



# WINDBLOWN WITNESS

The official publication of the San Diego Region Porsche Club of America  
November 2013





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# Features and Pictures



## Coronado Speed Festival



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### On the Cover



Leonard Turnbeough on his way to winning the 1953-1966 Production Cars under 2000 cc class at the Speed fest. Photo by Eric Hanauer.

# WINDBLOWN WITNESS

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## On The Road

*Bev Gould, President San Diego Region*

Here we are in November—before we know it the holidays will be upon us and our lives will get a little bit busier. Before I talk about upcoming events, I want to mention what a great job our chairs have been doing putting such a wide variety of events on for you to enjoy. Putting these events together takes time, effort, dedication and a lot of planning. Next time you're at an event, thank your chairs!

Our Charity Chairs, Martha & Keith, have done a great job helping us give back to the community. We delivered the socks and underwear to the Monarch School on October 18th. A BIG thank you to everyone who donated; Monarch was absolutely thrilled to get these shopping bags full of new socks and underwear. The school has a great program where the kids can go into the "Butterfly Boutique" and get some of the essentials they need. We came away with some great ideas of what more PCA-SDR can do to help out this terrific school, which helps those kids that are less fortunate. Ten PCA-SDR volunteers came down to the school to drop off the donations and bring in dinner. Dinner consisted of pizza, salad, cookies and beverages. Who doesn't like pizza? It was a big hit! We served dinner to the students, their families, the school volunteers and staff. It was a terrific experience and we thoroughly enjoyed the kids, parents and staff.

Speaking of charity, we are kicking

off our Toy Drive for Rady Children's hospital this month. We are collecting brand new toys for boys and girls ranging from little ones to teenagers. The toys are to be new and unwrapped. You can bring them to any event and give them to a Board member or chair. I am hoping to get a few sponsor locations set up for drop off as well, more to come on the locations by email.

A big "Thank you" to Dan Carusillo, David Malmberg, Don Auten, Javier Varon and Keith Verlaque for running for the SDR Board of Directors. It was a very tight race with only a few votes separating each candidate. Incoming board members are Dan Carusillo, Don Auten and Keith Verlaque. We welcome them to the team and look forward to working with them next year.

Even though the holidays are quickly approaching, that doesn't mean the club will slow down, we have a lot planned for you in November and December. For those of you looking for that special part or item for your Porsche, we have the Porsche swap meet scheduled on Sunday, November 3rd. This will be held at Chambers Motorsports in Escondido starting around 8AM. The following weekend on the 9th, we are hosting a Zone 8 Autocross at Qualcomm and Krispy Kreme and Cars in Clairemont Mesa. On the 16th for you Go Fast Racers, SDR is hosting a Time Trial/Club Race at Buttonwillow. On the 23rd & 24th there is a special event called Tech Tactics being held in Ontario. This is

put on by PCA National and is a great event for people wanting to know more about the Porsche automobile. Last year, Jeffery Zwart (photographer), the chief designer of the Cayman, and a number of other speakers put on mini seminars for the attendees. You can attend either Saturday or Sunday; they are very informative and you can meet some very interesting folks. The last weekend of the month is Thanksgiving weekend and we will be holding an Autocross on November 30th. This has always been a popular weekend for people to come out and play, so get the car ready, come on down to the autocross and work off some of those Thanksgiving dinner calories.

On December 7th, PCA-SDR is having the Wounded Warriors Tour sponsored by Porsche of San Diego. Then on the 14th is Krispy Kremes again, and on the 15th we are having Breakfast at Mimi's café, then touring to Rady Children's Hospital to deliver the toys we have collected.

Remember, you can bring those new unwrapped toys to any PCA-SDR event through December 14th and someone from the board or a chair will make sure they get added to the rest for the tour on December 15th.

See you on the road....





# November 2013

## 02 Saturday Monthly Breakfast Social

Time:  
9:00 A.M.

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

Details:  
This monthly social breakfast meeting 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.

## 03 Sunday SDR Porsche Only Swap Meet

Time:  
8:00 A.M.

Place:  
Chambers Motorsports  
1305 Simpson Way  
Escondido, CA

Details:  
One man's trash is another man's treasure! Sell, trade it or give it away, here is your chance! Porsche cars and parts for sale.

## 06 Wednesday Monthly Members and Board Meeting

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

Place:  
Martha and Keith's home  
2270 Nielsen Street  
El Cajon, CA 92020

Details:  
The monthly meeting provides an opportunity 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.

## 09 Saturday Z8/SDR Autocross

Time:  
6:30 A.M.

Place:  
Qualcomm Southest Lot

Details:  
Register at <http://www.motorsportreg.com>

## 09 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 parking area next to the Outback Steakhouse which is just behind the Krispy Kreme as the rendezvous point. Nothing formal and no RSVP needed.

## 16-17 Saturday-Sunday Club Race and TT

Details:  
Turn back the clock, we will be running counterclockwise this year!

Join us for the Buttonwillow Double Crown Event on November 16-17 at Buttonwillow Raceway.

This will be the last PCA Club Race on the West Coast and a chance to earn championship points.

Club Races and Time Trial on Saturday and Sunday.

2 Sprint races and a 60 minute Enduro and the season Zone 8 Time Trial Championships will be crowned.

Buttonwillow is a great driver's track and we expect beautiful fall weather in the Central Valley so sign up now. CLUB RACE REGISTRATION IS NOW OPEN at <http://register.pca.org>, TT registration at <http://msreg.us/BW1113>. For further information:

Club Race: Greg Phillips [phigreg@gmail.com](mailto:phigreg@gmail.com)

Time Trial: Robert Baizer [preregaway@pcasdr.org](mailto:preregaway@pcasdr.org)

# November 2013

## 23-24 Saturday-Sunday Tech Tactics

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

Place:  
Porsche Training Facility  
5100 Ontario Mills Parkway  
Ontario, CA

Details:  
Discover Porsche from the inside out. The latest cars, engines, and technologies revealed by the engineers at the heart of Porsche development. Learn about the Porsches of today and yesterday. Speakers from Porsche and PCA National Tech Committee.

## 26 Tuesday Last Tuesday Social

Time:  
6:30 P.M.

Place:  
83 Degrees  
Located at Carlsbad Village Dr. & State Street  
660 Carlsbad Village Drive  
Carlsbad, CA 92008

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

## 30 Saturday SDR Autocross

Time:  
6:30 A.M.

Place:  
Qualcomm West Lot

Details:  
Register at <http://www.motorsportreg.com>

## 30 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 enthusiasts are encouraged to join in this event on the last Saturday of each month.



Zone Rep, Tom Brown, SDR President Bev Gould and David Stall, who has a local radio show and has special car related segments on KUSI. The poster has cars from all 50 years of the 911.



# Corvettes at the Auto Museum

*Story and photos by Michael Harris*

The SDAM “60 Years of the Corvette” display opened in October. With support from local Chevrolet dealers, the history of the Corvette, America’s only mass-produced sports car, will take you through seven generations of the Corvette from the 1953 C-1 to the current 2014 C-7. The new ‘Vette is considered a revolutionary departure from previous designs. In standard form, the new car is said to cover the quarter mile in 12.0 seconds from a standing start, to corner at greater than 1.0g, and still average 29 miles per gallon of high test gasoline on the open road. Starting price is \$51,995 for the 1LT model coupe. The 1LT coupe is no stripper. Basic equipment includes a 6.2 liter/376 CI displacement direct injection V-8 that produces 455HP at 6000RPM. A seven speed manual transmission is standard. Standard stereo is a 9-speaker Bose system with XM satellite free for three months. Leather GT seats with 8-way power adjustment are standard. Keyless entry with push button start is also standard. There are also two 8” HD dash displays. If you want a little more performance, add the Z51 performance package for an additional \$2,800 that includes an aero package, larger wheels and performance tires, dry sump oil system, limited slip differential, performance shocks and springs, differential and transmission oil cooler, heavy duty cooling system, slotted disc brake rotors and the same 6.2/455hp motor with seven speed manual. That is a lot of car for under \$55,000. Yet performance and appearance are said to rival Porsche and Ferrari, although the Corvette still seems to have a boy-racer type look.

The Museum graphics are eye-catching. The entire color scheme is red,

white and black. Fifteen Corvettes are currently in the display. The first Corvettes (C-1) cars were built from 1953-1962. There is one 1954 and one from 1959, both in white. The C-2 cars are a breathtaking 1963 split window coupe, a replica 1963 Grand Sport, a 1965 roadster in race car trim, and a last year 1967 big block 427 CID roadster. C-3 cars are represented by two race cars and two clean roadsters, a 1969 and a 1971. The C-3 class represents the longest run for Corvettes, being Stingrays built from 1968-1982. The body style was derived from the Mako Shark show car. This period saw a tremendous change in the automotive industry due to the implementation of federal safety standards commencing January 1, 1968; the requirement for increased auto protections imposed by federal law in 1974 resulting in the “Federal bumper” and more, and ever increasing smog restrictions and mileage increases that resulted in lower horsepower numbers and greater weight to protect drivers and passengers. The C-4 was a total change and upgrade for Chevrolet and was released in 1984. GM simply could not gear up for such monumental changes in the Corvette effective 1983 and early cars were destroyed by GM with the first C-4 being sold in March 1984. The car was completely new with a 350 CID V-8 with 9:1 compression, and a cross-fire throttle body fuel injection system that produced 205HP. The car weighed 3,164 pounds. The cars were attractive and nice drivers, but the injection system was not great and the cars were underpowered, according to many owners. Production on the C-4 models lasted until 1996. In 1997 Chevrolet introduced a new model, the C-5, which lasted through 2004. Performance was back and the cars were very nice-looking. The C-6 came out in 2005 and continued until 2013. These cars were good performers and

very attractive. Chevrolet was serious about international racing again and the cars competed and won at Le Mans and other circuits around the globe.

The C-7 was introduced in 2013 as a 2014 model, and from first impressions, they will sell a jillion of these cars.

The genius behind the original Corvette was Zora Arkus-Duntov. Duntov was born in Belgium in 1909 and educated in Germany. He fled Germany because of the Nazi regime and came to the U.S. He was an engineering genius who developed a set of aluminum heads to modify flathead Ford V-8s into OHV engines and thereby greatly increased the engine’s power output. Hired by GM in 1953, the free spirited Duntov was at odds with conservative GM management. He raced and won for Porsche at Le Mans in 1953 and 1954 in the small engine displacement category. In 1953 Chevrolet built and sold a European-style sports car, named Corvette. Although the Corvette looked European, it was powered by Chevrolet’s reliable but underpowered six cylinder motor with two-speed Powerglide automatic transmission. Chevrolet was ready to introduce a small, light, compact OHV V-8 engine displacing 265CID in their passenger cars, and Duntov asked Chevrolet to install the same engine in the Corvette. In 1956, Corvette also installed a three-speed manual transmission which further transformed the Corvette from a cruiser to a real sports car. Duntov went on to create a modified high-lift, long overlap, performance camshaft for the Corvette, thereafter referred to as a “Duntov” cam. He also designed performance heads and helped with the Rochester fuel injection system that produced an astounding one horsepower per cubic inch in the 1957 Corvette when



1959 Corvette 245hp-just like the one on “Route 66”



1967 C-2 coupe Big Block 427/390



1965 C-2 Corvette race car-first Corvette with 4-wheel disc brakes



1963 Corvette Grand Sport replica with Bill Mitchell in background. The sports racing car that was supposed to beat the Cobra.



1984 C4 Vette with C1 and C2 models in background



1963 Corvette split window coupe-beautiful, rare and very collectable. Interior heat a problem with early coupes.



coupled with the Duntov cam. In the early 1960s, when Carol Shelby produced the Shelby Cobra sports cars that started defeating Corvettes at the track, Duntov created the 1963 Grand Sport Corvette in response. The Grand Sport looked good and ran well in tests, but GM withdrew from racing and killed the program.

So let's look at some of the display cars. My favorites have always been the 1956-1962 Corvettes. They were said to be built on a 1956 Chevrolet passenger car chassis and running gear with a fiberglass body. The 1959 display vehicle is a white roadster with 283CID V-8 topped with two four-barrel Rochester carburetors, producing 245HP and a four-speed manual transmission. The hot set up for the '59 was the Duntov cam and two four barrels producing 270HP or with the Rochester fuel injection and cam that produced 290HP. The '59 and '60 Corvettes were the only two years for C-1 models that were identical. Mark Donahue, Roger Penske's Porsche 917/30 pilot, raced a late 50's Corvette with the 245HP motor and beat the 270s and 290s. Donahue's secret was to break the engine in and then do a secondary valve job, according to his biography, The Unfair Advantage.

Next in newness is the 1963 dark blue split-window Sting Ray coupe. This car has been restored to as new condition and has the coveted NCRS award for originality. The car is powered by a 327CID V-8 with 11.25:1 compression, Carter AFB carb, and weighs in at 2,859 pounds. This was the first year for the Sting Ray. Bill Mitchell was running Chevrolet design, having taken over from Harley Earl. The car features the "split window" feature that Mitchell insisted on retaining despite the fact rear visibility was

greatly reduced. Reason prevailed and in the subsequent years 1964-1967, when the last C-2 was built, the rear window divider was eliminated.

Next up is a 1967 C-2 big block roadster in maroon. This car contains a 427CID big block motor that produces 390HP. The L36 motor has a 10.25:1 compression ratio with four-barrel carb and hydraulic cam. Originally the car came with the 2-speed automatic but has been retrofitted with a modern 4-speed automatic. A limited number of '67 Corvettes had the 427 with three two-barrel carbs, solid lifter performance cam, four-speed manual transmission that produced 435HP. These motors have produced far more horsepower on a dyno than Chevy's advertised rating. All Sting Rays from 1965-1967 had four-wheel disc brakes. The C-2 was designed by Larry Shinoda under Bill Mitchell's direction. The design was based on the 1959 Mitchell race car and the Mako Shark concept car. The 1967 C-2 Corvette has long been considered one of the best of the Corvettes. The new design C-3 Stingray was supposed to be introduced in 1967 but production difficulties delayed the introduction. Instead Chevrolet made the 1967 C-2 an even better car than earlier models and it was almost defect free.

Next month we will discuss the newer Corvettes' history and show you the models on the floor, including additional information about the early C-1 model. Next to the 1959 Corvette is a monitor showing early TV episodes of "Route 66" with Martin Milner and George Maharis. Who? What? "Route 66" was a series that always had two young guys driving a late model Corvette from point A to point B until some mishap caused them to stop in some out of the way little town where they would find trouble, and

a beautiful damsel in distress. While they fixed their Corvette, they would also settle the trouble and cheer up the damsel. Well, at least the Corvette was neat. Until one found out the Corvette was powered by the basic V-8 with single four-barrel carb and a two-speed Powerglide automatic transmission. Oh well.

Please save the date of Saturday evening, January 18, 2014, at 6:00PM to 9:00PM to help celebrate and benefit the San Diego Automotive Museum's 25th Year in Balboa Park. The event will be held at the museum and you will have a chance to enjoy the Corvette display as well. In addition to food and beverages, you will have a chance to bid on a car from the museum's collection, all proceeds to benefit the museum. Please phone (619) 398-0307 for reservations and additional information.



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8:30 am, Sunday, Dec. 15, breakfast at Mimi's Cafe in Mission Valley.  
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***Please contact:***

***charity@pcasdr.org with any questions or call Keith or Martha, 619 938 2697***

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## WOUNDED WARRIOR TOUR 2013 SATURDAY, 7 DECEMBER 2013

On Saturday, 7 December 2013, PCA SDR will host the 2013 Wounded Warrior Tour. This year, we'll combine the last PCA/SDR tour of the year with our annual WWT. As in the past, we'll pick up our Wounded Warriors from the Naval Medical Center (NMC), San Diego (Balboa Naval Hospital).

More details later but this all-day event consists of three activities including a Porsche tour with our Wounded Warrior guests through the scenic hill country of San Diego, a stop at the Flying Leatherneck Aviation Museum for a catered lunch (free to our Wounded Warriors) and an opportunity to experience—up close and personal—one of the finest collections of legacy tactical and support aircraft in America.

This is a rare opportunity to thank our brave and selfless service personnel for their sacrifice and service in defense of our nation. Please join us for a day of tribute, a day to honor our wounded warriors recuperating at NMC.

In coordination with BNH Security we will be limited to 40 cars to pick up our guests on base but more cars are welcomed to join the tour. Please RSVP with Don Auten (PCASDR Military Liaison) at: [duck10@san.rr.com](mailto:duck10@san.rr.com) (619) 537-1298/575-0363.



# Red Flag Winds at Big Willow

*Text and Photos By Greg Phillips*

Usually at the track a red flag means a total track shutdown, stop and wait for instructions to return to the paddock. Although we did not have that red flag, we did have lots of red flag warnings for the wind at Willow Springs. Although we were very lucky and had cool temperatures in the 80s for the last weekend of the summer, we did have winds to contend with.

Although many club members were taking advantage of the Coronado Speed Festival vintage races, many of us left the comfort of coastal San Diego and headed out to the high desert. It was overcast as we left Dieter's with my 911SC on the trailer but cleared as we headed inland and met up with the Duncan's 996 for the caravan north. We did hit some traffic on the 215 but still made good time to the track.

After checking in at the track and getting our garage, we started to unload. Soon our accommodations for the weekend arrived as Bill Ibbetson and Ethan Dahlkamp rolled in with their toy-haulers. We set them up surrounding the garage to make a wind break and that turned out to be an excellent decision. Mark Rondeau arrived with his SC, followed by Cathy Young's Carrera and Jasmine Tripodi with her "new" Cayman to shake down.

The track was busy through the afternoon as the drivers arrived and unloaded, but as evening was starting to fall it was much quieter, since there were only a few who were staying overnight. Mark was handling the grill for dinner, and with music piped out over the speakers we had an enjoyable evening before turning in for an early start on Saturday. Mark, Ethan

and I were in Ethan's trailer with Steve and Bill trying to avoid the snoring in Bill's trailer.

Saturday morning went quickly as we helped with tech, went through registration with Robert Baizer, and then headed over to the drivers meeting with Jack Miller, where we reviewed the flags and passing zones, and Robert made the student-instructor pairings. I was to work with Kevin Easton and his Jaguar S Type R. This was his first time at the track with this car, but he had previous track experience.

Steve was up first and we were using the Contour camera mounts that he had set up. One was attached to the rear view mirror to give us the wide view forward, the next camera was on the roll cage behind the driver to see the cockpit and G2X, and the last was attached to the rear window and facing back. There would be no shortage of video, unless we forgot to set them up before the run session, as we did for Steve's first session. It was a short session and he was in early to set tire pressures and check the car out.

I was up next with my student and we strapped in and headed out. We started slowly with the yellow flag laps and then slowly increased the pace until we had dropped down to 1:41 for the final laps of the session. We were using up the Nitto NT01 tires with 235 front and 255 rears, and although well used, they still had fair grip. I was mid-pack for the first session as Michael Brown (1:33) and Frank Powell (1:36) were leading the pack, and Jim Hicks was going very quickly in his Spec944 at 1:39.46.

After my session it was a quick turnaround and I was back out in my student's Jaguar. It was a supercharged

V8 motor and had lots of power, but there was still a lot of weight to move around, especially in the corners. He started slowly but continued to improve his line, and times slowly dropped, with his best at 1:58.26. He did well with the traffic and point-bys and was having more and more fun until the checkered flag dropped.

While I was busy with my student, Steve was already busy with some other car problems. The Duncan's 996 was having some electrical gremlins and missed the session. Ethan discovered his Boxster was running lean, now that he had installed an air-fuel ratio gauge in the cockpit. Now he had to figure out how to correct the problem. They had fixed several intake leaks before the event and this could be a symptom of another leak, or it could be a chronic problem only noted since they were measuring it in the cockpit.

Steve was able to get out and run his session with Cathy Young along for the ride, but was limited by the old tires and was stuck in the 1:40's. Sohaib Kureshi was doing a test and tune and was the only driver under 1:30 with a 1:29.16, followed by Jack Miller, Larry Bittner and Steve Eguina, all in the 1:32's. Mark Rondeau had a good wiggle in turn 3 after he had passed Steve, but was a little off-line for his turn-in.

I was up next with my student again as we headed onto the track. It was an uneventful session as I missed most of the traffic by coming out a little late, and we circulated most of the time by ourselves. My best time was down to 1:40.75, with Philip Strong and Neil Heimburge also in the 1:40s. Michael Brown had the Smurf 911 running well and was down to 1:34.98 to lead the group.

Kevin was up again in his Jaguar after a quick change in the pits and we headed out. It was a slow steady progress as he worked the heavy car around the track. The supercharged engine had a lot of grunt on the long straights, but the weight was most noticeable in the corners with his stock suspension. With traffic and point-bys most of his laps were over 2:00, but when he did have a clear track his best lap was 1:54.96.

While I was out with my student, Steve found we had finished the Nitto's and swapped in another set of used tires. With the better grip, he improved his best time to 1:38.31, even with a passenger. But the rest of Red had also picked up the pace, and Mike Avitt was closer to Sohaib Kureshi's 1:29.85 as he turned a 1:31.59 in his CC14 GT3, with David Quesnel next at 1:32.13. David's car was sporting new graphics and was hardly recognizable as a CC12 912. Glenn Marlin was back running again and had his CC13 993 down to 1:34.11, just ahead of Ethan's CC11 Boxster at 1:34.54.

I had newer tires for my session, but after only a few laps I had some starvation in turn 2 as the gas was running low in the long sweepers. I came in early to top off, and rather than rushing back for just a few laps, I took a break before my student's session. It turned out to be an exciting one. As we were coming down the back straight before turn 7, we saw the Duncan 996 coming up quickly. Jad hoped the gremlins were fixed and was doing a checkout run. Kevin pointed him by, and as he pulled alongside to pass his hood blew up over his wind shield, blocking his vision. I had Kevin stay back in case there was any debris, and hoped Jad could see enough to find his way back to the pits. He was able to finish driving through turns 8 and 9

and headed in. Apparently, the hood pins were missed and until he ran into the turbulence from our car it stayed down. Kevin was able to continue on, but after another couple of laps he had a warning light and found his temp gauge was up in the red zone. I had him slow and shift into top gear, and as he circulated the temperature quickly dropped down into the normal zone before we brought it back into the pits. No damage noted, but running high revs in the mid-day heat was too much for the cooling system, so he decided to take it easy for the rest of the day.

Back in the pits we were able to see the damage to the 996 and it was extensive. Not only was the hood done, and the windshield, but the roof was also beaten down onto the cage, breaking many of the spot welds. Jim Duncan said it was time for a carbon fiber roof and hood to make lemonade out of his lemons. Back in the trailer at the compound it was time for lunch, as Cathy had prepared another great meal, and we were able to enjoy the AC in the trailer.

Over lunch the winds started picking up more, and between the wind and heat the times dropped off some. Steve did pick up the pace slightly, even with Jasmine along as a passenger. He was down to 1:37.97 and nobody was below 1:30. Bill Ibbetson had also dropped off his pace as he was using up his older tires and was stuck at 1:38.01. Steve had a good chase of Bill towards the end of the session and had a couple of interesting moments at the top of the Omega with lots of countersteer.

Roland Schmidt was going quickly in his CC16 911 and was running 1:33.77, just behind Jack Miller's new (to him) Lotus at 1:33.62. With new aero

appendages and paint it looked quite different than the plain black Lotus he ran before. Robert Baizer was still running the matching black Lotus and turned a 1:37.27 without the extra aero advantages.

I was up next but with the heat and the wind I was stuck at a 1:40.19. Philip Strong had picked up the pace in his new CC11 996 and found it was a little different from his previous C4S. I was again out with very little traffic and nothing exciting on the video.

After my session I had a break, as my student was taking the afternoon off. I was able to rest in the pits and was sitting out of the wind when I noted what I thought was a cloud blowing by. But it had been blue sky all weekend, and as I looked closer, it was not a cloud but the top of a dust devil that was heading for the track. As it blew by the trailer there was a large gust, and then it slowly wandered around the track area near turn 8, where it raised havoc. Steve was following Steve Eguina through turn 8 when the dust devil blew the GT2 to the outside and off at turn 8. My session in the wind was uneventful but still very interesting as the wind did move around some, and I was still stuck at 1:40.

The rest of the afternoon went smoothly, but times were still slower with the warmer temperatures and the winds, although there were no more dust devils. Others were not as lucky, as Jasmine looped her Cayman coming down the Omega and ended up off the track. This also led to a radiator leak and her day was done early. The good news was that she was able to get more coolant, and at the end of the day, Steve was able to pressurize the system and find the leaking hose, reattach it, and have her ready for





Racers chilling



David Quesnel



Roland Schmidt



Randy Gate's patriotic 911



Robert Baizer and Jim Duncan

Sunday. While Steve was busy in the garage checking cars and making repairs, Mark and Bill were getting the grill and dinner ready. It was steaks and potatoes as we suffered through our camping experience. The rest of the group ended up in Lancaster at the Black Angus, but I don't think their steaks were any better than the ones Mark was grilling.

The evening temperatures were comfortable but the wind continued through the evening and on into the night. We had turned in early and were ready as Sunday dawned bright and sunny. The winds had almost stopped for the morning and it was cooler.

Steve was up first and had an uneventful session with only a little traffic, with Ethan leading the session with a 1:33.96 in the cool air. And then it was my turn. With the cool, calm weather my tires were working well, and after the yellow flag laps I was able to pick up the pace and carry more speed through turn 8 and into turn 9 with a resultant greater top speed down the straight. My times began to drop into the 1:39 range, then 1:38s, and finally 1:37.26 on my last flying lap. Eric Monroe was having similar success, dropping his time from a best of 1:36.7 on Saturday to 1:32.24 in his CC14 996 to lead the session, just ahead of Mike Brown's CC14 911.

Unfortunately that was my high point for the morning as far as times went. I was slower each session through the morning between the warming weather, rising winds, and tires that were losing grip. Steve also found the conditions in the morning to his liking, but his best session was the 8th, as he dropped his times with several laps at 1:36, including four in a row. Neil Heimburge was also picking up his pace in his 8th session, running a 1:38.69 and then a 1:39.17, but on the

next lap he lost it in turn 8 and took an excursion through the gravel and into the hay bales before finally stopping in his Turbo.

With the Duncan 996 on the bench, several drivers felt their odds for TTOD had increased. Mike Avitt made his intentions known in the 8th session and turned a 1:30.73, a few seconds back was Jim Binford at 1:33.41, with David Quesnel, Ethan, Randy Gates, and Mark Rondeau all in the low 1:34's. Just before lunch, people were picking up the pace, with Glenn Marlin at 1:32.17, Roland at 1:33.15, and DQ was down to 1:33.67.

Lunch was another Cathy Young special, and then it was time for the drivers meeting to review the timing procedures. Jack and Robert reminded us to be careful on our out lap but to keep the pace up for timed session.

The last practice session was just to check out tires, so I let Steve run and I skipped it to save the tires. We had decided not to put on a new set for this event, with the heat and scrubbing in the long sweepers, but to use up our better used tires instead. After running the practice session, though, Steve felt we needed to switch the front tires, so we put on another set for timed runs.

The wind was still blowing and it had warmed slowly through the day, so timed runs would not be under ideal conditions. They called the fastest drivers and sent out the first set of cars. Steve had planned to be in the second group and was a little late coming out after changing the front tires, but he did make it in time and his group, including Bill Ibbetson and Mark Rondeau, was flagged off. After the first two groups it was mostly over, as Mike Avitt's CC14 GT3 took TTOD at 1:31.92. It was a dead heat as the next five drivers were all in the 1:32s!

Roland took second in his CC16 911 at 1:32.06, followed by Jim Binford's CC14 911 at 1:32.19 just nipping Glen Marlin's CCC13 993 at 1:32.20, with Frank Powell's CC12 911 at 1:32.43, and then Mark Rondeau's CC09 911SC at 1:32.75. Mark had put on a new set of soft C71 Hankook Z214 tires and turned in a great time to take the BRI and 6th overall. Rounding out the top ten were Michael Brown at 1:33.28 in his CC14 911, Ethan Dahlkamp's CC11 Boxster at 1:33.97, Robert Baizer's Lotus in X at 1:34.35 and then Jerry Hoffman's CC10 911 at 1:34.78.

After Steve's group, it was my turn to take timed laps. After a short pause I was flagged off. The newer tires did have better grip with less understeer, and my first lap was a 1:38.74. I slowed slightly on the last lap and turned a 1:39.85, which ended up as 3rd place in CC09.

In 944Spec, Jim Hicks capped off a fast weekend with a 1:37.93 to beat Chuck Sharp's 1:38.86, with Debby Sharp in 3rd. In CC06 Cathy Young turned a 1:46.66, and in CC05 William Ripka was best at 1:46.36. In CC08, Bill Ibbetson turned a 1:34.80 to take the class (and was also second in the BRI), followed by Chris MacDuff and Dennis Power in one of the larger classes. In CC10 it was Jerry Hoffman followed by Don Middleton at 1:35.98. In CC11 it was Ethan followed by Philip Strong at 1:38.18, and B. Craig at 1:39.26, with Daniel Carusillo at 1:40.70.

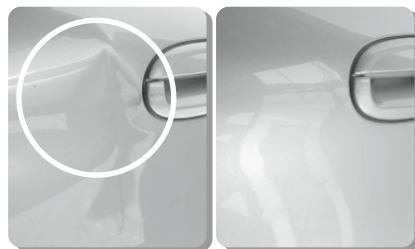
After the timed session it was time to pack up the trailer and head for home, looking forward to revenge (and hopefully better tires) at Chuckwalla in October, and then Buttonwillow in November, where we will also be having our Club Race. Check the website for details and plan to attend. They will both be great events. 🏁



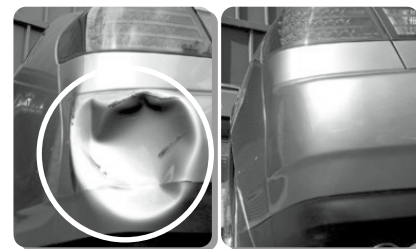
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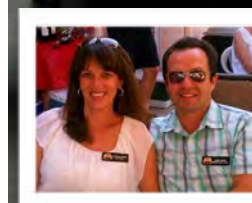
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# 2013 Coronado Speed Festival

*Text and Photos By Rich Fatuzzo*

If the weather for this two-day event (Saturday, September 21, and Sunday, September 22) was any indication of how successful this Coronado Speed Festival would be, we knew we would be in for a tremendous treat of competitive racing. But, the main reason for this year's overall success is based on a lot of coordination between a wide variety of entities, including the Naval personnel who manage the Coronado Naval Base; the Coronado Speed Festival Committee; the Historic Motor Sports Association (HMSA) and their staff; our sponsor—Porsche of San Diego; and all those PCA-SDR and Navy-based volunteers that helped out prior to and during this "Race at the Base" weekend. And, since the 50th anniversary of the Porsche 911 was the featured "Marque", an additional layer of coordination was necessary for those club members who were going to display their 911 vehicles in a corral area next to the entry grid. It would be no easy task to pull this all together, even under the best of circumstances! But again, Katie Kinner, our club's Vintage Racing Chair and this year's Event Coordinator, with additional coordination assistance from John Bell, very successfully accomplished this Herculean task.

This coordination allowed all of us PCA-SDR members, family, and friends who had the opportunity to attend to be thoroughly entertained watching the vintage car racing presented by the Historic Motor Sports Association (HMSA) from our spacious trackside tent in this 16th running of the Coronado Speed Festival at North Island Naval Air Station. Better yet, some PCA members actually participated in the 10 amateur competition groups, with over 235 vintage cars racing around the 1.7-mile course, including about two dozen Porsches. And, again, this year, Group

10 included about 24 cars racing in an SCAA Pro Racing Playboy-MAZDA MX-5 Cup Race to make this Speed Festival even more exciting to watch.

Most of the race groups included sports and production cars of various years and with engine sizes either under 2000cc or over 2500 cc, with a scattering of Porsches in several of the groups. But, Group 5 (1959-1966, Production Cars- Disc Brakes) had 14 Porsches running out of 39 cars, which was about 36% of the cars racing in that group.

PCA-SDR members racing in Porsches were: In Group 4—Don Anderson in a 1964 Bobsy-Porsche SR3, car #65, and Steve Thein in a 1967 Porsche 910, car #28; In Group 5—Matt Parsons in a 1969 911, #19, Ron Mistak in a '72 914/6, #22, Edith Arrowsmith in a '70 914/6, #42, Mark Leonard in a 1970 914/6, #55, and Erich Wilms, #62, who raced his 1967 911S. Some other PCA-SDR members participating were: Kaid Marouf in car #12, a 1965 Ginetta G12 in Group 4; Alan Berry driving in #544, a 1964 Volvo PV 544 in Group 5; Joe Hofmann in his '65 Corvette, #3; as well as Jim Migliaccio in a '67 Alfa Romeo, Car #105, in Group 9.

The weeklong Fleet Week Event presented by the San Diego Fleet Week Foundation, had Tony "A22" Adamowicz as the Honorary Grand Marshal. Tony had a renowned racing career, winning the 1968 Trans-Am Championship in a Porsche 911. How fitting! The Speedfest benefits the Morale, Welfare and Recreation Fund of our military families stationed here. Last year, over 10,000 enlisted men and women and their families attended. And it was not just all about the racing—there was a Coronado Village Car Parade; car corrals, vendor booths and car shows; new car test drives; garage tours of the racing cars; a Military Pit Crew Challenge;

and ship tours.

There were over 2,000 cars, trucks and motorcycles displayed in over 50 car corrals and racing and display paddock areas, lining the grandstand sections of the race track and encompassing at least 10 football-field areas behind and alongside them. By far the largest car corral was made up of Porsches with our PCA-SDR Corral displaying over 300 Porsches for both days. I also counted another 35 Porsches on Saturday and Sunday that were either in other car club corrals or in the paddock areas, and that didn't include those Porsches that were racing. And, that wasn't all, there were also over two dozen Porsches in the 50th Anniversary Porsche 911 display area. One of the best highlights of the event was when those 911 owners did two parade laps on both Saturday and Sunday.

The race result sheets from the Historic Motor Sports Association for those groups that had Porsche cars racing showed that Porsche drivers did well. For instance, a California Porsche driver in a 1958 356A won in Group 2 over 26 other drivers, and Edith Arrowsmith of Fallbrook drove her 1970 914/6 Porsche to a win in Group 5 over 30 other racers. And, in that same Group 5, six Porsche Cars finished in the top 11 Places, including Mark Leonard of La Jolla in 5th; Erich Wilms of Leucadia in 6th; and Matt Parsons of Ramona in 11th. If you are interested in seeing the complete results, you can obtain them 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 knew how well they had done, and the rest of us got the chance to enjoy a great show!

Finally, in addition to Katie Kinner and John Bell's coordination efforts,

the following club members need to be thanked for their volunteerism on either Saturday or Sunday or both days: Parking Assistants—Bob Hallett and his son, Robbie, Craig Fenstermaker, Mark Knechtel, Leigh Rayner, Herb Meeder, and Tim Peterson. Jim Dunlap did double duty as a Parking Assistant and helping in event "tear-down." Joe Hofmann and Don Auten provided our members with coffee and ice. In addition, on Sunday, Pat Corona ran the Goodie Store again

this year with assistance from family members. And what about the great job the 8 Navy volunteers from the USS Ronald Reagan did in helping us on Friday and Saturday in setting up, and also assisting in parking. Job well done!!

This event's success is also greatly due to the generous sponsorship we received from the Porsche of San Diego Dealership and their President and General Manager, Joe Allis, with

Larry Suarez, Porsche of S.D. Service Director, and his son, Dillon, representing them on Saturday. And thanks to their dealership for allowing us to prominently display a 2013 Panamera GTS and a Cayenne Diesel in front of the club's tent, both of which received much attention from the public the whole weekend long.



Pat Corona, assisted by family members, staffing the Goodie Store on Sunday



A magnificent display of Club Member Porsches in our overflowing Porsche Corral



Don and Karen Anderson with their 1964 Bobsy-Porsche SR3, Car #65 (raced in Group 4)



Bob and Robbie Hallett "Porsche Parking Gurus" for both race days



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# October Board Meeting

## Board Minutes

The October 2013 Board of Directors meeting was held at Mike Brown's house. Board members in attendance were: Bev, Jim, Mark, Paul, Jerry, & Don. Greg absent. The meeting was called to order at 7:06 p.m. and the September minutes and Treasurer's report were approved.

## President's Report

Bookkeeper hired.

KUSI TV segment – 30 911's, great turnout and segment—can view at <http://www.youtube.com/watch?v=yyvCsNsGZ04>

Mention was made on air about our charities. Copies of this video should be sent to them.

Coronado Speed Festival – Excellent feedback regarding the event and kudos to Katie Kinninger and her league of volunteers who make this happen.

## Zone Rep Report

Escape (Oct 24-27) Registration is still open and there are a few spaces still available.

Tech Tactics (Nov 23 & 24) Very interesting session regarding the development, creation and marketing of the cars. This is a great learning experience and is highly recommended.

## Chair Reports

Autocross: Debbie Sharp will be taking over pre reg.

Auto Museum: 60th Anniversary of Corvette display at the automotive museum

CDIs: PDS is sold out (48) with 3 on

wait list. Need some additional instructors to take people off waitlist.

Charity: Toy drive.

Car Shows: Need a new 2014 Car Show Chair. Combine car show with Wounded Warriors event and possibly make it a bigger event.

Concours: Need 2014 Concours Chair.

eMaster: Bev Gould will take over for 2014—needs training

Goodie Store: Need 2014 Goodie Store Chair

Insurance: All insurance is in place for October events.

Membership: Need 2014 Membership Chair.

Military Liaison: Wounded Warriors tour is coming up.

Rally: Rally started at Hoehn. Great rally by all accounts.

Social. New Member Party – Request to change to December 14, will be an afternoon get together. M/S/P. Liberty station location tentative.

Rush movie was sold out with 141 people.

Progressive dinner is this weekend with 73 people.

Installation dinner – still working out venues. Jan. 11th is date.

Mystery Valentines weekend – working on event.

1st Saturday breakfast will be at Mimi's in Mission Valley this Saturday.

LTS at Gordon Biersch in MV.

Victoria is doing a great job as social chair. Kudo's to her.

Tech Sessions: Oct. 30 All German Auto with BMW Club. Discussing Baja 500 and video

TT/DE: Chuckwalla and Buttonwillow coming up.

Tours: Need 2014 Tour Chair – combine tours with Wounded Warrior on 7 Dec.

Vintage Racing: Coronado – TT/Coronado event should be on different weekends. Food and drinks were different on each day. Much busier on Saturday. John Bell needs to be recognized for all of his hard work at this event. He does a great job and works countless hours on this event.

Web Team: Website update issues –new site integration? Marc has reported to the web team that we are in the final stages of getting the new site ready. Target to be done by Nov 1, latest.

Witness Advertising: Lost Pickering Ins. Gained Endeavor and TC Garage increased ad size.

## Unfinished Business

Election results. Keith Verlaque, Dan Carusillo and Don Auten will be joining the board for 2014. We thank them as well as Javier Varon and David Malmberg for running.

## New Business

Transfer of treasurer's equipment and books to bookkeeper.

## Adjournment

Thanks to Mike for hosting. Adjournment at 9:11 p.m. The next meeting will be held Martha McGowan & Keith Verlaque home, 2270 Nielsen St, El Cajon, CA, 92020.





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John Cahalin  
San Diego, CA  
2005 Carrera

Jack Chan & Jennifer Que  
Encinitas, CA  
2014 Cayman S

Tom Deadrick  
San Diego, CA  
1964 356SC

Piyushkumar Gupta & Aditi Gupta  
Vista, CA  
2009 Cayenne SUV

Shareef Haq & Vy Haq  
San Diego, CA  
2004 Boxster Roadster

Rich Jorgensen & Diana Jorgensen  
San Diego, CA  
1981 911

Erik Larson  
Carlsbad, CA  
2009 Carrera S Coupe

Ryan Logan  
San Diego, CA  
1979 911SC

Mike Oleary & Debi Oleary  
San Diego, CA  
1997 Boxter

Harold Pimenta & Raluca Pimenta  
San Diego, CA  
1998 911

George Pratt & Vonda Pratt  
La Jolla, CA  
1961 356-B

Matt Schiller  
San Diego, CA  
2006 Cayman S

Mike Smith & Abbey Smith  
San Diego, CA  
1986 944

Shawn Sun & Janet Yeh  
San Diego, CA  
2012 Cayman S

Nathan Windoffer  
San Diego, CA  
1988 924

## Thirty Years...

Keith Bridge  
John Colwell  
Royce Myrick

## Thirty-five Years...

Michael Hinnners

## Forty Years...

Margie Smith-Haas

## Membership for October 2013

Primary Members: 1484  
Secondary Members: 1062  
Total Members: 2546

## Anniversaries

### Five Years...

Erik Kinninger  
Eduardo Meza Pena  
Jim Smith

### Ten Years...

Christopher Cassidy  
Bryan Hirschon  
Michael Labarre  
John Payne  
Loren Spiegel  
Don Traver

### Fifteen Years...

John Lusti  
Dick Schroeder

### Twenty Years...

Dean Cummings  
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## Street Cars

12 991 Coupe Blk/Blk. PDK w/paddles.7, xxx miles. 5mm spacers. Clear side reflectors. MSRP - \$99 K. Yours for \$84,239. Gary @ (858) 442-1312

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

1980 911 SC Original metallic blue, complete exterior restoration, sunroof, sport seats, A/C, limited slip, interior perfect, cleanest you will see. \$22,000 firm (760) 436-1807

1980 911SC 142K Miles 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 Carerra 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

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

1995 Cabriolet C2 Tiptronic Polar Silver over Metropol Blue 993 cabriolet with the original canvass top and clear window. A pampered three owner, 62,000 OBD I example. The car's 60,000 mile service been completed recently (including a leak down test) and all required mileage and age related maintenance has been done. A/ C blows cold (recent re-charge) and recent transmission service. The car has the following options and upgrades:

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- New OEM Sigla Glass windshield
- New rebuilt Bosh alternator (new ones aren't available)
- All service records since October

2004 and prior history from Walters Porsche. \$37,500

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1999 911 Carrera 996 Guards Red/ beige INT. w/Factory Aero Kit. 75K Orig miles. 2nd owner. GT3 Wheels, JIC CROSS Suspension System -springs, adjustable shocks, camber plates. Adjustable ride height. SWAY bars, corner bal, B&B Exhaust, short shift. Excellent Cond. Never tracked. \$25K Angela (619) 871-8111

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

2000 Boxster with 3.4L Carrera 996 engine. Silver/ Black. 77k orig miles. 55k miles on motor. Factory GT3 front bumper, carbon fiber interior, sport seats, and Carrera '02 wheels. Excellent condition. \$16,500 firm. Pierre 949-753-3094.

2001 Boxster Unique color, Zanzibar Red, all records from new. Excellent condition, daily driver for 12 years. Always garaged, Xenon, Bose, manual. 122, XXX miles \$11,000 obo Dick (760) 743-3156

2001 Carerra 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, mxnmtber@gmail.com (858) 663-2070

2005 Porsche 997 S One Owner, Special Ordered, Arctic Silver, Sport Seats, Sport Chrono, Bose, 6 Disc,

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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

87 911 coupe Orig Cherry Red color. No accidents. Black interior. Rebuilt 3.6 964 motor. 285 hp to wheels on dyno. G50 trans shifts excellent. Two front oil coolers. 17" Fuchs-centered Lindsey wheels with 245 and 275 tires. Big torsion bars and Bilstein shocks. A/C blows cold and has many upgrades incl 134 conversion. Built for daily street use and track also. \$34k Mark Kinninger (619) 733-5500

996 coupe rare arena red over savannah beige, second owner, turbo twist wheels, 1999 with 10,000 mile per year, runs smooth and strong, \$18,750. (760) 751-5436

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

## Tow Vehicles

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986Boxster RollBar Extension BreyKrause R3010, adds 1-3/4" to rollbar 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

FS: 996 carbon hood \$700 Came off 2002 996; saves 17lbs over stock; uses stock latch & hinges; bolts on in 5 minutes. endoguess@mac.com (858) 456-2480

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

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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 Kinninger kinninger@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@lightningmotorsports.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 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](http://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

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