



WINDBLOWN WITNESS

The official publication of the San Diego Region Porsche Club of America
November 2014



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On the Cover



Coronado Festival of Speed. Photo by John Straub Image Works.

WINDBLOWN WITNESS

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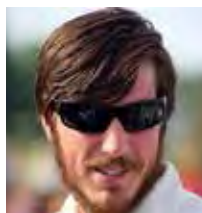
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San Diego Region

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Stay on Track

By Jim Binford, SDR President

This is definitely an active Club with several successful events under our belt and more to come. The previous two months (September and October) were really busy with an event every weekend. The Big Track Time Trial/Driver Education series has resumed under the able leadership of Jack Miller and Robert Baizer and team. Greg Phillips has chaired a Club Race at Willow Springs with another one scheduled to be run at Buttonwillow in November. Jerry Bumpus and the Autocross and CDI Team are back in full swing running our autocross series at Qualcomm stadium. Victoria Varon has continued to conduct social events with the help of husband Javier and Matt Schiler that just keep getting better and generating more turnout of our members. I have been particularly pleased to meet many new members at the social events, so I think the word is getting out that PCASDR is an active club with something for everyone who drives one of those great Porsche cars, and a way to meet new and interesting fellow club members and develop new friendships. It's getting hard for me to remember what event I just attended with all the events going on each month, so thanks also goes to Bev Gould for sending all those eBlasts out to remind us to attend the various events.

There are a couple of recent events I do want to highlight some more. I was able to attend the September Coronado Speed Festival for the first time in several years. Katie Kinninger and John Bell did a superb job in coordinating the PCASDR hospitality tent, with food and drinks plus corral parking available for us so we could enjoy the races. Thanks also go out to

Porsche of San Diego who again sponsored the tent for our club. I truly was impressed by seeing so many Porsche cars and members I had not met before at the event. The Coronado event is definitely one you want to attend next year, not only to see the races and exhibits, but to meet many of our members and see their beautiful cars.

Next I would like to mention the 4 October Volunteer Party held at the Cordiano Winery in Escondido again arranged by Victoria. This party was to recognize our club volunteers and reward them with a dinner and gifts for volunteering their time throughout the year to conduct our many club events. It was amazing to see so many SDR volunteers in one place and to recognize the many member volunteers required to actually put on our diverse events.

Speaking of volunteers, I would like to thank all the PCASDR members who stepped forward to run as candidates for the 2015 Board of Directors. The voting was close so I thank all of you who voted, but remind you in close elections every vote counts, so please vote in the next year's Board elections. I would like to congratulate the newly elected 2015 Board members: Karen Raines, Rick Richardson, Javier Varon, and Bruce Wing. These new directors met on 15 October with the remaining 2014 Board members, who will comprise the 2015 Board, and selected the following Board Officers for 2015: Keith Verlaque President, Dan Carusillo Vice President, Karen Raines Secretary, and Bruce Wing Treasurer. I fully expect the 2015 Board will continue to support our members with the scheduling of fun events and new ideas to make our Club even better in 2015.

Now that the 2015 Board and Officers have been determined, we will be moving on to begin the process of soliciting volunteers to fill expected chair vacancies in 2015, with the help of our new Volunteer Coordinator, Sara Gengler. So if you didn't fill out the card indicating a PCASDR Committee you might be interested in serving on when you sent in your election ballot, please contact me if you would like to volunteer to fill a particular Committee position. The Club events are growing and it takes a strong team of volunteers to conduct the various events.

In closing, keep foremost in mind that the overall objective of every event is to have fun, which is the Board and event Chairs intent. There may be some bumps in the road, which we will attempt to smooth out, but "Stay on Track" to have fun!

Cheers Jim

PS – I want to add my personal thank you for the outstanding job Susan Brown has done as Editor and faithfully publishing the Windblown Witness month after month. Unfortunately for SDR, Susan is stepping down as Editor at the end of this year so we will need a replacement identified to be trained by Susan in the nuances of publishing our monthly magazine. Please contact either Susan or myself if you are interested in filling this key role of promulgating news about PCASDR.



November 2014

01 Saturday Breakfast Social

Time:
9:00 A.M.

Place:
Pit Stop Diner
3825 Mission Ave D1
Oceanside, CA 92058

Details:
Join your friends at the Breakfast Social. This monthly social breakfast meeting is designed to be a gathering 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. We will make announcements on our upcoming events, field questions, sell Porsche swap/goodies and do what a social club does best...socialize and share stories...Porsche-related of course! Breakfast will be available at a great price so bring an empty stomach! RSVPs are requested, but not required, to victoria-varon@gmail.com.

05 Wednesday Monthly Members and Board Meeting

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

Place:
Kinninger Home
1629 Hillsmont Dr
El Cajon, 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.

08 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.

09 Sunday SDR Autocross

Time:
Gates open at 6:30 A.M.

Place:
Qualcomm West lot

15-16 Saturday-Sunday SDR Time Trial and Club Race

Place:
Buttonwillow

Details:

In November we determine season champions at our annual Time Trial and Club Race at Buttonwillow Raceway Park!

Registration at <http://pcasdr.motorsportreg.com>.

22 Saturday SDR Autocross

Time:
Gates open at 6:30 A.M.

Place:
Qualcomm West lot

22-23 Saturday-Sunday Tech Tactics West

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

Place:
5100 Ontario Mills Pkwy
Ontario CA 91764

Toy Drive: Bring a new, unwrapped toy to any event!

Details:

PCNA's annual Tech Session hosted by Porsche at their training facility in Ontario, CA.

Discover Porsche from the inside out. The latest cars, engines, and technologies revealed by the engineers at the heart of Porsche Development. Speakers from Porsche and PCA National Committee.

Registration opens Oct 29. <http://pca.motorsportreg.com>

Price is \$50 each day. T-shirt for attendees and includes breakfast and lunch.

25 Tuesday

Last Tuesday Social

Time:
6:30 P.M.

Place:
Ali Baba
421 E Main St
El Cajon, CA 92020

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

29 Saturday

C'bad 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.

30 Sunday

Tour

Time:
8:00 A.M.

Place:
North County Mall
Escondido

Details:
Meet at the southwest corner of the parking lot near Macaroni Grill.

Driver's meeting is at 8:15AM. Depart for back country road driving at 8:30AM sharp.

If you have a Motorola walkie-talkie, please bring it with you.



The ultimate volunteers, at the volunteer appreciation dinner. Martha McGowan, Jackie Corwin, Jennifer Reinhardt and Lori Chesley

Lead Sleds and Custom Cars at the

Story and photos by Michael Harris

A new display just opened at the San Diego Automotive Museum in Balboa Park featuring Lead Sleds and Custom Cars. According to Historical Director Kenn Colclasure, this is a show he has wanted to do for the past ten years. Kenn noted that because these are show cars, it has been difficult to get owners to lend their unique and beautiful works of art for three or four months at a time. Many of these cars are often displayed at judged shows. As an example, one display car is a beautiful 1951 Mercury coupe painted Black Cherry Pearl. The car has won 135 trophies to date. Thanks to Kenn's perseverance, he has assembled 12 stunning examples of Lead Sleds and Custom Cars, with one more on the way. The cars represent vehicles from the 1930s, 1940s and 1950s. Three of the owners were present at the opening day of the display to talk about their cars, the work that had been done, and how they use and display their cars. Many of the cars are driven on the street to nearby shows. While these cars are not daily drivers, they are not "Garage Queens" either. Some of the cars were actually modified by their owners, although most of the lead sleds have been chopped, sectioned and channeled at a professional body and paint shop.

By way of background, early customs were lowered, tended to have many kinds of "accessories" such as fender skirts, tear drop spot lights, customized radio antennas, fancy paint jobs, and mild customizing such as exterior stainless steel or chrome removal, leading in of holes, different grills and different tail lights. One of the fun aspects of this display is to try and identify the origins of the custom parts by year and auto manufacturer. One of

the most famous custom car designers and builders was George Barris, born 1925 in Chicago. George built his first custom car in 1938 with his brother, Sam. George Barris opened his own shop in Los Angeles in 1944 and brother Sam joined in 1945. The Barris Brothers continued to perfect their craft of custom car building, and Hollywood celebrities commissioned the brothers to build customs for them. Sam did not enjoy the fast pace of Hollywood life and moved to Sacramento. George continued with the shop and built not only star cars but vehicles commissioned for TV shows, including "The Munsters," "The Beverly Hillbillies," and "Knight Rider." Barris also did a mock up of the Porsche 550 Spyder in which actor James Dean was killed in a two-car collision in September 1955. To promote improved highway safety, Barris put together a replica of the remains of the aluminum Porsche racer and towed it for display at events around the USA. While on the return to his LA shop, Barris claimed someone had stolen the Porsche wreck off his trailer. No evidence of whatever happened to the purloined Spyder has ever been discovered. Some claim Barris simply disposed of the wreck and claimed it was stolen in order to create more interest in the car and his work. A modern example of a custom car designer is Art Center College of Design graduate Chip Foose. Foose, born in 1963, has become a household name, and has had his own TV show since 2004, "Overhaulin."

The special cars on display at the museum run the gamut from three mild customs to nine highly modified and customized lead sleds. The mild customs are a 1938 Chevrolet two-door sedan, a 1941 Chevrolet business coupe, and a 1947 Ford convertible. The 1947 Ford is a good example of a mild custom with many classic

touches. The hood is louvered and the hood and rear deck handles have been removed and leaded in. The taillights are off a 1949 Lincoln. Headlights and taillights are "Frenched" in. Stock bumpers have been replaced with bumpers from a 1949 Plymouth. The car has been lowered and painted metallic maroon. The interior and dash are customized. Ford models from 1946-48 were not frequently customized but this is a very nice job. The owner explained that he had completely updated the mechanical features of the car with a late model Ford 289HiPo V-8, late model FoMoCo automatic transmission and 9inch rear end with disc brakes, and power steering.

Robert Allen of Ramona owns one of the full customs, a 1951 Mercury two-door that has a chopped top, wind wings removed with a modified "B" pillar, custom glass, and chopped front and back windshields. The car features custom "Frenched" rear fender skirts and is nosed, decked, and shaved, with custom tail lights from a 1954 Merc. The front hood has been extended and a customized grill added. All metal work underneath the hood has been custom-finished as well. The car has late model mechanicals, including a bored out 383cid Chevrolet V-8 that now displaces 400cid and produces 425hp; a GM 700R4 automatic transmission; and a late model Ford 9-inch rear end with disc brakes. The independent rear suspension is a late model design and includes air bags to raise and lower the car in order to be drivable on the street. The modern engine, transmission, differential, rack and pinion steering, and disc brakes are not added for drag racing but to provide adequate power to drive the custom car that weighs substantially more than the stock model. The car is finished with a custom leather

San Diego Automotive Museum



40 Merc coupe full custom. 1940 Mercury offered a perfect pallet for custom work



Museum's 1953 Plymouth Belvedere sedan being detailed. Takes one to polish and two others to give encouragement



47 Ford convertible mild custom, louvered hood, Frenched lights, shaved door handles, '49 Plymouth bumpers with fully modern mechanicals



1940 Merc custom coupe "Cherry Bomb"—chopped top, "B" pillar removed, nosed, decked, and shaved with Cadillac hub caps/tear drop spots



1924 Ford Model "T"—new at the Museum; hydrogen powered



1951 Merc period correct custom with '54 DeSoto grill, nosed, decked and shaved and painted in 'old style' scallops



1951 Mercury custom coupe with extended rear fenders, custom '54 Merc tail lights and custom antenna



1951 Ford "Shoebox" coupe. Should be named "Deep Purple" for color so dark it is almost black



1940 Merc custom coupe sparkles with Candy Apple metallic paint. A classic custom based on a rare early Mercury body



1940 Merc "Roadstar"-fully customized coupe/roadster-2009 Grand National Roadster Show winner

interior that matches the color of the custom Plymouth paint, metallic cherry pearl, a beautiful dark purple metallic. The paint is truly "show quality" and it looks stunning on the floor. The owner says the car must be seen in natural sunlight to appreciate the color and the quality of the paint. The owner started the project in 2002 and it took over two years to complete. The car is driven, not trailered, to local shows. This car has won 135 trophies to date and one look tells you why.

Dan Bloom of Dana Point owns a 1951 Ford two-door "Shoebox" coupe that resembles a very tasteful customized 1950 Ford that was built in Southern California in the early '50s and was judged at the time to be one of the most beautiful custom cars on the road, and featured in "Hop Up" magazine. This car and the original Ford started life as a regular two-door coupe. The earlier car was involved in an accident and the customizer bought the car in damaged condition and then spent \$1,500 to customize it. Our display vehicle has had the body sectioned by cutting the body with a torch and removing 4". The rear wheel wells are stock and without skirts. The front and rear have been nosed and decked. A customized grill and turn signals with parking lights have been added. The side stainless spears have been lowered to cover the line where the body was cut. The door handles have not been shaved. The interior is classic 1950 tuck and roll, done by the owner. The bench seat is out of a newer car to get the seat lower to accommodate the 4-inch sectioned body. The finish is a purple so dark it is almost black. The motor, transmission, rear end, brakes, and steering have all been updated to current modern car standards. This is a car that must be seen to be fully appreciated. Words do not do the car

justice.

"The Roadstar" is a highly modified 1940 Mercury coupe that has had the top removed and the car made into a roadster. The car was designed and built by Keith (the Kid) Dean, the son of Dick Dean. Dick Dean is a well known car customizer and builder. After the roof was removed, the body was channeled five inches and the body placed over a 1980 Buick Regal chassis. It took over 14 months to complete the customizing. The car won the Grand National Roadster Show prize in Pomona in 2009. Power is supplied by a 1980 Corvette 350cid V-8 running through a GM 350 automatic transmission. Custom work, in addition to the above, consists of adding a late 1930s style LaSalle vertical grill taken from a 1957 Buick, hand-made "Duvall" styled windshield, single headrest built from a 1939 Cadillac headlight bucket cut in half, tail lights from a 1958 Chevy Bel Air, 1949 Pontiac hubcaps with 1951 Mercury man emblems and spot light formed "Dagmar" custom bumperettes in the front. The finish is a bright yellow. Not only is this a "fun" car to look at, the originality and execution of design really stand out. Breathtaking is a fair description.

By way of a better explanation of some of the terms used above, there are distinct and separate categories of what we generally refer to as "customs." There are hot rods, rat rods, customs, lead sleds, and low riders. Even though these are distinct categories of vehicles, there are some similarities between these cars as well. The 1920s and 1930s were also periods of custom coach work, but these were one-off or very limited production bodies that were placed on expensive automakers' car chassis. Harley Earl, General Motors' chief designer during the 1950s started his

automotive design career as such a designer. Following the end of World War II in August 1945, many young GIs were released from military service and returned home with money in their pockets and a desire to own their own car. Civilian cars and trucks were not built from January 1942 until 1946 models were produced after the end of the war. And for most GIs, new cars were too expensive. But as new cars were bought by the more affluent, their old cars became available. And there were always old Ford models from the 1920s and 1930s as well as other marques. One could buy a ten to twenty year old car for \$25-\$50. Many of these returning young men had learned mechanical skills in the service and were eager to modify these old jalopies to go faster and to look unique. Thus the Hot Rod and Custom was born.

Hotrodders were more interested in speed than looks, while the custom car folks were attracted to altering the body and lowering the car to make it look more modern, streamlined, and sleeker. Hotrodding a car usually meant removing extraneous parts to lighten the car and make it go faster. Southern California was one of the main areas of such modifications. Why? Good weather year-round meant you could remove the top and fenders (or shorten the fenders) to make the car look different and be lighter. Sometimes part of the hood was also removed. Motors were "hopped up" by adding speed equipment, usually homemade, such as shaved heads (increased compression), multiple carburetors on a homemade intake manifold, creating headers to ease back pressure, regrinding cam shafts to raise valve lift and overlap allowing more fuel into the motor. Many of the aircraft plants were also in SoCal, so aluminum was widely used in aircraft construction and was

adopted for use in hot rod construction. Custom car building consisted of removing extraneous parts and leading in the holes left by removing chrome strips, hood latch (nosing) and trunk handles (decking), and door handles (shaving). Of course once you removed the triggering device for the hood, trunk lid and doors, another means of access had to be devised. On the more sophisticated customs, electric solenoids with concealed buttons were used to access the door, hood, or trunk. Others simply ran a wire from the pull and concealed the wire under the grill or rear end. One older custom had been shaved so access was simple—you displayed the car with the windows rolled down and reached inside to open the door. Head lights and tail lights were often molded in or “Frenched” in, meaning the chrome rings covering the light adjustment screws were removed and a new metal piece was welded to the fender and led in to remove any line around the light fixture. Parts from other cars were often modified

and added to customized cars, including changing the grill, parking and tail lights. Early to mid-50s DeSoto and Buick grills were popular for use in customs. Lincoln tail lights off 1949 models as well as 1954 Mercury tail lights were popular modifications to the 1949-1951 Mercury line.

As customizing became more sophisticated in the early 1950s and movie stars wanted more unique rides, customizers such as the Barris Brothers, Sam and George, became very busy. The customizing included lowering the car’s top by “chopping” or removing a portion of the top and the supporting pillars. This also required custom making the frames for the front windshield and the back window and creating special glass for same. In order to lower and reduce the car’s height, the most difficult part of customizing was developed, called “sectioning,” where a horizontal section of the body was cut out and removed thus lowering the overall body. This also required lowering the car’s seats

and altering the interior. “Channeling” was another way to lower the car, which meant removing the body from the chassis and dropping the car body over the chassis, such as a 1950 Hudson Hornet. More modern customs have altered the outline of the doors, altered the door hinge attachments from the “B-pillar” to the A-pillar thus making the doors into suicide doors, or gull wing doors, or even swing-up doors. But this was all to come later.

There are still a number of cars on display that we can more fully describe next month.

These include three more 1948-1951 Mercurys, Chevrolets from 1938, 1941, and 1952, a 1940 Mercury, and more. This is a show that has something for everyone in your family. And the museum still has the East German Brabant and the NSU Wankel Spyder. Hope to see you here in Balboa Park.



1951 Ford “Shoebox” custom coupe—4 inch sectioned body, nosed and decked with custom tuck and roll interior. A similar car took top honors at the Oakland Roadster Show in early 1950s.

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2014

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(tbd via poll)

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DE Test & Tune November 14 Central Coast Region

The points races at this Club Race will earn points towards the
West Coast PCA Championship Series as well as the PCA National Championship.



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<http://register.pca.org> opens Monday Sept. 29



Coronado Festival of Speed

*Text by Katie Kinninger
Photos and Captions by Rich
Fatuzzo*

The 17th Annual Coronado Festival of Speed was held at Naval Air Station North Island in Coronado, CA, September 20–21st, 2014.

The event activities are produced by San Diego Fleet Week Foundation, and the race activities are organized by the Historic Motor Sports Association (HMSA). The event is hosted by the Naval Base Coronado and the Morale, Welfare and Recreation (MWR) program which benefits military personnel and their families.

The weekend included tours of the Navy aircraft carrier USS Nimitz, destroyer USS Pinckney, and amphibious transport dock USS Somerset, a Military Asset Static display, and a drop-in by the U.S. Navy's Leap-Frog Parachute Team. The USO Singing Troupe visited the event all weekend.

The "Race at the Base" featured over 250 vintage racecars chosen to compete based on their historic significance and certified authenticity. The featured marque this year was Ford and the 50th Anniversary of the Mustang, with Trans-AM Champion George Follmer as the honorary Grand Marshall. The historic cars race on the 1.7-mile course constructed in the week prior on the runways and taxiways of the military base.

Additionally, there was a car show, pit crew challenge, BMW test drives and the many Car Club Corrals. New to the event this year was exhibition racing by Robby Gordon's Super Trucks and Sportbike Freestyle by Red Bull's Aaron Colton.

Porsche of San Diego and owner Joe Allis sponsored our PCASDR Hospitality tent. For a second year, their generous support allowed PCASDR to create a wonderful respite from the sun and noise of the event for all Porsche enthusiasts and those parking in the Porsche corral. This year, Samantha Razoky, Marketing Specialist, and Crystal Ortiz, Parts Specialist, from Porsche of San Diego were with us to sell Porsche items, and they brought for display a 2014 Porsche Panamera Turbo Executive, in Amethyst with Marsala interior.

Maybe it was the beautiful Porsche merchandise for sale in the tent or the cold sorbet served each day, but the Porsche Hospitality tent was the place to be. Can you say "Tent Envy?" Over the two-day event, close to 350 Porsches parked in the corral parking. The Porsches were parked in a herringbone pattern, allowing the many spectators to amble and mingle between the cars while admiring all the different models. The event continues to grow in popularity among Porsche enthusiasts in San Diego and Zone 8. This year PCA club members came from as far as New Mexico for

the event.

As well as the support from Porsche of San Diego, there were many hard working volunteers to be recognized for their help with the success of the PCASDR hospitality tent. Co-Chairs Katie Kinninger and John Bell, Jacki & Phil Corwin, Bruce Wing, Bob and Robbie Hallett orchestrated the tent and the herringbone pattern of parked Porsches. Jim Binford, Jim Dunlap, Don Jenkins, Larry Marshall, Jeff Norman, Vassili Kotlov, Leigh Rayner, Sam Del Cioppo, Michael & Scott Greggs Brett & KiKi Tiano, Monique & John Straub, and one mystery volunteer all helped out. We love our volunteers! The wonderful sailors from the USS Ronald Reagan, LS1 Simanski, LS1 Mendoza, LS2 Hepworth, and LSSN Thomas all helped setup on Friday and made sure every car in the car corral received the Car Profile to complete.

In addition to the racing action, this two-day spectacle features many opportunities for racing fans and car aficionados to get up close and personal with the prestigious automobiles. Fans are invited to view and tour the pits of the racecars, meet the owners and drivers and ask questions about the fabulous vintage race cars.

The racecars chosen to compete are classed into nine different race groups divided according to make, age and horsepower.



Mustangs on base, thundering four-wide into Turn 1. Photo by Team Yellow



A Navy Helicopter "proudly flying the American Flag" seemed to spend some extra time hovering over the PCA-SDR Porsche Corral



HMSA- Kati James, Competition Director, has her Timing and Scoring personnel "Set-up" for competition

2014 CORONADO SPEED FESTIVAL

Group 1 • 1952 – 1959 Sports Racing and Production cars

Group 2 • 1966 – 1973 2.5 Liter Trans-Am (small bore)

Group 3 • 1969 – 1980 Sports Racing and Formula Cars

Group 4 • 1965 – 1988 FIA Manufacturer Championship Cars

Group 5 • 1959 – 1966 Production cars – Disc Brake

Group 6 • 1962 – 1966 Productions cars over 2500cc

Group 7 • 1962 – 1972 Sports Racing and Formula Cars under 2000cc

Group 8 • 1972 thru - Historic NASCAR

Group 9 • 1966 – 1972 Historic Trans-AM (big bore)

2014 RESULTS

Group 1 – Frank Arciero – Lotus Eleven

Group 2 – Shelly Zide Alfa Romeo GTV

Group 3 – Mike Follmer – Ralt RT5

Group 4 – Jim Stengel – McLaren M8F

Group 5 – Paul Konkle & Randy Stark - MGB

Group 6 – Craig Wright – Shelby GT 350

Group 7 – Si Robin – Lotus 23

Group 8 – Steve Thomas – Ford T-Bird

Group 9 – Chris Liebenberg – 1970 Boss 302 Mustang

Admiral's Trophy – Jim Rogerson – 1966 Ford Mustang

Briggs Cunningham Award – Ranson Webster

President's Award – Beth Phillion – 2000 Dodge Intrepid

Rookie Award – Michel Stern – Datsun 710



USO Singing Troupe in front of Jimmy Wu's red 1994 C2 Turbo 3.5 with Porsche of San Diego plates. Photo by Katie Kinninger



Coronado neighbors, Don Auten (PCA-SDR Board member) with Rocky Gallo (FOC-SD Board member). Who says, "Porsche owners and Ferrari owners can't get along?"



Don and Karen Anderson with their 1964 Bobsy-Porsche SR3, Car #65 (raced in Group 7)



Ranson Webster, Reno NV, another Group 4 racer in a Guards Red 1973 911 RSR



Hospitality tent with brand new feather flags. Photo by Rhonda Martin



David Leyvas, Chandler, AZ on the grid with his white, 1974 Porsche 911 RSR, ready to race in Group 4



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Apr 4/6 Zone 8-Auto Club Speedway

May 10/11 Golden Gate Region-Buttonwillow Raceway Park

Sep 6/7 Golden Gate Region-Thunderhill Raceway Park

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Sep 27/28 San Diego Region-Willow Springs Raceway

Nov 15/16 San Diego Region-Buttonwillow Raceway Park



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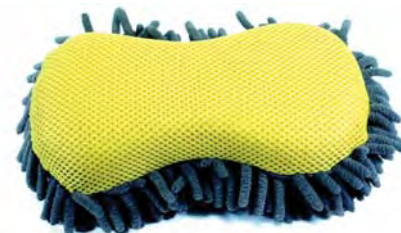
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Rady Children's Hospital Toy Drive

Text By Martha McGowan

This is the 11th year that PCA-SDR has been collecting toys to donate to Rady Children's Hospital. Members are urged to purchase new toys suitable for hospitalized children. The unwrapped toys can be taken to any club event from Nov 1 thru Dec 14 or they can be dropped off at Hoehn Porsche in Carlsbad, TC's Garage in Vista or Porsche of San Diego.

There will be a breakfast at Mimi's Café in Mission Valley (5180 Mission Center Road) on Sunday Dec 14 from 9AM-11AM. This is a family event so bring the kids. After breakfast, we will assemble a caravan of Porsches to the hospital where we will deliver the toys.

Here is a list of suitable donations that was sent by the hospital:

Top 10 toy list :

1. Musical toys/infant and toddler toys
2. Barbies/Dolls (kid friendly, no glass or porcelain)
3. Art Kits (Crayola is preferred)
4. \$10 Gift Cards – iTunes, movie theater, Target, Best Buy, Starbucks
5. Board/card games (UNO, Headbanz, and Don't Break the Ice are very popular)
6. Medical Play Kits
7. Action Figures (no guns, knives, swords, or bow and arrows)
8. New Release movies (kid appropriate) and video games for Wii, PS 3 and Xbox 360 (video games need to be "e" or "t")
9. Cars (i.e. matchbox)
10. Legos (all ages)

Special Need Populations Wishlists

NICU Developmental Equipment:

- Crib music and visual stimulation attachments (e.g. crib aquariums)
- Crib mobiles with music
- Crib mirrors
- Books for parents to read to their babies (English and Spanish), such as Good Night Moon, board books, etc.

Downs Syndrome Center:

- Infant toys such as rattles
- Sensory toys that light up (not loud)
- Blankets
- "Little Tykes" walker (they really like this particular walker because the wheels don't slip and it folds flat and can be used as a toy for toddlers sitting on the floor).

Here are the hospital rules for the donations:

- Only accept NEW toys in their original packaging.
- Plush has to be NEW and tags need to be attached – NO ODOR.
- No guns, religious articles, or violent-themed games.
- Due to infection control, only NEW items can be accepted.
- Patients' safety and health is the number one priority at Rady Children's Hospital.

Thank you SDR members for once again supporting the PCA-SDR Toy Drive.

If you have any questions, please contact Charity Chairs Martha McGowan and Lori Chesley at charity@pcasdr.org or Martha McGowan at (619-938-2697).





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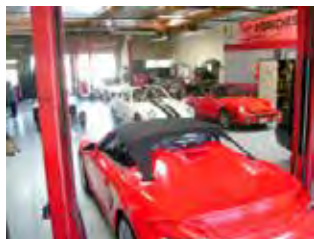


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Return to Big Willow

Text and Photos By Greg Phillips

After spending the summer on a subsistence diet of autocrosses, it was good to get back to the big tracks, and specifically Big Willow at the end of September. Although fall had just arrived, we were blessed with a break in the long hot summer weather and had cool 70-80 degree temperatures for the entire weekend. But just to remind us we were at Willow Springs, we did have steady winds on both days.

Not only was this the start of the second half of the time trial season, it was also the return of PCA Club Racing to Willow Springs after a 13-year absence. To help out with the racing, I had recruited several volunteers, including my wife Pat, who was helping with timing. So the caravan to the track included Steve trailering my car, my Expedition, the Duncan's trailer, and Ralph Linares in his Boxster. Mark Rondeau had met us at the rendezvous point but had to make an unexpected stop for the event shirts and ended up coming later. Shortly after getting on the freeway from the meeting point, I caught up to an enclosed trailer with a Porsche crest on the back. Since I could see my car on Steve's trailer further ahead, I thought it was the Duncan's trailer and stayed back in the sweep position. It was not until many miles later that I found out I was following Bill Dawson's trailer, and the rest of the caravan was a mile ahead. But I was able to catch up with them at the lunch stop and the rest of the drive was uneventful.

At the track we were able to get the trailer and car unloaded and the garage set up for the weekend. Shortly after arrival, the club race steward Bryan Henderson and timing official Deni Knight arrived from LAX, but the scrutineer Walt Fricke was delayed out of Denver due to the fire at Chicago's O'Hare International Airport.

Luckily we were able to use Mike Avitt to stand-in and help with scrutineering until Walt arrived that evening.

Cathy Young had also arrived and we were able to start the club race registration at the track. The good news was it did not take too long; the bad news was that the reason it did not take very long was the turnout of racers was lower than expected. Due to scheduling quirks, this was the third PCA Club Race in the west in 3 weeks, following Thunderhill in early September and Miller Motorsports the previous weekend in Utah. Although some of the racers had made the trek from Utah to Willow, it did have an impact on attendance.

But on the TT side, it was very busy as drivers kept rolling in to the track through the afternoon. Steve was able to do some tech at the track and then headed to the Hampton Inn for more tech and registration with Robert Baizer. After finishing the race registration, Pat and I headed back to the hotel to check in before dinner at the local Italian restaurant. After a nice meal, excellent wine (thanks to Robert) and company, it was time to head back to the Inn and turn in for the night.

Saturday was an early start to get to the track for tech and finish registration, then start the drivers meetings before the club racers headed out for the first session. Sohaib Kureshi was setting the pace in his new GT2 class GT3 Cup car and being chased by a group of GT3 drivers consisting of Ron Palmer, Roland Schmidt, Frank Powell, Peter Czajkowski, George Taylor and Jerry Hoffman.

Steve was out first in the TT Red run group on Nitto practice tires. Jad Duncan (CC12) was quickest at 1:32.75 for the session, and since he was also on older tires he was quite happy with his car after having the motor freshened during the summer hiatus. He was

followed by Jack Miller (X), Michael Brown (CC15) and Paul Kramer (X), who were close behind in the 1:33's. In CC09, Steve and Mark Rondeau were neck and neck, with Mark holding a slight lead at 1:37.16 to 1:37.38.

I was up next in Orange along with my student Rick Levenson. After a couple of yellow flag laps we started picking up the pace and ended up with a best lap of 1:40.63. Jim Duncan (CC13) led the group at 1:36.66, and Todd Harris (CC11) was next at 1:40.38. After the checkered flag it was back to the pits and time for Rick's session.

Rick did well in his SS06 car after the yellow flag laps and ended up second in the group at 1:42.64. Steve Town (CC12) led the group with a very quick 1:35.77. Behind Rick were B Rochelle (SS03) at 1:47.38, Aspasia Zouras (CC06) at 1:48.34, and Cathy Young (CC06) at 1:50.91. Rick's line was very good and he was handling traffic well as he moved through the session.

The racers were out next, and unfortunately the field got a little smaller as a GT2 car spun in front of Jerry Hoffman. The spin was a minor issue, but as Jerry tried to get around the spinning car it ended up hitting and breaking his rear axle. This put Jerry out and the contact resulted in a 13/13 violation for the spinning driver, so he was out for the event. The good news was that David Quesnel got Jerry's car running again, after he initially thought his transmission was damaged and it would end his weekend.

Red run group was up next, and Steve and Mark were both picking up the pace in the cooler temperatures, with Steve leading Mark in this session 1:34.87 to 1:35.09, even though Steve came in after 4 laps. Jad Duncan led again and had dropped down under 1:30 with a 1:29.84. Jack and Michael were next, and Chris MacDuff (CC11) had picked up the pace and was next at 1:33.24.

My Orange session was next with Rick along for the ride. I improved slightly to 1:39.77 but Jim Duncan was still leading at 1:35.93, with Todd Harris at 1:37.80, Ted Hoiberg (CC08) at 1:39.77, and Dennis Power (CC10) just behind me at 1:40.11. We switched cars and it was time for Rick's second session. We were a little late getting out but Rick continued to do well. He did have a moment as he tried to stay ahead of Steve Town and got a little loose. A lesson learned, as Steve was going quickly with a best lap of 1:34.88, and Bill Wong (CC10) was next at 1:44.61.

While the racers were out for qualifying, Steve was putting on another set of used tires to try and use them up in practice. It did not turn out well. The first few laps were slow and he was expecting the grip to improve as the tires warmed up, but to no avail. With Cathy Young along as passenger, he tried to turn in for turn 9 but there was no grip and he drove it straight off. All was well until he got to the hay berms the track put in and he had to turn it sideways, bringing on the dirt. He came in and checked the car and then went out to try and get the dust out with another couple of laps. We were not the only dirty car on Saturday as several drivers found the limits of adhesion and ended up in the dirt, including Don Middleton and Russell Shon.

After he brought it back to the garage, the first step was to use the air hose to blow out as much Willow dirt as possible. Next it was up on jack stands for a good look at everything. As he was looking he noted a few drops of brake fluid at the right rear, and on further inspection found that the metal brake line had been pinched off at the caliper. After removal, Pat and I headed into Rosamond to the auto parts store to try and find a replacement and also get some lunch at Subway. Initially they did not find a comparable line, but after going back and looking further we found a long and short line with the proper fittings and

headed back to the track. After replacing the line it looked like we were ready to go again.

The racers were out first after lunch for practice starts, following Angela Avitt and Mike Mulligan in the 991 pace car. After the practice starts they had a fun race and it was soon time for Steve to try the 911, as he headed out with the Red run group. He took a couple of shakedown laps and then brought it back to the garage to inspect, only to find the new line was pinched just like the old line!

After further investigation, it turned out that the rear Boxster brakes that Steve had installed over the summer had a different location of the brake line than the stock SC calipers, causing the line to be pinched by the oil line and brackets above it. Luckily we had the second extra line and Steve was able to replace it again, and with a hammer and hacksaw, give the brake line enough clearance. I ended up missing a couple of sessions but we were now running again, although back on the original Nittos.

While I was helping with the 911, Mark was kind enough to take my student Rick out in Orange for a check-out ride, and he was now running solo in Orange and doing well. While I was in the pits, Orange run group was still led by Jim Duncan, followed by Todd Harris and Steve Town. Ralph Linares (CC07) was picking up the pace and was down to 1:40.39, with Rick improving to 1:41.52.

While Steve was out in the 5th Red session, I was helping to get the first Sprint race started. With the pace car ready, the grid was handled by Ted Myrus, and Ted Jr. and I headed up to the Budweiser Balcony to take pictures of the race.

At the green flag it was Sohaib Kureshi (GT2) leading and being chased by a pack of GT3 racers led by Ron Palmer, with Frank Powell getting a jump on

Roland Schmidt. Further back was a pack (flock) of SP1 944's with Tim Meyer being chased by Charles Sharp, Randy Bergum, and Jack Mohn. Sohaib continue to lead and turned a best lap of 1:29.46 before he came in on lap 7 and turned the race over to the GT3 racers.

Ron continued to lead as Roland was able to pass Frank, who was being chased by David Quesnel (GT3) and Peter Czajkowski (GT3). At the checkered flag they were the top 5 in that order. Next was Paul Young in his GT5 911SC and Phil Blackstone (H) in his RS America. George Taylor rounded out the top ten in his GT3 911, and then came Doug Boccignone's Spec Boxster ahead of Robert Murillo's Spec 911.

After the race it was my turn to run again in Orange. The brakes were fine, and except for the dust everywhere the car felt good. Todd Harris was leading at 1:36.37 and Chris MacDuff next at 1:38.67. I was at 1:40.32, with my ex-student now right behind at 1:40.44, and Dennis Power (CC10) at 1:40.58. In my last session with slightly cooler weather I was finally down to 1:38.64 for my best lap of the day.

After the track was cold, Steve was checking the car again and I was working with the PCA club race personnel in anticipation of another busy day on Sunday. Although a large group was going to the Black Angus for dinner, since it was Pat's birthday I decided to have a quiet meal at Julianni's to celebrate. The food was again excellent, and a special treat was the Stella Cidre that they had on tap, a surprisingly nice cider from Europe. After dinner it was back to the Inn to download photos and videos and then turn in for Sunday.

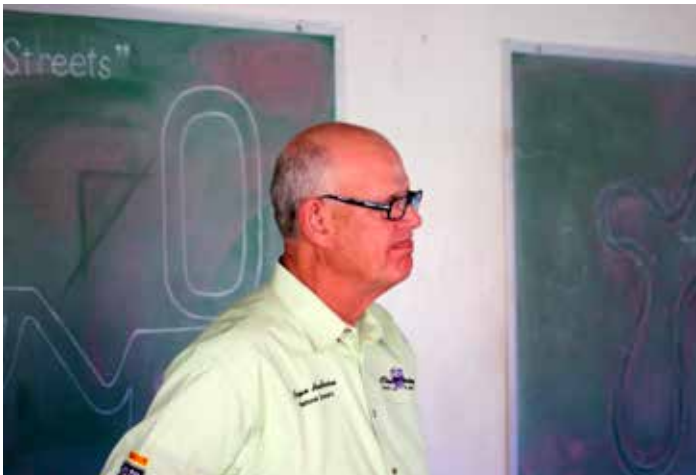
Sunday was a slightly later start as no tech was needed, and Pat was able to sleep in since the racers started later. The wind was still blowing but was



Ted Myrus working the grid



Roland Schmidt, Ron Palmer, and Frank Powell on the podium



PCA Club Race chair, Bryan Henderson



Mark Rondeau is ready to roll



A beautiful day to race



Steve Grosekemper in the garage

lighter than Saturday, and the cool weather was still a blessing. Steve was driving Dan Carusillo's car to check his suspension, so I went out with Red in my car. It was a faster pack in red but I was able to drop down to 1:38.13, while Steve turned a 1:36.33 in Dan's car. Mark ran a 1:35.49, but Michael Brown led the session with a 1:31.11, ahead of Jack Miller and Jad Duncan.

For the next session, Steve was going out in Orange so I was in Red again. I started out in front and was slowly moved back as the rest of Red chased me down. But with little slow traffic I had several laps at 1:38 with a best of 1:38.03. Mike Avitt (CC14) had picked up the pace and was behind Michael Brown, followed by Paul Kramer and Mark and Dave El-sner (CC15). Steve was out in Orange, with Jack Miller leading at 1:33.01 and Steve at 1:36.45, and Jim Duncan next at 1:38.18. Rick had been having so much fun in his C4S cab that his tires were wearing rapidly, and his day was done early since he still needed to drive home on those tires.

After the racers practice session we had our final morning session. New tires were starting to appear and one of the first to put on stickers was Mark Rondeau, dropping his best to 1:32.43! Jad was leading on his practice tires at 1:31.05 but his stickers

were ready to put on over lunch. Steve's best was 1:36.31 on the Nittos. In Orange it was Ralph with new tires, and he dropped to 1:38.21 to lead the session, with Dennis Power next at 1:38.51, Mike Rozenblatt (CC14) at 1:38.62, and then me at 1:39.37.

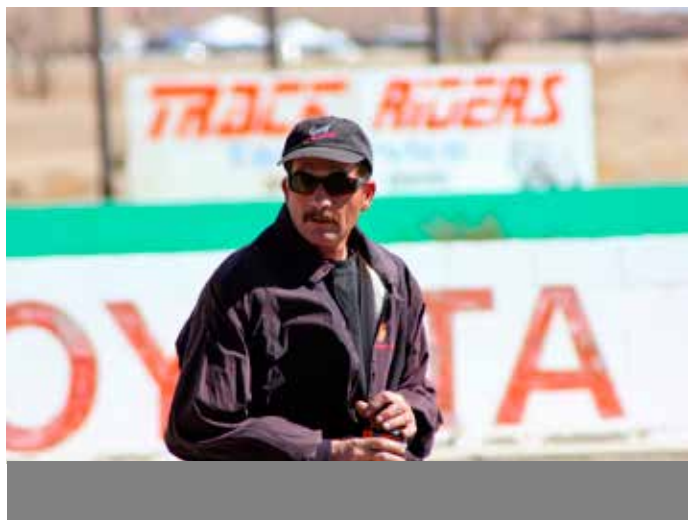
Next up was the second sprint race. Angela led them to the green in her 991 pace car and Sohaib Kureshi led from the start. Behind him was a good dice, as this time Roland Schmidt was able to follow Ron Palmer through and he was being chased by David Quesnel, Peter Czajkowski and Paul Young. Next was a steady dice with Tim Meyer and Charles Sharp in SP1. They never got away from each other and raced hard to the end. Tim ended up taking the class win but Charles had the best lap 1:37.84 to 1:38.06.

Sohaib finished this race to take the checkered and GT2 with a best lap of 1:28.32. In GT3 it was a similar story as Ron Palmer took the class win ahead of Roland Schmidt, but Roland had the faster lap 1:29.49 to 1:29.90. Paul Young won GT5 and was 6th overall ahead of the SP1 racers. Rounding out the top ten were Philip Blackstone (H) in 9th and Doug Boccignone in SPB in 10th just ahead of Kelion Kasle (SPB).

Over lunch, it was time for us to put on our tires for timed runs. We did

not have stickers in the necessary sizes and were running a slightly used set of softer tires. We decided to send Steve out first in Orange in case we needed to make a suspension adjustment. He did a couple of laps and felt the balance and grip was good and no adjustments were needed. I was out in Red and also turned just a couple of laps to get a feel for the grip but not overheat the tires before timed runs.

Timed runs would have a few surprises, as several of the club racers were also running timed laps for the time trial series. Ron Palmer (CC14) was at the front of the line when they waved Jad Duncan forward. It turned out to be an omen as Jad had his best lap of the weekend on new tires at 1:27.81. Ron's old tires were showing their age and he ended up 2nd at 1:31.32, with Michael Brown (CC15) 3rd at 1:31.85. Mark Rondeau had a great lap going on his new tires until his engine stuttered from low gas in turn 8 and he ended up with a 1:32.86. Steve was in the next run group and knew he would need a great lap to beat Mark. He was only able to turn a good lap of 1:34.16 for 7th and Mark was in 4th. Mike Van Zandt (CC16) turned his best lap for 5th at 1:33.05 to beat Jim Duncan (CC13) at 1:33.91. Rounding out the top ten were Don Middleton (CC10) at 1:34.71, Dave El-sner (CC15) at 1:35.32 and Paul Young



Roland Schmidt leads a pack of racers up to the Omega

(CC06) at 1:35.57.

OK, you have guessed I did not make the top ten. I did have a "good" clean lap but missed getting down to 1:37 and ended up in 13th at 1:38.08. In 944 Spec it was Charles Sharp beating wife Debby. In CC05, William Ripka's 911SC (1:45.35) beat Michel Cristin's Cayman (1:50.06). In CC07 it was Ralph Linares's Boxster at 1:39.69 beating Jasmine Tripodi's Cayman at 1:52.77. In CC08L Kim Lefebvre turned a 1:44.55 in her Cayman S.


In CC10, Don Middleton finished ahead of Dennis Power's Boxster S at 1:38.24, nipping Marcus Kramer's Cayman S at 1:38.30. In CC11 it was Chris MacDuff's Boxster S at 1:35.60 beating Dan Carusillo's 911 at 1:35.90, and Joe Thomason's 997S at 1:40.94. In X cars, it was left to Russell Shon's Lotus Exige S to carry the flag as both Jack Miller's Elise and Robert Baizer's

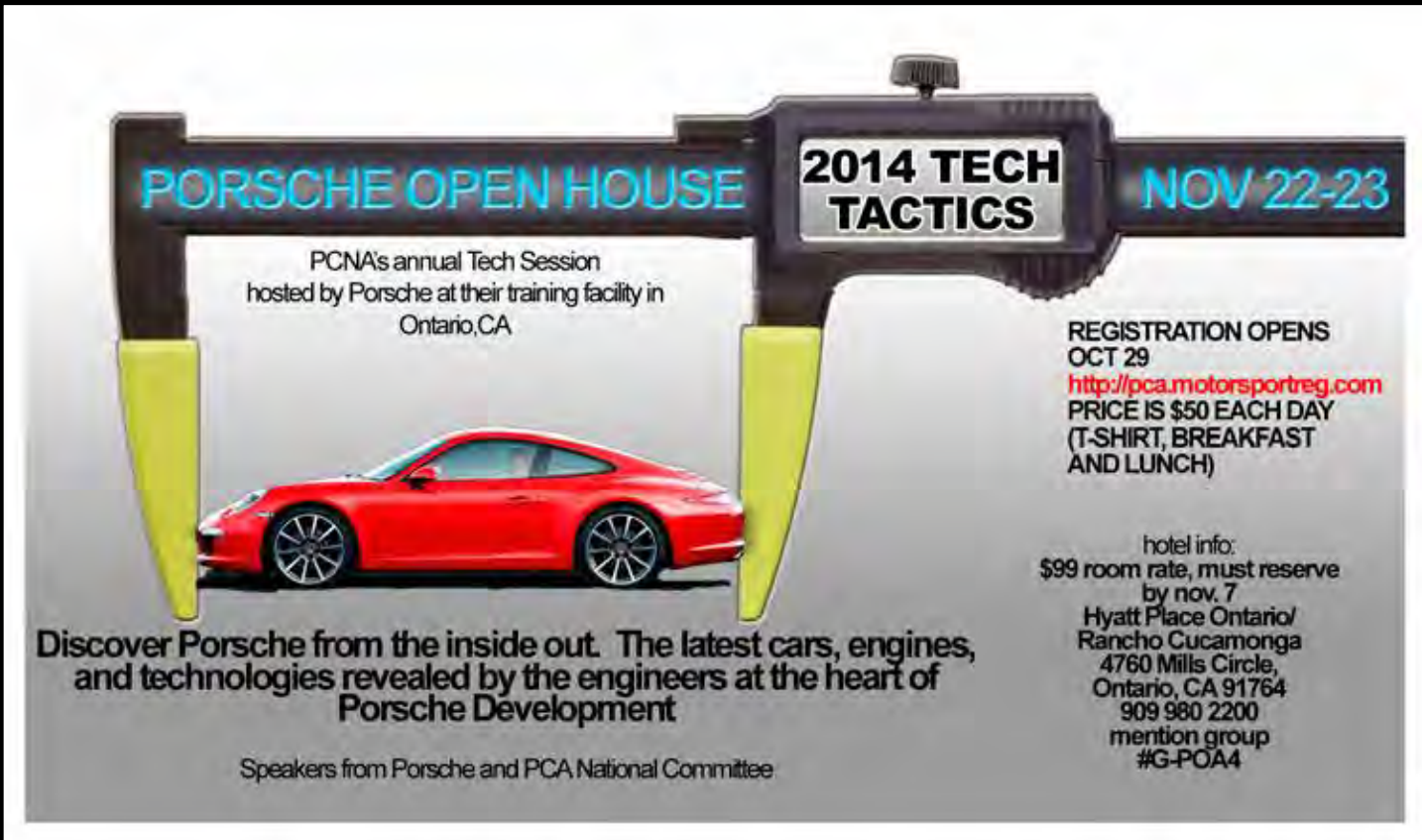
Exige S Cup had mechanical problems and did not make the timed runs.

After the time trial it was time for the final sprint race. It turned out to be a race of attrition. At the green flag it was Ron Palmer (GT3) leading Peter Cjaskowski (GT3), George Taylor (GT3), and Paul Young (GT5). Peter was pushing hard and I was watching the race from the pits next to his family when the cheering stopped as he had to retire after 4 laps. Ron retired after 9 laps and by then Paul Young had passed George Taylor and moved into the lead. He was able to hold on and was followed by Kelion Kasle (SPB) and then Tim Meyer (SP1) on the final podium position. George ended up 4th followed by the 944 brigade of Charles Sharp, Jack Mohn and Randy Bergum at the checkered flag.

After the race it was time to break everything down and get all the club

race equipment boxed up for shipping to the next western race in Hallet, Oklahoma. David Quesnel took one of the boxes and the rest went into my Expedition for the trip back to San Diego. Thanks to Roland Schmidt and Seko Logistics for their help in handling the shipping on Monday.

We now have the final two track events, a DE/time trial at Chuckwalla in October and then a PCA Club Race and time trial at Buttonwillow Raceway Park on November 15-16 to close out the season. Start planning now—they will both be great events! 



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OFFER EXPIRES 11/1/2010

Miss Scarlett in Europe

Text and Photos by John Noerenberg

In September, Porsche tried something new and I was lucky enough to be part of it. Porsche has been providing factory delivery of new Porsches since 1954, when eager new owners called the factory on their own to arrange pickup. About 25 years ago, Porsche began an official Factory Delivery program for new owners. Independently, the Porsche Travel Club arranges driving tours all over the world for people who want the thrill of driving a Porsche in interesting and challenging places. Now, for the first time, Porsche was bringing together a group of new owners and sending them out on a driving tour with their brand new cars. This could either be wonderful or a disaster.

It was wonderful.

It was a week-long adventure that none of us who experienced it will ever forget. It began on September 10th, when 16 Americans from across the country descended on Stuttgart, Germany. There were three couples from Utah, one each from Portland, Oregon, Rockford Illinois, and Grand Rapids, Michigan; a father and son from North Carolina; and my son-in-law, Greg, and I from San Diego. Porsche Travel Club staff met us at the airport, collected our baggage and drove us to the Steigenberger Graf Zeppelin, where we stayed the next two nights.

Somewhat jet-lagged, we all met each other and the Porsche staff for champagne and dinner that evening in the Zeppelin Stübli restaurant. We talked about the cars we were eager to see: 3 Macans, 2 911S Coupes (Miss Scarlett was one of these), a 911S Targa, a 911 4S Cabriolet, and a Turbo 4S Cab. We

met our guides, Daniel and Grigor, who would lead us on the tour, as well as Jamie, from Porsche US and in charge of U.S. European Delivery program, and Amelie, the tour coordinator from Porsche Travel Club who arranged our itinerary for the next week.

September 11th started early with breakfast in the hotel, then we all trooped onto the bus that would take us out to 1 Porscheplatz, Zuffenhausen, to our first sight of our new cars. Besides getting behind the wheel for the first time, we also would be taken on a factory tour, treated to lunch in the customer dining room at Porsche Automobile Holdings SE, and a tour of the Porsche Museum.

The factory tour was fascinating. Before leaving the reception area, Porsche staff politely but firmly “invited” us to store all cameras—including cell phones—in the reception area, as photographs in the factory were strictly prohibited.

All 911s, including the GT3s, share the same assembly line, as well as a few Boxsters and Caymans. We saw the marriage of body and chassis, as well as the engine assembly facility. Our tour guide pointed to the building where 918s are built, but we got no closer than a few hundred yards to it.

The tour ended with us sitting down to a gourmet lunch in the customer dining room, which overlooks the factory grounds and has a wonderful view of the museum.

After lunch we took a guided tour of the Porsche Museum. The architecture of the museum is striking and elegant, and a fitting home for the history of Porsche. From one balcony you can see a long line of

Porsche’s competition cars. It’s an extraordinary view of Porsche’s racing heritage.

After the tour we dodged a few raindrops (a prelude to the only day of rain we would see the whole week) as we returned to the reception hall. Finally, it was time to meet our new cars. We were led one by one into the hall where they awaited us. As we walked into the hall, we passed two glassed-in bays, each of which was occupied by a new 918 waiting for their new owners. We all badly wanted to get a look at the 918s, but they were draped, ready to be unveiled like a work of art. They were only a momentary distraction.

Greg and I rounded the corner with our delivery specialist Josip, and there she was: Miss Scarlett.

Josip let us gawk and take pictures. Then he walked us through all the features of the 991. All the cars were beautiful, but there was no doubt that Miss Scarlett was the belle of the ball. After everyone had their interview, we were going to form up in a loose caravan back to the hotel. But as a precaution, Josip walked us through entering the address of the Steigenberger Graf Zeppelin in the GPS. He also entered the address on the factory grounds where we would be returning the car in two weeks. And so we left the factory to return to the hotel in Stuttgart’s rush hour traffic.

Everyone arrived back at the hotel, more or less together, where parking spots had been reserved for us. Fortunately the rain held off and we were able to walk down Koenigsstraße to the Schlossplatz to have dinner at The Cube.

We walked back to the hotel after dinner, our anticipation rising for



View of the Porsche Museum for Porsche AG

the first day of driving the next day.

We were up early the next morning. Our first destination was 200+ km away, Schlossanger Alp in Pfronten for lunch, on our way to the 19th century Schloß Neuschwanstein (the castle that inspired Disney's design of the Fantasyland castle). At our drivers' meeting we divided into two groups (Miss Scarlett was in the fast group, of course), and headed out of the city. As soon as we reached the outskirts, the sky, which had been threatening all morning, opened up. But we're driving Porsches! A little bit of rain isn't going to slow us down! Greg and I were driving in 2nd position this morning. As we're racing down the Autobahn, I figured as long as I could keep the rooster tail of the 4S Cab in view, I was doing ok. About 180 klicks later, the rain finally let up as we left the A7 to climb up into the hills to

Pfronten. When we arrived at Schlossanger Alp, the sky was still grey, but this was the last rain we would see during the day the rest of the tour.

After a delightful lunch, we took off in our two groups for Schloß Neuschwanstein, which was only a short distance away. The castle, built by Mad King Ludwig II in the 19th century, is perched on a cliff overlooking a valley that was part of Ludwig's domain.

It is opulent, over the top, and it wasn't ever quite finished. Ludwig really was mad. As the cost of building the castle mounted alarmingly, and the king fell deeply into debt, his cabinet removed him from his throne and he died suspiciously not longer after, in a boating accident while supposedly fishing.

After our guided tour of the castle, we headed for the Traumhotel ...liebe Rot-Flüh, across the border in Haldensee, Austria. The Hotel Rot-Flüh is a delightful spa hotel set in the village of Haldensee. The Hotel has a wellness area—a series of hot tubs and pools filled with effervescent mineral water—as well as a large spa. I'm not entirely sure I understand what this is all about, but I'm willing to go back to figure it out. When we arrived, our support driver, Janik, had already checked us into the hotel and we found our luggage waiting for us in our rooms when we arrived. This is a pattern that continued throughout the week. We were treated royally.

It showered overnight and there was fog drifting through the hills above Haldensee in the morning. The weather cleared shortly after leaving. By the time we reached our lunch

stop at Mein Dörfel on the shore of the Reschensee, the sky was a sparkling blue.

Our guide Daniel had plotted a winding course climbing into the mountains over the Reschenpass, into the Italian Tyrol and our next stop at the Spa Hotel Aronse. It was a gorgeous drive that culminated in a twisty climb from the village of Lana to the hotel. My room overlooked the hotel's entrance, and I watched the second group arrive. While I was unpacking my suitcase, I heard the distinctive growl of another sports car coming up the road. As it approached, I stepped out onto the balcony to see a 918 pulling into the hotel! One of the 918s that we'd seen draped in the delivery hall in Stuttgart had chased us to Italy. Simultaneously, a crowd of excited new Porsche owners crowded around this magnificent machine, examining every inch!

We learned that the 918's owner, who

took delivery the day after us, was interested in touring Europe in his new car and had asked the Porsche staff for recommendations where to stay. They pointed him in our direction and he caught up to us in Italy (and had already gotten a speeding ticket along the way). Seeing a new 918 up close was something we never could have anticipated. Sadly, the owner left us the next day. But it was cool while it lasted. What a beautiful car! Even Miss Scarlett had to blush a little.

After yet another magnificent dinner, I made it an early night. The next day would be the most challenging drive of the week. We were climbing to Passo della Stelvio, a 3000m pass high above Meran.

Our group led off heading for the mountain. On the way we passed through a small village and stopped to take some pictures. But then it was onto the mountain. Forty hairpin turns later, we were at the summit,

feeling pretty good about ourselves.

When we arrived at the top, we were in for another surprise. We rounded the last turn and saw a huge crowd of people wandering through the village. What were all these people doing here? It turned out that coming up the other side of the mountain was a bicycle race. It looked like a scene out of the Tour de France. I grabbed my camera to get some pictures and managed to catch the 2nd group just as they came over the summit through the crowd.

Fortunately, the race was just about over when we arrived, because we were headed down the way they had come up—60 more hairpin turns!

At one point we came to a 1-way tunnel just as another group was coming up the hill. Normally, the vehicles going downhill have the right-of-way. But for some reason we were at an impasse and neither group was giving



Porsche's racing tradition (Porsche Museum)



Porsches at Passo Stelvio

way. Finally we gave in and backed up the hill far enough to let the other group pass. As I watched the SUV leading the group coming uphill, I realized why we decided to let them through. The driver of the SUV had her wheel in a death grip. The look on her face said loud and clear that reverse was not an option. There was enough terror for her just going forward. Slowly. Very, very slowly.

It was a challenging drive. The Turbo 4S Cab was pushing me pretty hard. When we took a break shortly after the incident with the terror-stricken SUV, I decided the decent thing to do was to yield and I dropped back to last position.

We got down the mountain in good order, and made it to our lunch stop in plenty of time. The drive back to the hotel after lunch was easy. That evening, we headed into the city of Meran for dinner at a family owned,

1-star Michelin restaurant, Ristorante Sissi. It was divine. Our tour was more than half over. The next day we'd be heading back toward Austria.

It was Greg's turn to drive on the morning of the fifth day. We were back in first position and he was determined to hang on Daniel's bumper.

For the last section in Italy, Daniel took us down a 1-lane controlled-access road. What that meant for this road is that on odd hours the traffic flows north and even hours the traffic flows south. We arrived at the entrance just in time to head north. A few minutes later, we would have been waiting at the entrance an hour for any oncoming traffic.

A few kilometers after that, we crossed the border into Austria. This part of the journey the driving was easy, but the scenery was spectacular.

We stopped for the night in the town of Kitzbühel. We had dinner that evening at Restaurant Rosi. The owner, Rosi, serenaded us with some Austrian folksongs that involved yodeling.

On our last day of driving, we headed for the Porsche Design Studio in Zell Am See outside of Munich. Then it was on the Autobahn and a race to the Sofitel München Bayerpost for our last night as a group. I reached 240kmh before I had to slow down for traffic.

We had dinner together one last time. We toasted Daniel, Grigor, and Janik and thanked them for a journey never to be forgotten.

The next day, most everyone continued on their own personal tour. Greg and I made our way to Paris. Others headed in other directions. Greg returned home to the U.S. from Paris. I wasn't quite done as I was

returning Miss Scarlett to the factory in Stuttgart.

I arrived late in the afternoon on Friday. As I drove down PorscheStraße to where I was to drop off the car. I saw a couple taking delivery of a sharp looking white 4S Cab with a black top. I nodded approvingly, remembering

how I felt just a week before when I first saw Miss Scarlett. Suddenly, I realized, I knew that car! I knew those people. That was Barbara and Scott! They had just returned from Italy. I'd forgotten we were returning our cars on the same day. But even at that, what was the chance we would arrive at the same hour!

I jumped out of my car and we ran into an embrace like family members who had been too long apart. We chatted for a few minutes, but then they had to be off. But that left one last opportunity for Miss Scarlett to say goodbye to one of her new friends.



October Board Meeting

Board Minutes

The October Board of Directors meeting was hosted by Keith and Martha. In attendance were Jim, Keith, Don, Dan, Jerry, Paul, Bev, (Mark – unavailable). The meeting was called to order at 7:02 PM.

Treasurer's Report

Dan - Current account Balances: Checking \$17,125.94; We financed five events last month. The new member party and a second Monarch School dinner were on budget. Time Distance Rally and Coronado Festival of Speed were both under budget. Club Race and TT at WSIR reconciliation is pending Greg's return and the Club Racers' payments/income. Current balances for this event are open for discussion. We have six significant events next month, which are budgeted. Volunteer Party, Instructor meeting, Progressive Dinner, Warrior Tour, Chuckwalla DE/TT and the Mystery weekend. As a gentle reminder, let's stay on budget and continue to have FUN!!! The Club's finances and budget are sound and accounted for.

President's Report

2015 Board Elections – Jim announced new 2015 Board members Karen Raines, Rick Richardson, Javier Varon, and Bruce Wing – Congratulations to all. Planning for Wed, 15 Oct gathering of the 2015 new Board to elect officers. 2015 Chairs Vacancy – also need to fill the following chair positions: Windblown Witness, Goodie Store, Tech sessions, Tours, AX co-chair, Corner Chair, CDIs, AX Pre-Reg, Military Liaison, Logistics and Safety. Think about

good replacements and submit recommendations. Please review and comment on the Volunteer Coordinator Position description. Communications – We need to keep our heads up and recognize conditions in which a club member may be having an issue with SDR policy / decisions so that it may be resolved in a timely manner. It is also desired that our members notify a BOD member if they note a member has a serious issue with club decisions.

Zone 8 Rep

Tom – we've already kicked off planning for next year's Festival of Speed. So far – all good.

Chair Reports

Autocross: Jerry – Last AX was very popular; a flowing track but very hot. Keith – complaints by instructors about corner working late in the day. If you're an instructor with a new student, you need to take your student out and ensure he understand use of the equipment and the task. If you're confident he/she understands the process, you can leave. We need improved run group scheduling. We should not make the students rush from the corner working, to the pregrid and then back to corner working. This needs to be corrected. It is not the way to treat our students.

Tom – the old schedule system makes it easy to allow the students to get from the corner to their car. Now it is more difficult. Address at upcoming Instructor dinner. Keith volunteered the Reinhardt's to temporarily cover AX pre-registration and they graciously accepted.

Auto Museum: Michael – San Diego Automotive Museum will unveil a new exhibit this Friday, 3 October, featuring Kustom Kars/Lead Sleds through the end of December. Low and slow with lots of lead and Kustom paint jobs. Sorry, no Porsches. A reception honoring the owners of the displayed Kustoms will take place Thursday, 16 October at the museum back yard with an Oktoberfest theme with German beer and food featured. Public is invited for a small charge to cover the cost of the food.

CDIs: Jackie – Instructor dinner 8 Oct – we went from not enough instructors attending now to too many. Plan to give out the jackets, awards, decals. We have a lot of input on the agenda for the evening. Jim – This is a key event; the main focus of which is to recognize the instructors for their hard work and have fun. It needs to remain a positive experience. We would like to address issues but we need to keep it positive.

Charity: Monarch School Dinner feedback /Rady Hospital Toy Drive 1 Nov – 14 Dec – Martha and Laurie – Monarch dinner big turn out; 200 people served; the kids actually helped serve. Had huge clothes donations from members at the last AX. Sun 14 Oct caravan to Rady to deliver toys.

Coronado Speedfest – Katie – this year all drinks were catered; worked very well. Next year we'll have the snacks catered also. We had to meter the food because it was consumed so fast. Parking – we got several compliments. Everybody was impressed with the herringbone parking arrangement. Had lots of help from the Navy volunteers. Others volunteered also but late. Next

year we'll improve the advertising. Jim – if you're around P of SD, stop by and thank them for sponsoring the event. Lots of club members and others really turned out. We need to keep the press on this event. Thanks to Katie and John Bell.

Concours: Jim – the Aug Concours proved difficult to obtain judges; we may need to think about re-scheduling it. Bev – Aug is bad due to the vacations and so many competing events.

eMaster: Jim – Bev doing good job keeping our members updated through e-blasts.

Military Liaison: Don – Warrior Tour 18 Oct update: Dates are good with the museum. Very positive response from Lt General Butcher; YMCA working with Balboa security to get 50 cars approved; WARCOM has approved the event; Katina has shirts picked out and graphics selected, cost is \$15–\$17/ shirt – we're ordering 50 shirts; updated budget request to be submitted when we have approx. cost of luncheons (expect about \$2600 in donations. Cost expected @ \$850 (shirts – thanks to Katina) + \$1500 (Buffett – thanks to Victoria) = \$2350. (Balance is \$250.)

SDR has been invited to a car show at Marine Recruiting District downtown San Diego 28 June, 2015; small entry fee but lots to do and a great place for lunch!

Rally: Report – 13 Sep Rally – Paul – Good rally; 12 people; they had a grand time based on all the smiles; Fewer entries than we expected but \$240 under budget. Lots of help from Hoehn Porsche. Thanks to Bev and Tom – they worked all day during the event and several days before preparing for the rally.

Region Rules: Tom – Held the 2015 rules proposed input meeting and review process continuing. Tech Tactics 22-23 Nov in Ontario.

Safety: N/A - Jim - We're safe!

Sponsor Liaison: Jim – Primary sponsors (Porsche dealerships) have been happy and supportive. Also we appreciate TC's Garage and Black Forest sponsorship for events; we still need to work with some of our other advertisers to see if they are willing to help sponsor our events.

Social: Victoria – Report on scheduled events / Volunteer Party 4 Oct – Volunteer party on Sat, 4 Oct – buffet with complementary wine; entertainment is included. Right now cost estimated at \$6300. Need about \$300 more since estimate 60-80 people to attend. 2 new member couples at the last Tuesday social downtown – it's working! Need more sign-ups for the 11 Oct Progressive Dinner so registration was extended – please register. Mystery Weekend is doing great. Paint night – a commissioned Porsche painting with a sunset backdrop. Everybody who attends will take home a painting. Propose that we do more research and conduct a Valentine Day Temecula wine tasting event on 14 Feb – M/S/P. Installation dinner – 10 Jan 2015, Sat – Victoria's still exploring options and locations.

Tech Sessions: Jim – Discount Tire with Michelin Tire 15 Oct cancelled, possible reschedule. Three other sessions are tentatively planned. Would like to get another Tech Session Chair to help Jim.

TT/DE: Need to improve standardization training for our instructors. More discussion to follow.

Club Race – need report from Greg

when he is back from vacation

Tours: Jim – Next tour 30 Nov; Keith – Last tour was very popular in fact one of the drivers asked for the directions.

Vintage Racing: Very successful Coronado event

Web/Forum: Martha – all good!

Witness Editor: Jim – Inputs were generally late to Susan Brown but she still managed to get the magazine out on time. We're going to miss her.

Unfinished Business

Jim – Sent to all BOD members the new Volunteer Coordinator Task Statement for review – need input back. We also need to update SDR Chair Positions Description Statements

Jim – Annual inventory – Dan is coordinating the inventory. We need to complete the total inventory in the next 4–6 weeks. Some equipment is still being purchased for the trailer.

New Business

Jim – We've been passed a proposal to advertise in forum GO-Kart K1 competition against drivers of other clubs. Okay if we amend proposal to reflect that participation will be for individual drivers only, driving in non-sponsored event with no club insurance coverage.

Thanks to Keith and Martha for hosting Board meeting!

Adjournment: 8:32PM

Next Meeting: Kinninger home 5 November



Membership

New Members

Thomas Basacchi
Cardiff By The Sea, CA
1996 911 Carrera Cabriolet

Bernard Bogard
Poway, CA
1990 911 Carrera 2 Coupe

Mark Caton
Rancho Santa Fe, CA
2003 911 Carrera

Dan Chambers
San Diego, CA
2009 Cayman S

Robert Dickerson
Carlsbad, CA
2007 911 Carrera Coupe

Ray Fletcher
San Diego, CA
1986 911 Carrera Coupe

James Ford
San Diego, CA
2008 Boxster Convertible

Claude Gauthier
Los Gatos, CA
2001 911 Carrera Cabriolet

Geronimo Guevara
San Marcos, CA
2004 911 Turbo Cabriolet 996

Kimberly Gustafson
Poway, CA
2014 Panamera 4S Executive 4 Door Hatch

Peter Heidmann
Encinitas, CA
2014 Cayman S

James Heller
Escondido, CA
2008 911 GT3

Robert Horstmann
San Diego, CA
2013 911 Carrera 4S Coupe

Scott Irwin
San Diego, CA
2000 Boxster S

Alexander Kuo
San Diego, CA
2008 Cayenne

Mark Lohkemper
La Jolla, CA
2014 911 Turbo 991 Turbo S Coupe

Michael Martin
San Diego, CA
2009 911 Carrera Convertible

Donald Mcelheny
San Diego, CA
2007 911 Carrera Coupe

Mallik Moturi
San Diego, CA
2012 911 Carrera S Coupe

Thomas Ratledge
San Marcos, CA
1966 912 Coupe

Art Reyna
Oceanside, CA
1984 911 Carrera Cabriolet

Alexandra Sarap
Ramona, CA
2006 Cayenne S

Perry Shipman
Lakeside, CA
1990 944 S2 Cabriolet

Keith Williams
San Diego, CA
2014 911 Carrera S Cabriolet Convertible

Anniversaries

Five Years...

Wayne Beachley
Alexander Ehrath
David Lee
Daren Okada
Alan Peltier
Michael Peters
David Sterling

Ten Years...

Ed Muscat

Fifteen Years...

Mazen Chmaytelli
Gary Dee
Steve Iverson
Rosalie Kostanzer
Eric Pilmore
Siegfried Szielski
George Taylor
Jim Walsh

Twenty Years...

Gregory Gruzdownich
Jon Poon

Twenty Five Years...

Donald Newton
Ron Pearlman

Forty Years...

Donald Hartley

Thirty Five Years...

David Louzek

Membership for October, 2014

Primary Members:	1521
Secondary Members:	1018
Total Members:	2539

Classifieds

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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

1985 1/2 944 Black. Second owner. New leather seat facings. Good daily driver, autocross, and Time Trial car with too many mods to list. All records available. \$4500 or best offer. grabler2@cox.net. (760) 745-087

1986 PORSCHE 944 Enthusiast owned. Great condition. Original Black paint. 74k miles. New timing belt, newer clutch. Asking \$5,700 obo (760) 481-5212

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

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

2001 Carrera Coupe 47000 miles, 6 speed, Guards red/ black, sport exhaust, aero pkg, new Dunlop Direzas, immaculate well maintained car. \$29k. (760) 436-7556

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

2007 C2S w/X51 package! GT silver, turbo wheels, 6 speed, PASM, sport chrono, black full leather, bose, sport wheel, 21,500 miles, extended warranty, \$58,000 (951) 852-4712

2009 997.2 C2S Cab, Very well maintained. Baby. Must sell. Daily driver 63k odo. \$60k OBO Call for photos. (858) 204-6473

2009 Cayenne GTS Immaculate example of the Porsche GTS with upgraded interior trim to gloss wood finish to compliment the sand beige leather interior. Just completed maintenance service @ Porsche San Diego. This vehicle comes covered under the Porsche factory Certified Pre-Owned warranty until Nov 14. 4 new tires were fitted less than 6months ago. Inside and out this is a shining example of a car well kept. Spec includes 4.8L V8 engine through automatic transmission with Tiptronic shifting at the steering wheel. Sunroof, iPod integration via Porsche Communication Management (PCM) system w/ color touchscreen. \$37,500 (858) 353-2324

2012 Cayman R White, Black Leather Interior, PDK, Nav, Lithium-Ion Battery, LSD & more! 20k miles. SD PCA Member. Excellent Condition \$58500. San Marcos (714) 310-1729

For Sale 1974 914 1.8 White with Tan interior. Solid driver with recent \$2,000 service and repairs by John Chambers. Call Clark at 7606705327. \$5,900.

2001 911 Carrera 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

Porsche Boxster "S" 2001 2nd Mature owner. Buying a house, So, I'm selling my pride and joy. Weekends and holiday driver only. Never raced. Meridian in color (Silver/ grey/ pearl. Changes during sunset). All maintenance records available. Maintained by Black Forrest and Dieters. Aftermarket Additions."Titanium Advantage" Strut Braces. Schnell Muffler.

Short Shift Kit. 3M Clear Bra (Stone and Chip Guard across front and Mirrors). Custom Two tone upholstery, Blk/Gry. Two sets of floor mats, Grey and Black. Top down Wind Blockers. Custom Race Pedals. 18" Carrera Rims. New Tires and alignment By Dieters 8k miles ago. Rarely sees rain. In garage and covered. Upgraded stereo. Stereo Shop guys estimate equipment at \$8,500, A/ C ice cold, All scheduled maintenance, Always garaged, Excellent condition, No accidents, Non-smoker, Well maintained. 58k mi. 60,000 mi. service Just done on 8/15/14. Price \$15,750. OBO (619) 922-1007

Track/Race Cars

1996 993 Arena Red 49k miles on original stock engine with 2nd oil cooler. Rebuilt transmission with shorter gears and Guard LSD. Bilstein PSS9 coilovers, racing springs, GT2 front uprights, adjustable sway bars and front camber plates. GT2 Evo2 front bumper, GT2 rear deck with carbon wing and fender flares. Full racing cage. Weights 2550 lbs. \$35k Glenn (619) 987-3288

Other Vehicles

2001 Audi TT 225 Quattro Coupe Rare Aviator Gray, ECU upgrade 265 hp. All receipts, original sales and extensive marketing documents. Purchased new at Hoehn, after meeting Freeman Thomas (TT designer) at PCA event. 51378 miles \$13900. Steve Miller sp-miller47@gmail.com

Trailers

Wanted Trailer Storage Desperately need rental parking space for unloaded open trailer. Creative ideas appreciated! Thanks.

danielcarusillo@gmail.com (858) 967-6266

Parts

Goodyear Eagle radial slicks- Pair of new "sticker" Goodyear Eagle radial race slicks in 25x10-18, R310 (roadrace) compound, never mounted. Asking \$200 for both. (858) 454-5446

Used set of Michelin slicks 4 Michelin Porsche Cup slicks with 50% rubber left. Two fronts @ 24/64-18 and two rears @ 27/68-18, \$100 (858) 454-5446

Porsche Cayman Seats (987) 2 Dark Gray standard power seats with OEM sliders/brackets. Good condition. \$500 cdenherder@sbcglobal.net

Porsche/Becker CR-220 Stereo CR-220 w/Tranzit Blu ISFM22 Bluetooth interface. No FM. Includes cassette holder. Asking \$275. (612) 269-6878

2002 996 Complete Engine Engine has 72k miles, valve set in cyl #5 broke and slightly scored cyl 4 & 5 John (858) 344-9924

Stebro Boxster Racing Muffler Used briefly. 100% Stainless steel, thru-mufflers, minimal weight, perfect for 986 Boxster Spec or track car. \$450 Russell@LightningMotorsports.us (858) 442-7466

OZ Wheels/Hankook Tires-OZ Al-legeritta (REAL LIGHT) Anthracite Wheels w/Hankook Z214 C51 R-Compound tires. Front 245/40-18 on 8.5x18 et53, Rear 275/35-18 on 10x18 et40. Perfect 4 Cayman/Boxster/993 widebody. Includes extra front wheel & tire. Wheels mint, tires avg. 12 heatcycles, one rear tire new. \$2390 Russell@LightningMotorsports.us 858-442-7466

987 18" Wheel Set for sale Set of 4 OEM rims from 987 Boxster. Front tires ok, rears worn out. Non-oem TPMS. \$900 (310)-889-4555

987 997 Porsche Sport Seats Black Leather No tears, rips, non-smoker, rear plastic hard shells have some scratches. \$1600 set (760) 994-2202

2003 Carrera Seats Fully Load 2003 Carerra seats with two memory setting, heat and four way setting. Very Nice and clean. Taken out years ago to put in racing seats. Please make an offer! (310) 433-2826

986 gray full carpet kit Great condition, beautiful color, singl tear near gas pedal. \$200obo, text Jason, will be in SD region soon (661) 904-5364

986/996 8-way full power seats From lo mileage vehicle, guards red contrast stitching, need minor repair \$800 pair L. A. area, text Jason (661) 904-5364

FS: 986/996 Litronics Worn rubber seals (aesthetic only, does not affect function or seal), great condition, from '00 65k mile vehicle \$900, text Jason (661) 904-5364

17" Continental Tires ContiSportContact3. (2) 205/55ZR (2) 235/50/ ZR. All (4) for only \$185. More than 1/2 tread left. pward2@san.rr.com (858) 459-4737 leave message when animals answer :)

New BBI Underdrive Pulley Original billet style (similar 2RSS). For all 996/997/986/987 Carrera/ Boxster/ Cayman. Reduces stress on PS pump and Alternator under track conditions and returns ~5-10hp. \$150 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

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

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

B&M Short Shift NEW B&M45183, changes lever ratio at transmission end of shift cable 15/30%. Fits 2002-04 996. All metal parts+hardware. List\$200, sell\$60 Russell@lightningmotorsports.us (858) 442-7466

Wanted

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

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

Wanted dead or alive 3.2 Carrera

coupe. High miles ok. I also buy race cars. Mark Kinninger (619)733-5500 kinninger@cox.net

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

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

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

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

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

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

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

Porsche Varsity Jackets Two matching Porsche Varsity jackets, virtually brand new. Leather & wool. Large & Xlarge. Asking \$125 each. Purchased from Hoen. (760) 749-1485

Porsche Book "Porsche 996 The Essential Companion" All you need to know about your 996. Includes DIY projects, production details, etc. Retail\$100, asking \$40 (858) 350-0461

Business Directory

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

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For display advertising contracts and billing information, please contact:

Tom Gould

witnessads@pcasdr.org

Rates

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

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

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

Submissions

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

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

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To:

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