised to see a green light as I came out of turn 1. Yes a green light—they use a system of safety lights controlled from the main tower at Spring Mtn., along with safety response crews on ATV's in the infield. I took the first lap to get tires up to temp and then started adding some speed. I started near the front and did not have much traffic as I tried to learn the track. The blind entrance to turn 5B was the most difficult to begin with. At the end of my second lap, I had a Corvette behind me, so I pulled to the right and tried to point him by on the left down the front straight. He did not pass and I remembered they

had spent a lot of time in the driver's meeting talking about pointing cars by on the right side, so I tried that on the next straight with success. I started catching the back markers on the 3rd lap, and on the 4th lap there was lots of dust ahead of me as I exited Zora's Run, and then at the end of the lap was an early checkered flag as they had to clean off the track before the racers.

After the racers, Steve was up in the TT group. There were many familiar faces and cars, but still more of the local drivers to learn. His session went without any major offs and he was able to improve his time as he learned the track, getting down to 2:19 near the end of the session. We both felt the car was handling well and back to its baseline with the changes and repairs. No brake lockup and the suspension was now symmetric with the new control arm.

My next session lasted longer and I was able to start picking up the pace some. There was also a new car in the group, a late model Camaro that was wicked fast and turning laps under 2:00. If you were not checking your mirrors regularly, it would arrive in a hurry on the straights, as I found out. Traffic was not a major problem but it was difficult to get a full clean lap, and my best time was still at 2:20+.

Steve had a good long chase with Daniel's 911 in his session before getting by and then chasing down Don Middleton. Mike Avitt was also putting down good laps as he progressed. Russell Shon was running but not in his usual Boxster, rather in his daily driver, a new Scion FRS. Neil Heimburge's Turbo was also enjoying the long straights, and he was happy to be back running again this year.

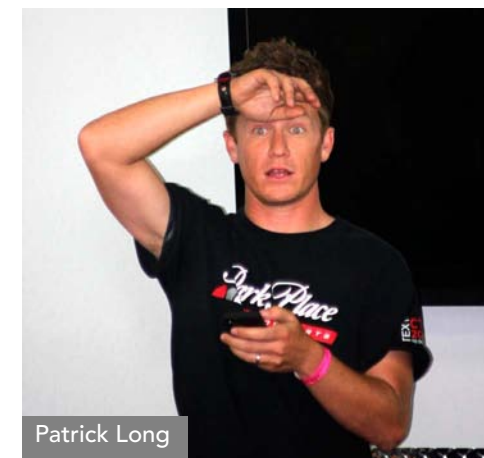
Lunch was a very nice buffet at the clubhouse but I did have to rush a little to get back in time for my third



Bryan Henderson, PCA Club Racing Chair talks to drivers



Scott Mann, the Zone 8 CDI



Patrick Long



session. But it was nice to sit in air-conditioned comfort with soft drinks and good food.

The race group had practice for their first sessions and then a fun race at the end of the day. There was a good turnout, but it was hampered by the fact that the Circuit of the Americas in Texas was holding their inaugural PCA Club Race and some of the drivers ended up there. Since I was not instructing and we were running four groups, I did have more time to take photos of the other groups through the day. Even had time to sit in on one of the Patrick Long debrief sessions.

Our last sessions went smoothly and without many incidents. The interim lap results had been posted after the

3rd sessions. I had finally dropped to 2:19.01 and finished the session with 3 laps in the 2:19's. Ken Short was down to 2:11 in his 911 dragon, and Mike Avitt was down to 2:12.32. Don Middleton's best was 2:15.04, and Steve was down to 2:16.63, with Daniel at 2:17.84, then Neil Heimburge at 2:19.41. Fred Chin was down to 2:18.20, and Angela Avitt at 2:20.10, with Jasmine at 2:25.89 in her Turbo. The Hockett's were at 2:25.49 for Dave, and Dan was down to 2:19.39. Philip Strong was at 2:21.58 in his C4S, Dennis Power at 2:21.51 in his Boxster, and Debby Sharp's Spec 944 was at 2:26.75.

After the track went cold we went to the club house for some refreshments. We had hoped to use the pool,

but it had been closed down for the day and we had to be content to drink rather than swim. We were loath to leave the condos for dinner, so instead, Jim and Dan were nice enough to pick up some pizzas near where they were staying and deliver it to the condo, so we ate pizza, drank beers and reviewed videos in the evening.

Sunday started with another drivers meeting that ran a little longer, as there was discussion of the passing rules, first lap green lights and the safety lights in general, and at the very end the Hocketts reviewed the timing procedures for timed runs. I had to hurry to get the car ready and belted in for the 8:45 start. But the weather was nice with cooler temperatures and overcast skies. After

clearing traffic, I was able to get a couple of clear laps and dropped down to 2:18. Coming off the front straight, I would try to slow slightly and then carry speed through turn 1 as it scrubbed off, and then add throttle before a lift in turn 2 to rotate and accelerate onto the straight and down to Ego Check for hard braking, and then try to get onto the new pavement on the inside of the corner with better grip and less off camber than the outside of the corner. After a short acceleration, it was hard braking again for the hairpin. Tracking out of the hairpin and using all the track before the drop, and then a short shift before hitting the turn-in point for Zora's Run. Carry full throttle over Zora's and onto the straight and get lined up for the blind entrance to turn 5B. It is further left than you think, but once lined, up you can carry the throttle through the eye of the Esses and then into the right before braking hard to set up the left, so that you can get all the way left to set up the 90-degree right onto the back straight. Down the straight and then late straight-line braking into the Bus Stop, and then accelerate through and then brake to turn-in for the next chicane and out onto the front straight, and past start-finish for another lap.

Steve's session was a little more exciting. He was also taking advantage of the cooler track and had a hot lap going but carried too much speed out of the Bus Stop, and as he tried to get the car turned in for the chicane it over-rotated and he had to counter-steer and ran out of track, had a short off, and then back onto the track. Even with the excursion he turned a 2:20, but then had to come into the black flag station to get checked and then sent back out. He picked up the pace again and finished the session with a best lap of 2:14.

My session also had some excitement. The first part of the session was with traffic, but just as I was coming up on a train of cars coming onto the back straight, there was a black flag and we all had to come into the hot pits while they cleared the track. They then sent us out again to finish

the session. Traffic slowed me some, but I was able to get a couple of clear laps at 2:17.

Steve's sister came over from Las Vegas and we watched his session from the top of the Avitt's motorhome until he came in early to get gas. After his session, we headed back to the clubhouse for lunch and another very nice buffet. Looking at the schedule over lunch, we saw a wrinkle we had not noted before—the two DE groups had a practice session on each side of the Club Race, but the TT group did not run until the timed sessions.

In Club Race qualifying, Chris Pedersen from San Diego led at 1:59.76 in GTC5, sixth best was Roland Schmidt at 2:08.68 in GT4S, David Quesnel was 8th at 2:12.46, Paul Young 11th at 2:14.34 with Chuck Sharp 14th in SP1 at 2:17.90, and Vinc Knauf was 19th at 2:21.22 in F-Stock.

I had a short session after lunch and then got ready to shoot pictures for the Club Race. Chris Pedersen was on the pole as they took the green flag (light) and the race was on between Chris and Mike Doolin in a GTC4 GT3 Cup. They swapped the lead for the first few laps and then Mike came through, followed by Darrell Troester in a GTC3 car, and Chris had dropped to 4th, where he would eventually finish. Mike carried on for the win, with Darrellin 2nd, and Rick Parker taking 3rd in a GTA1 996. Paul Fairchild took 5th in a GT1S 996, and Roland held onto 6th. David Quesnel had a good dice with Gary Wimmer before getting by to take 7th. The Spec911 tandem of Tony Mazzagatti and Simon Peck also got by for 8th and 9th, and Gary rounded out the top ten in his J-Stock car. Paul Young was 14th and won his D-Stock class, Chuck Sharp was 16th and also SP1 class winner, and Vince Knauf was 19th and a winner in his F-Stock 944 Turbo S.

Soon it was time to get lined up for timed runs. The clouds had stayed but there was a little more wind in the afternoon. Steve was in the first timed group and after his warmup lap he turned a 2:15.91. On his next lap

he turned up the wick and was able to finish with a 2:13.57. After swapping cars and getting in line, I was soon waved off behind a Boxster. First lap was clean and I turned a 2:16.68. With a clean lap in the bank I tried to pick up the pace and was doing well until I saw that I was catching a Boxster. I hoped he would stay enough ahead but he was slowly reeled in until I had to back off in the Bus Stop and just follow him in.

They noted the obstruction and put me in the next group. They would hold me until they had their first lap and then send me out. I had a quick warm-up lap and again was trying to improve until I saw I was gaining on another Boxster. Russell Shon was using the Hockett Boxster for timed laps to earn his points for the season, but was babying the car so much I ended up catching him at the Bus Stop again. I was due another lap but decided it would not be of benefit, and just went with my first lap so we could start getting loaded up for the drive to Fontana. Instead of driving all the way home we would stop and spend Monday at the DE in Fontana, as I would instruct and Steve would handle tech.

TTOD went to a very fast 997 CC14 Turbo cabriolet driven by Dave El-sner at 2:07.23. Mike Avitt was next at 2:10.51 in his CC13 GT3, and Joe Thomason took 3rd in his CC10 997S at 2:12.18. Steve ended up 4th in CC09, and Philip Strong improved to 5th in his CC11 C4S at 2:13.89, with Daniel Carusillo 6th at 2:15.76 in a CC11 911. Rounding out the top ten were Ian Hislop's Corvette at 2:16.28, Neil Heimburge's CC12 993TT was 8th at 2:16.48, I was 9th at 2:16.68 and Dave Hockett was 10th at 2:17.17 in his CC06 Boxster. Chuck Sharp beat Debby in Spec944 2:18.86 to 2:24.31, and Paul Young took CC05 at 2:17.35.

After the DE, we take another detour to Buttonwillow over Memorial Day for the GGR Club Race and TT. Look for that report in the coming months, and start planning for the next SDR TT at Big Willow in September.

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Introducing Julieann Billings-Riordan

Introduction by Martha McGowan

I first met Julieann Billings-Riordan about a year ago at an autocross. I came to know her fairly well at the last Performance Driving School in April. She and I were volunteers and we helped set up several of the practice courses. We worked together for most of the day talking about Porsches and what fun they are to drive. I had a great day working with Julieann—she is enthusiastic, energetic and fun to be around. She mentioned to me that a picture of her with her Porsche would be on the cover of an upcoming North County Woman magazine and an interview with her was to be the featured article. She was so excited. I thought that sounded fantastic and told her that I'd like to pass along the article to the Windblown Witness so that all of the SDR members could enjoy it. She obtained permission from the editor and the photographer to use their article and photos. So, read on and find out what a fascinating woman Julieann is. Julieann and her husband, Christopher, share driving their 2004 996 at the autocrosses. She owns her own business, she loves to drive Porsches, and she volunteered at the last PDS just to help out. Her energy and enthusiasm are contagious. Next time you're at an autocross, search out Julieann driving her #999 car and get to know her a little better. You'll be glad you did.

Julianne Billings-Riordan:

When Kerry Wright asked me to meet her for coffee, I expected the usual sort of business meeting. I figured we'd chat about our work, tell some stories about our clients, and continue the process of building the relationship we'd begun when I first met her earlier this year at an event.

That event was the launch for her first

women's magazine, La Costa Women. So maybe I should have had a clue—but when she asked if I'd like to be the cover story for the Spring issue of her latest magazine, North County Woman, I practically fell off my chair. Kerry said she would like to focus on my business, JABR Marketing Solutions, and what it took to get there, along with sharing some of my passions in life. Long story short, she interviewed me and the story was written.

I felt honored and excited by it all, but of course when she asked how in the world did I make racing Porsches a hobby with my husband, I had to respond to her that it's something we love to do together, drive fast on a legal controlled race-course, while being timed. What more can a girl ask for...driving a great car and hanging out with her best friend and making new friends. I never thought in a million years I would be racing a Porsche at a San Diego autocross, but boy this has been the ride of my life, and I look forward to every autocross each month...and I'm not looking back!

The article below and photographs have been reprinted with permission from Kerry Wright and Denise Vakilli.

Interview with Kerry Wright and Julieann from *North County Woman*:

Julianne Billings-Riordan – Life Without a Rear-view Mirror

By Kerry Wright

Photographs by Denise Vakili

When I first met Julieann, I was immediately drawn to her warm demeanor. She's one of those women you meet for the first time and feel like you've been friends with her since childhood. She's witty, unbelievably intelligent, vibrant, and has a megawatt smile! She's charming and so well spoken.



She compels you to WANT to have conversation with her! Am I interviewing Julia Roberts? Because this is how I imagine it would be. You meet her and you can't help but think I would love to spend a day with this woman and laugh! I can't give you a day with her, but I can give you a little insight into who she is, what she does, and what she's passionate about. Read on and feel inspired to be the best person you can be each and every day - she makes you want to do just that!

NCW: Julieann, tell our readers a little bit about your background and your career path.

JBR: I received my BA in Liberal Arts with a focus in communication from California State University, San Marcos and my MA in TV, Film and New Media Production Management from

San Diego State University. Between undergrad and grad school, I worked at various companies that all contributed to the marketing knowledge I've amassed today. I've worked in TV production, advertising, interactive marketing, and as a faculty instructor. My primary experience has been in project management, which included roles as project controller and a planning and budget analyst. I've had a well-rounded education in all aspects of marketing!

NCW: You left the corporate world to start JABR Marketing Solutions (JABR). What inspired you to start your own business? Also, explain to our readers what services JABR provides to clients.

JBR: After 16 years in the corporate environment, I decided it was time to venture out on my own. Over the years, I had surrounded myself with mentors, leaders at work or in their communities, and other business owners that truly inspired me to entertain the idea of going out on my own. They gave me the inspiration

and confidence to do it. It was my chance to be in control of my own success. I knew what I was doing and how to market; I just had to determine my audience and to whom I could sell my services. I spent the entire first year getting out there and marketing myself and networking. My business is based upon referrals so it was important for me to develop relationships with a trusted resource/referral group. When I started JABR it was a down economy, but, fortunately, I worked hard and it afforded me opportunities to work with businesses who were restructuring or downsizing. It took time to build the business, and at about two and a half years into it, I really had to reassess my goals and objectives. It was then that JABR truly became the business it is today. JABR Marketing Solutions is a small-to-mid-sized business outsourced marketing department. We are a team of marketing professionals who provide overall marketing, media and promotional campaign needs. We have the resources to implement strategic marketing plans into businesses to help optimize visibility and

long-term growth. We are basically a one-stop shop for all of a business's marketing needs!

NCW: You do marketing for a living. What do you think are the three most important things a woman should do when considering starting her own business? What is the most effective way to market themselves and their businesses?

JBR: First and foremost, HAVE A PLAN! No plan means no business! Secondly, join an organization that goes hand-in-hand with your business; surround yourself with like-minded businesses and be open to new opportunities. Thirdly, budget to operate your business. A budget is imperative to success. As far as marketing your business you are your most effective marketing tool. Network, network, network! Every business is unique to itself, but building strong relationships with your clientele is one of the most important aspects of a successful business. In addition, it's important to have a process, be knowledgeable about the industry you're servicing,



and become involved with your local Chamber of Commerce, as well as other industry associations. You must also identify your objective, audience and focus so you can successfully and efficiently market your business. And last, but not least, have a mentor! My mentors have been instrumental in who I am today both personally and professionally.

NCW: What is the best piece of business advice you’ve ever been given?

JBR: I’ve been given a lot of good business advice, but the one piece that I apply both to my business and my life is: “shared vision vs. supervision.” It’s a quote from Dr. William Glasser, M.D., an amazing individual whose work I based my thesis on, which was having quality in your life and your work place. I have always been a big believer in teams and working together; not the “I,I,I” approach. This is “shared vision vs. supervision”. Sharing your vision creates a “we-can-do-it” environment and that’s important to me. I’ve incorporated it into every aspect of my life and I’m happy! That happiness is reflected in my work; I love working with a team to help build someone’s business.

NCW: What would you describe as your best asset?

JBR: Friends and colleagues tell me I have a comforting smile that puts people at ease. I was unaware of this asset so it’s something I do unknowingly. I believe my best asset is my positive personality. I look at things half full rather than half empty. I also let things go. I don’t dwell. You have to keep moving forward. I live by my own formula, which is I (involve-ment) + C (caring) = T (trust). I invest and involve myself with my clients; I

truly care about them and because of that they trust me. Having the trust of your clients is crucial in the marketing business. I want people to trust me. I’ve always been trusting and trustworthy, and I want the same for my clients. I’ve been like this since I was a child. I always cared about the interests of my friends and wanted to be involved and this has carried through to adulthood. It just makes sense! Once again, it’s a

formula I apply to all aspects of my life.

NCW: Julieann, it is obvious you are a caring, passionate person. What are your passions in life?

JBR: I don’t have one big passion in life—I have several! There are so many things that I find passion in, such as my health, working out, friends, and racing cars. Yes, racing cars! My husband and I like to race Porsche 911’s in our spare time. I think it’s important and healthy to have multiple passions. If you have only one real passion, you become dependent on it. If you have several and you lose interest in one of them, you still have others to pursue. I think it makes for a happier, healthier, more balanced life.

NCW: Our goal at North County Woman is to inspire and celebrate women. What fellow woman has had the most impact on you as a person and why?

JBR: It would be my 102-year-old Lithuanian grandmother, Julia. She is the most amazing woman I know. She, even at 102, is still looking for the next party! She doesn’t complain and she sees the positive in everything! She has always been very independent. She was part of my thesis project in

graduate school. I interviewed her regarding technology advising and how abled seniors were responding to it. She was my best interview ever! Whenever I’m up against a challenge in life, I can always depend on her advice. She is my sounding board, my counselor, my mentor. I go to her with everything. Had she

had the opportunity for an education, she could have accomplished even more amazing things in her life. I admire her immensely because of her outlook on life and I hope to follow in her footsteps.

NCW: If you could spend the day with one woman living or deceased who would you choose and why?

JBR: I’ve admired a lot of women and their accomplishments, but I’d have to say that I’d choose my great grandmothers on both sides of my family. My mother’s side is Lithuanian and my father’s side is Italian. I would love to ask them what it took to get to America. I would like to know how they spoke and what their personalities were like and how all of that has impacted me as a person today. I would like to ask them if they ever imagined having a granddaughter like me. I’ve been afforded the opportunity of an education and owning my own business, and I’d like to know if they ever had any big aspirations and what they were. They immigrated here in 1895. I can’t imagine the challenges they overcame to get here. I am interested in the genealogy of my past so spending a day with them would mean the most to me.

Membership

New Members

Dave Alfaro & Shelley Alfaro
Bonita, CA
1969 912 Coupe

Sandy Amison
San Diego, CA
1963 356C

Chris Bergeron
Encinitas, CA
1985 911 Coupe

Michael Floerchinger
San Diego, CA
2003 Boxster S Roadster

Steve Hedrick & Susie Hedrick
Solana Beach, CA
2013 911S

Robert Hyde
San Diego, CA
2013 911S Coupe

Kyle Isbell & Melina Isbell
Chula Vista, CA
2007 Cayman S Coupe

Julie Kaesberg
San Diego, Ca
2010 Cayman Coupe

Tim Kruse
San Diego, CA
2011 Carrera S Cabriolet

David Miller
Coronado, CA
1995 Carrera4 Cabriolet

Rick Nenno II & Lisa Nenno
San Diego, CA
1995 911 Coupe

Jim Nute & Margie Nute
San Diego, CA
2012 Carrera GT Cabriolet

Rob Phillips
San Diego, CA
2012 Spyder Roadster

Kris Scott III
San Diego, CA
2009 911 Cabriolet

Trish Stacey & John Stacey
Valley Center, CA
2007 Cayman S Coupe

Rick Travis
Del Mar, CA
2011 911 GTS Cabriolet

Jim Wegge
San Diego, CA
2012 911 CS Coupe

Anniversaries

Five Years...

Michael Feren
Craig Goodman
William Nygard
Javier Varon
Fulgencio Vazquez

Ten Years...

Kent Bradshaw
Samuel Clayton
Steve Danielson
Jim Peasley

Fifteen Years...

Joel Bowman
Ed Drcar
Tom Lafleur
David Quesnel
Steve Thein
Richard Thorp

Twenty Years...

Bob Ottaviano
Christopher Pedersen

Twenty Five Years...

Andreas Dreher

Thirty Years...

Charles King

Thirty Five Years...

Bev Gould
Michael Morton

Membership for July 2013

Primary Members:	1455
Secondary Members:	1044
Total Members:	2499

Classifieds

Rentals

944 autocross rental Great gift idea. From street to full race, \$250-\$300. Instruction included. Arrive and drive. Call for details 619 994 0919

Car Trailer For Rent - great open top car trailer, has a tire rack, storage box, all equipment, ready to go. lewis.wise27@gmail.com or (619) 890-0756

Trailer for rent Open Carson Car Hauler. Complete system with tie-downs. Special ramps for low-profile cars. Great for track cars. Call for pricing. (619) 889-9331

Street Cars

1966 912 coupe big bore, new top end, new interior, new clutch, steering box, dual mstr cyl, tires. much more (619) 501-7537

1970 914-4 "Sweet Pea" 124,000 original miles, "Full Restoration Driver" completed in 2011, less than 2000 mi since complete, Monochrome L63K "Willow Green" paint, new interior, rebuilt Type 4 1.7L to 2056 Big Bore with deep sump, Porsche 2.0L heads, new Weber 40 IDA's, approx. 120hp, rebuilt 901 side shift, 911 front suspension & brakes, factory front sway bar, new Bilstein sport shocks F & R, 16" 5 lug polished lip Fuchs with new BFG 205/50/16 Featured in the 2011 San Diego International Auto Show "History of Porsche" Display, 3rd Place in Division 2011 PCA Zone 8 Concours d' Elegance, Best Early German entry 2011 North Park Historical Society Auto Show, 1st Place in Division 2012 PCA Zone 8 Concours d' Elegance, This 914 is a head turner! Currently registered as a CA Historic Vehicle. Asking \$18,000 OBO Joel Bowman (619) 540-1771

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 SOLD 3rd owner; lowered, red, good condition, \$4K recent engine work. Nu Michelins \$10,000. SOLD! 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

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

1990 Carrera 2 Cab. 5 speed White, Black Interior, Top. Second Owner 20 Years. New Clutch, Cabriolet Top, 60k Service, Records Since New. \$18,500..... (858) 967-4837

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

2000 911 Carrera 4 Coupe Millennium Edition, number 86 of 911, 34k miles, recent tires, new coolant tank, new ignition switch, \$31,000 (760) 546-8201

2001 Carrera Coupe 46000 miles, 6 speed, Guards red/ black, sport exhaust, new Dunlop Direzas, immaculate ridiculously well maintained car. \$35k. (760) 436-7556

2003 996TT X50, Tip Mint condition,

one of a kind, aero pkg, Silver, Black leather, Good service history, Clean Carfax, 71K mi, \$50K firm, mxnmt-ber@gmail.com (858) 663-2070

2003 Porsche 996 C4S 28,500 mi Immaculate 6-sp coupe; Arctic silver on black; regularly driven; all records; Bi-Xenons; CD-changer; lots more. \$41,000 negotiable. Marty (760) 746-9468

2005 Porsche 997 S One Owner, Special Ordered, Arctic Silver, Sport Seats, Sport Chrono, Bose, 6 Disc, Non-Smoker, 12,400 Pampered Miles, Never Seen Rain! (619) 972-6572

2006 CAYMAN S 13100 miles Mint condition Arctic Silver Metallic black leather, tiptronic, PCM Nav system, 19" Carrera S wheels, Bose Surround, Automatic climate control, Remote CD 6 disc. \$38,900 (858) 248-5039

2006 Porsche Carrera S CPO Seal Gray, 6 sp, 32K mi. CPO thru 6/13, 2nd CA owner. 19" Carrera Sports, Sport Chrono, PASM. \$48.5K (818) 914-8516

Ferrari Testarossa 1990 26K miles, Red/Tan, 30K service done. 12 Cylinder/390HP, mint. \$65,000 (760) 787-1161

2001 911 Carera Coupe Jungle green/ light tan. Most options, well maintained, 6 speed, recent rear tires, 70k miles, \$35K, Carlsbad, CA (760) 602-0664

MERCEDES-BENZ SL500 Roadster Cnv SL 500 Convertible. Red with Hard Top and Black Soft Top. 16,000 miles. 1995 Mint condition. Best offer. (858) 454-3113

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

1970 911 Race Car Set up for VARA by European Motorsports. Rebuilt LS tranny. Spare set of rebuilt Webers. Spare 2.0 T motor. Koni/Elephant suspension. Been sitting a few years. (760) 696-2966

1999 Boxster with 3.6 L Engine Built by Vision Motorsports. Time trials only and the engine has less than 20 hours. Kokeln rear wing/ GT3 lower control arms/ Tarett drop links/ Bilstein PSS9's/ AIM system Guard LSD/ Assco flywheel/ Under drive pulley/ Tech flash by Vision/ Approx 300 hp+ / Scroth belts/ Recaro pro racer seat. 56K. Contact Derrick. (714) 944-4112

Parts

Front Wheels and Tires Falken 452 tires on Roderick RW5's 5x130 lug pattern, 235/35/19 Good tread life remaining, \$50. email josh@acmeavi.com for photos.

Motive Brake Bleeder Brake bleeder and catch bottle. \$25 619-972-5792

964 Magnesium Cup1 RS Wheels 7.5&9x17et55 good condition no curb rash, true & straight. Very rare. 858/531-2335 \$10,500 firm. marouf_usa@yahoo.com

986Boxster, RollBar Extension BreyKrause R3010, adds 1-3/4" to roll-bar height. Fits '97-'04. Great for DE/ TT/ BSX/ Track. PCA/ POC approved. List\$770, sell\$400. Pads +\$90 (List \$196) Russell@LightningMotorsports.us (858) 442-7466

Nitto NT01 (x2) - Brand New Two brand new Nitto NT01 tires size 275/35/18. Mounted once but stickers still on them. \$400 takes them. (858) 229-9730

Stand 21 Racing Suit Used 4x's. Dry cleaned. Paid \$1895, Selling \$800, 5'9"-6'1" 170-190 lbs. Sharp: Dk Blue and Ivory. Contract Derrick (714) 944-4112

1999 Boxster Wheels Fair condition. \$500. Contact Derrick (714) 944-4112

Set 993 S/Targa Rims w/Tires Can use for AX or can be retouched for show/ street. Send email or call for pictures. \$1,450 OBO (760) 223-6678

Simone 15 piece 993 body kit. \$2,900, complete, like new! front and rear bumpers. 4 front fenders, 2 rear fenders, side skirts. Engine cover, 2 wings. 993 head lights, oil coolers installed. mgagen@cox.net (619) 660-8000

New BBI Underdrive Pulley Original billet style (similar2RSS). For all 996/997/986/987 Carrera/ Boxster/ Cayman. Reduces stress on PS pump and Alternator under track conditions and returns ~10-15hp. \$160 Russell@LightningMotorsports.us 858-442-7466

18" 993 Turbo Wheels Factory Porsche hollowspoke wheels, Two 8Jx18ET52, two 10Jx18ET40. Good condition, lightweight, includes valve stems. Also fits Boxster/Cayman/others. \$900 Russell@LightningMotorsports.us (858)-442-7466

DAS Sport bolt in roll bar for 996/997 \$550, 996 GT3 factory wheels and Nitto R rated tires. 50-70% tread left \$1200 set. Set of Fuchs 16x7 and 9" wheels with Bridgestone RE-11 tires. 80% tread left. Wheels polished and excellent. \$2200 set. Set of Fuchs centered wheels by Mirage. 17x8 and 10" wide. Fits 911SC chassis or 930. \$2000. Mark Kinnering kinnering@cox.net (619) 733-5500

Boxster Rollbar Extension Pads BreyKrauseR9050, for '97-'03 986 RollBarExtension. 6061-T6 aluminum

with 3/4" high density foam padding. Powdercoated black wrinkle-finish. List\$196, sell\$90. Russell@lightning-motorsports.us (858) 442-7466

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

Wanted

'65-73 911 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 Kinnering (619)733-5500 kinnering@cox.net

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

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

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

Miscellaneous

Aerial Photography and Video Low level aerial photography and High Definition video service. Remote Control Helicam allows the capturing of unique aerial photography. (858) 248-2719

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today! custserv@synpsg.com (951) 479-8483

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

Free to Good Home. Twenty plus years (1991-2011) of EXCELLENCE magazine. 147 issues. Also, 35 issues of PANORAMA from 1986-2000. Jim DeMocko (858) 722-1317

Business Directory

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

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

Classified Ad Policies

Members of San Diego Region PCA may place, at no cost, ads of up to 25 words to buy, sell, or trade specific items. Member ads of more than 25 words are charged at 20 cents per additional word.

Non-member, business, or commercial ads are charged at 40 cents per word.

All classified ads must be placed through the club's web site: www.pcasdr.org.

The classified ads service is managed by the AD2AD Network (www.ad2ad.com).

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July Board Meeting

Board Minutes

The July 2013 Board of Directors meeting was held at Bev and Tom Gould's house. Board members in attendance were: Bev, Jim, Paul, Jerry, Randy, Don. Greg and Mark were absent. The meeting was called to order at 7:02 P.M. and the June minutes and Treasurer's report were approved.

Treasurer's Report

Paul needs admin access to Motorsport reg.

President's Report

Parade was very good this year. Great event.

Zone Rep Report

Parade: 20 SDR members out of 40 Zone 8 members attending. Good showing at events. Paul Jr. took AX top time of day. Preview of 911 50th Anniversary edition and new GT3. Presented Hans-Peter Porsche with a gift of a 50th Anniversary Poster from CFOS. Paul's Sr & Jr took 2nd overall in the TSD Rally.

Escape 2013: Registration opens on July 15.

Chair Reports

Witness Team: Witness is arriving in mailboxes now

Witness Billing: lots of checks to deposit, Bumperdoc is half caught up. Invoices going out again

Witness Ads: Blending ads, sponsorship & later tech sessions - San Diego County was divided into three sections, each section with an individual responsible for contact with business sites. Initial effort will be to contact businesses currently advertising in Windblown Witness.

Web/Forum: New web design is almost ready, approval M/S/P.

Tours: Father's Day Tour great event, 40 cars.

Tech Sessions: Discount/Falken event went very well, as did the BMW club collaboration.

Sponsor Liaison: Things are ok with dealerships. Little feedback from Porsche of SD.

Social: upcoming: 4th of July social, first Saturday Breakfast social, event flyer for Padres event is done. Thinking of having a singles night, time to get planning on installation dinner, progressive dinner.

Rally: Rally School. 20+ signed up already, will be big!

Military Liaison: Wounded warrior tour is coming up. Report is that they get so many offers, we don't need another event this year but looking to expand tour event.

Membership & eMaster: July 2013

New Members 17
Transfers in 3
Transfers Out 4
Non renewals (lapsed 6/30/13) 39
On time and Late renewals 53
Goodie Store: Will be at the Saturday breakfast social.

Concours/Car Shows: Planning well underway for the SDR Zone 8 Concours. Need new curb ramps, they are under construction. Need to talk to Porsche of SD about their role, what they are providing. Also discussed possibility of attendance of other vendors at Concours.

CDIs: Instructor day was a good, but busy, event.

Autocross: AX Meeting on July 11th, Tom & Susan Brown's home.

Auto Museum: Current display is toy cars.

New/Unfinished Business

Heads up. Need a new backup timing computer. Timing team to research specifics.

Adjournment

Thanks to Bev and Tom for hosting. Adjournment at 9:18 P.M. The next meeting will be held August 7, 2013, Cathy Young home, 12653 Crest Knolls Ct., San Diego, CA, 92130

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Display Advertising

For display advertising contracts and billing information, please contact:

Richard Park
witnessads@pcasdr.org

Rates

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

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

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

Submissions

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

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

Link Index

PCASDR website: www.pcasdr.org
Zone 8 website: zone8.pca.org/
National website: www.pca.org/
AX & TT Results: results.pcasdr.org/
Online registration: pcasdr.motorsportreg.com/
Forum: forum.pcasdr.org/forum/
National Calendar: www.pca.org/calendar/pcacalendar.aspx
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