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Volume 51 Number 6

June 2010

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New Boxster Spyder



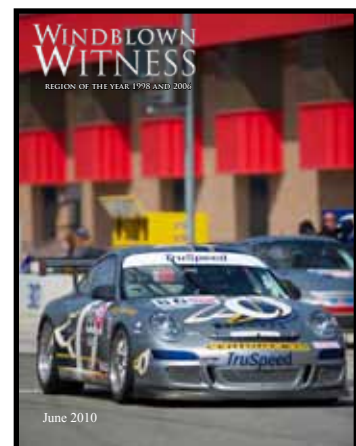
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COVER PHOTO

California Festival of
Speed
Photo by Marc
Riesenberg



WINDBLOWN WITNESS

Editor EDITOR@PCASDR.ORG
Susan Brown 760-942-2706

Photo Editor PHOTOEDITOR@PCASDR.ORG
Greg Phillips 619-429-7700

Advertising WITNESSADS@PCASDR.ORG
Richard Park

Advertiser Distribution
Ted Myrus 858-566-5039

Billing WITNESSBILLING@PCASDR.ORG
Royce Ann Myrick 619-475-1199

Classified Ads CLASSIFIEDS@PCASDR.ORG
AD2AD WWW.AD2AD.COM

Printing
GSG Print Group . 888-255-4846

Proofreading
Jennifer Reinhardt Angela Avitt

Martha McGowan Tom Tweed

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San Diego Region 2010 Board of Directors

BOARD@PCASDR.ORG

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Curt Yaws
3617 Fenelon Street
San Diego, CA 92106
619-228-9678
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Vice President

Carl Scragg
3343 Harbor View Drive
San Diego, CA 92106
619-226-6025
VICEPRES@PCASDR.ORG



Secretary

Rikki Schroeder
3344 Purer Rd.
Escondido, CA 92029
760-743-3156
FAX: 760-741-3070
SECRETARY@PCASDR.ORG



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Bill Behun
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619-284-2123
TREASURER@PCASDR.ORG

Director

Neil Heimburge
6290 Camino Corto
San Diego, CA 92120
619-583-3795
PORSCHEBADBOY@COX.NET



Director

Monique Straub
9215 Brier Road
La Mesa, CA 91942
619-667-3826
STRAUBSTUDIO@AOL.COM

Director

Mark Rondeau
858-864-3163
MRONDEAU@COX.NET



Past President/Advisor

Dave Gardner
16611 Adrienne Way
Ramona, CA 92065
858-414-4299
DGARDNER6@SAN.RR.COM



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The Spirit of Volunteerism

By CURT YAWS, PRESIDENT

PCA National President Kurt Gibson spoke at the driver's meeting at the California Festival of Speed recently. President Gibson was there as the representative from National, but also as a driver, sharing Paul Young's 911. As Kurt spoke, he talked about the spirit of volunteerism that pervades the PCA. It's what makes it all work. It's what makes us different. It's what creates the enthusiasm in our events.

I first learned of our spirit of volunteerism as a rookie autocross chair a few years back. Quickly I learned that about 50% of the drivers were volunteering for some kind of duty in running the events. It was a big surprise to me. As I learned more about our club and others in the area, I saw that there was a real difference. Some clubs have paid, professional staff to run their programs. Some give payment coupons to those who volunteer, useable to pay for the events they attend. Others let instructors drive free, while new drivers pay full rate. Everyone has a different system that works for them. In PCA, we all work for free and we all pay the same to participate. We volunteer because we love what we do and want to share. It's what makes us different. There is no question that you meet the best people by volunteering.

I'd like to mention a few folks who have stepped up recently to take on new activities. If you are a Forum reader, Tom Tweed is the new moderator, joining the web/forum team this year. Tom has a great history with the club and lots of experience writing and in forum development.

Chuck Sharp and John Chambers started a club parts swap meet last year and just held their second event. The first year was

successful, but small. This year was a roaring success with more than double last year's attendance. They are about to experience growth management problems.

Steve Snedeker has taken over managing the Goodie Store. The Goodie Store sells an assortment of cool stuff that drivers really need. Steve has inventoried our items, set up a new merchandising program, and is now appearing at a driving event near you.

Jerry Bumpus, Andy Mail and Don Auten have been running the autocross program. If you can juggle while standing on your head peddling a unicycle, this just might be your calling. They are always looking for help at the AXs. Don has also recently taken the post of Military Liaison, connecting us into the many military-related events that occur here in San Diego.

In our driver instruction program, Joel Bowman has joined the Chief Driving Instructor cadre and brings years of racing and education experience to the role.

Steve McKay, our new corner-working chair, was able to enlist his wife Trish to help with AX logistics. They have taken a lead in re-negotiating several rental and purchase contracts for supplies, saving expenses. Also, Matt Sparks took the lead recently in locating a new storage facility for the club trailer, resulting in much easier access and a savings as well.

There are many, many more people making the club fun for you. Go tell them thanks, and ask if they need help. You won't regret it, I guarantee.

A couple of good stories

At a recent event, I met Peggy Rondeau, mother of board member and Chief Driving

Instructor Mark Rondeau. Peggy gave me a short history lesson on Mark that I thought I'd pass on to you. When Mark was 5 and 6 he would wear out a Big Wheels every 6 months or so. When he graduated to a bike, he was invited to visit Juvenile Traffic Court on several occasions. At about 15 he received a citation for speeding when he blew by a police car—on skates! He's still the same, but as a proud member of PCASDR, he now gets to do it legally. And since he is now Katina's problem, she wisely gets him to the track for his regular dose of fast driving.

My niece, Kendall (Kehn) Wright, was married last weekend. Kendall is the finance manager at Pioneer Porsche's sister company, Land Rover Miramar. Wandering amongst the guests, I met her boss, Larry Suarez. Larry spent many years at Pioneer Porsche, starting as a lot guy and going through the service department. He is now general manager of the Rover store with 23 years in the Pioneer family. Larry told me the best story. For many years at Pioneer Porsche, he assisted long-time PCASDR members Leland and Pat Hurty with the care of their many Porsches, including their last car, a 1991 928 coupe. They were meticulous with the care and maintenance of the cars, and Larry was and continued to be their go-to guy who made it happen. When Lee passed away on January 24th of this year, Pat gave the pristine car to Larry as a symbol of their appreciation for his help and friendship. I called Pat and she told me it's what Lee would have wanted. What a wonderful tribute and sign of a great relationship. Well done all the way around!



Perennial volunteers, Martha McGowan, Katina Rondeau, Jackie Corwin and Jennifer Reinhardt

J u n e 2 0 1 0

Wednesday, June 2, 2010

Monthly Members and Board Meeting

Time: 6:00 p.m. Social hour and food
7:00 p.m. Meeting

Place: Kinninger's Home
1629 Hillsmont Drive
El Cajon, CA 92020
619 562-7161

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 available for a \$5 donation. All members are welcome.

Saturday, June 5, 2010

SDR Autocross, West Lot

Contact: Online registration at PCASDR.MOTORSPORTREG.COM

Friday, June 11, 2010

Fallbrook Summer Nights Car Show

Time: 4:30 - 8:00 p.m.

Place: Downtown Fallbrook

Details: Hot Summer Nights is an old-fashioned community event. Cars are parked diagonally on the street for viewing and judging. Trophies for Judges' Choice, Best Sports Car and Best Club Effort will be presented. Restaurants and shops will be open.

Saturday, June 12, 2010

New (and Existing) Member Social & Welcome Party

Time: 4:00 p.m. Appetizers
5:00 p.m. Dinner and Dessert

Place: Avitt's Home
2120 Brookhurst Drive
El Cajon, CA 92019
619-447-4709

Details: Come and enjoy an all American BBQ, catered and cooked on-site by the Rotisserie Affair! Cost is \$15/person. Mail a check to the Avitt's, or register at PCASDR.MOTORSPORTREG.COM. Sponsored by RSR Autosport. See page 19 for details.

Sunday, June 13, 2010

Village Walk Eastlake Car Show

Time: 4:00 p.m. Car Setup
5:00 - 7:00 p.m. Display

Place: 878 Eastlake Parkway
Chula Vista, CA 91914

Details: It's Porsche Club Day at Eastlake. We will provide heavy hors d'oeuvres, bring your own beverages. RSVP to Kathy Alnwick at IMTHEKAPS@YAHOO.COM or 619-229-1515.

Sunday, June 20, 2010

Father's Day Tour and Brunch

Time: 8:30 a.m.

Place: North County Fair parking lot

Details: Brunch and tour. \$15/person before June 1st, \$18/person after. Children 5-8 are \$6. RSVP to Kathy Alnwick at IMTHEKAPS@YAHOO.COM. and send checks made out to PCASDR to Kathy at 7961 Laurelridge Road, San Diego, CA 92120.

Tuesday, June 29, 2010

SDR Last Tuesday Social

Time: 6:00 p.m.

Place: Nick's
5083 Santa Monica Avenue
San Diego, CA 92107
619-222-7437

Details: Join us! Everyone is welcome.



For email notification of events, please keep your email address current in your account on www.pca.org. For up-to-date event information, see www.pcasdr.org.

Saturday-Saturday, July 3-9, 2010

Porsche Parade

Saturday-Sunday, July 10-11, 2010

Pageant of the Masters

Details: A great weekend event. The Pageant of the Masters on Saturday night, and the 356 Concours on Sunday Morning. See page 11 for details. RSVP to Kathy Alnwick at IMTHEKAPS@YAHOO.COM or 619-229-1515.

Wednesday, July 14, 2010

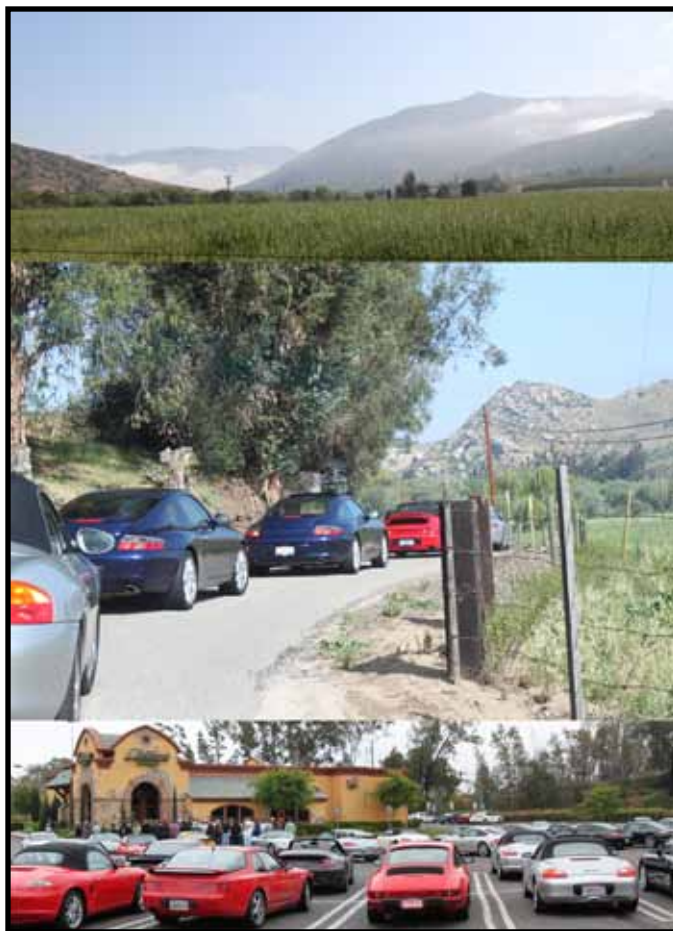
Monthly Members and Board Meeting

Time: 6:00 p.m. Social hour and food
7:00 p.m. Meeting
Place: Cathy and Mike Young's Home
12653 Crest Knolls Ct
San Diego, CA 92130

Tuesday, July 27, 2010

SDR Last Tuesday Social

Time: 6:00 p.m.
Place: The Butcher Shop
5255 Kearny Villa Road
San Diego, CA 92123
858-565-2272



Montage from the April Back County Tour



Photos by Greg Phillips, taken at the May AX

The Story of Nissan and Datsun

TEXT AND PHOTOS BY MICHAEL HARRIS

The new display at the San Diego Auto Museum is entitled “Datsun/Nissan—The American Story.” The display is about more than just cars. Director Paula Brandes reports that the display will also tell the story of how Nissan decided to sell cars in America by starting with a handful of small Japanese produced cars being displayed in Los Angeles. At the time, Volkswagen was the only small foreign-made economy car being offered for sale in any significant numbers in America. Most Americans were adhering to the Big Three’s mantra of “longer, lower, and more powerful.” How could a small Japanese manufacturer expect to compete in Southern California, home of the Hot Rod, with small, under-powered, but fuel-efficient cars when gas was only 35 cents a gallon?

The answer was provided by a young Nissan executive, Mr. Yutaka Katayama. Katayama, or Mr. K as he became known in Nissan/Datsun circles in the U.S., proposed to his Nissan superiors that as Americans bought more cars than anyone, and as Nissan made a very good product at a lower cost than anything sold in America, Nissan should try selling cars in America. The rest, as they say, is history. (Nissan was the corporate and product name in Japan, but Nissan sounded too Japanese so the product name of “Datsun” was selected instead.) Museum staff are very excited about the opportunity to bring this story to Museum visitors and to display many of the storied cars that Nissan has built over the years. We are fortunate to have a display of significant Nissans that come from the national Nissan Heritage Museum in the Temecula area. The formal opening of the display features Japanese music, food and drink, and a greeting from Mr. K himself via a “Skype” broadcast. An unusual feature of the display are the large number of kites suspended from the ceiling. Why kites? Mr. K used to fly “Fighter” Kites as a means of getting out of the office and being able to concentrate on ideas for developing new products. It is said he was kite flying when he came up with the idea for the Datsun 240-Z. Remember that Paul Newman used to race Datsuns in IMSA events? One of his race cars is on display. You need to come in and see which car it is. Additionally, some very unusual Datsun souvenirs will be offered for sale in the Museum’s gift shop.

The next show after the Nissan display will feature “Art Cars.” In the past, such cars have often been featured in art museums. But you can see these cars at the Auto Museum. Art cars often feature unusual “stuff” being added to the car. Examples include gluing toys or other objects to the car, unusual metal working taking the place of some exterior parts, and as many variations as the imagination can provide. Part of the display may include model art cars created by the staff. It all sounds very interesting.

During the last few weeks of the “Economy Car” display, several new cars were added. The grey custom-restored BMW Isetta was replaced with a racier Isetta version supplied by Brecht BMW in Escondido. Brecht’s Isetta was painted in Motorsport colors of red, purple and blue on a white body. The result was a very striking look. A 1940 Bantam coupe was also displayed in a very attractive cream over beige paint scheme. In addition, many of the small cars had the hoods/bonnets raised so you could see the small size of the power plants and other mechanical features of the vehicles. The most significant thing about the display was how tiny the power plants were. Next to be noticed was how small the six-volt batteries used to be (no power robbing accessories so you did not need much juice). Also none of the 30s and 40s cars displayed a windshield wiper motor, so they must have been fitted with vacuum wipers. Such wipers ran off a vacuum line coming off the engine. They were very inefficient but cheap. Every time you stepped on the gas or went up a hill the wiper would pause



1936 Datsun with rabbit/hare hood ornament. D.A.T. were the first letters of the three companies that created Datsun. Datto in Japanese means ‘bounding away’ thus the rabbit emblem. Maybe the translation is clearer in Japanese.

until sufficient vacuum was created to move the wiper again. An old Mobil gas pump was also displayed in one corner with the gas price set at 29.9 cents per gallon for regular. Now that was a long time ago.

Another new display was the Jet Vett two-person jet car in bright red. The driver (pilot) sat in front with the passenger directly behind in tandem. There was a trailing vertical tail fin and the canopy-like passenger compartment really gave the appearance of an aircraft. I was told the “vehicle” returned up to 70 MPG. There also was additional information about the Smart car. The car was conceived and designed by Nicolas Hayek, CEO and creator of the Swatch watch. Thus the car was dubbed S for Swatch, M for Mercedes, the ultimate builder of the car, together with ART car. Hayek took his idea first to GM, who rejected the project as being not profitable enough, next to Volkswagen, who rejected the idea because they were too deeply in debt at the time, and finally to Mercedes Benz. Hayek and MB created a joint venture which ultimately failed in bankruptcy. Mercedes acquired the assets and now is the sole builder. Mercedes is working on an Electric Smart which is supposed to reach the market in 2012. The biggest selling point is the fact that you can squeeze three Smarts nose in and side by side in a parking space designed for a single car.

The children’s section at the Museum features a new/old “classic” film: Disney’s “The Love Bug.” A VW Beetle is the “star” of the show, and is able to drive itself, compete in auto racing, and self-drive the film’s romantic interest couple to Lover’s Lane and back. The film features middle-age guys dressed in hippie attire with such smart dialogue as: “Go up to Sea Breeze Point (to make out). The Fuzz don’t bother you up there.” And all free with the price of admission. You cannot find a more pleasant way to spend a morning or afternoon than walking through the Museum’s interesting collection. Check out the Datsuns and P. L. Newman’s race car. Photos next month.





Jet Vett 2 passenger car. Funny looking but 70 MPG?



BMW Isetta in "M" or Motorsport colors.



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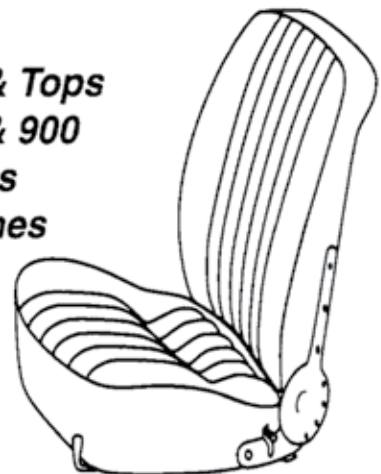
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Pageant of the Masters and 356 Concours

July 10th and 11th 2010

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Tickets are limited and a \$100 non refundable deposit is required to reserve your seats.

- ♦ One person: \$255. (Ticket to the Pageant, hotel room, and continental breakfast)
- ♦ Two persons: \$355. (Same as above)
- ♦ Two singles sharing the same room: \$355. (Same as above, but sharing a room)

Note: No other meals are included in this package. If later, participants would like me to arrange a dinner for the group I can do that, but additional fees would be incurred.

*To reserve your spot please call Katherine Alnwick 619-992-2439
imthekaps@yahoo.com*



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Recovering from a Parade

BY JOHN STRAUB, HISTORIAN

Well it's time for the last half of 1992 in our adventure through San Diego Region's history.

As August was upon us, we were recovering from hosting the Porsche Parade. However, that didn't slow us down. That month we held an autocross at Jack Murphy Stadium with Ron Grabler and Jon Wactor as the chairs. Jon now lives and works up in the Bay area, but still retains his membership in our region. I always get to touch base with him at the vintage races because we run in the same class. Also that month we held our Zone 8 Concoers with Ernie Paschoal as chair. It was located at Marina Village, the site of many of our past concours. Some of the members competing were Skip & Leslie Shirley, Jon Wactor, Bob Lampert, Mark Kinninger, Rich Valentine, Nancy & Bob Lemke, Bill & Bonnie Crosby, and Keith & Nance Nelson.

September dawned with a Progressive Dinner chaired by Nancy Bogusch and Nance Nelson. For those who have not been to one of these events, we tour from an "appetizer" house to a "salad" house, then to a "main course" house and finally a "dessert" house. They are extremely fun events to participate in, and hopefully we will have one in the future.

In October we headed for Holtville for a two-day driving event, for only \$55 per driver! On Saturday evening after practice, you would have found us gathered around the hotel swimming pool for a BBQ

and Margarita party. Our timed runs took place on Sunday afternoon. A few members running that event were Joe Vampola, Tom Brown, Bonnie Rickard, Pat Norris, Dick Hoffland, Monique Straub, Vince & Cecelia Knauf, Steve Grosekemper, Mark & Katie Kinninger, Steve Dente & Keith Nelson. Here's a name you don't hear much of anymore, Kenny Rumbaugh drove TTOD.

In November we held a general membership meeting at Mr. G's Pizza, with movies and photos of past events in our region—all for \$6 a person. That included all the pizza and salad you could eat. At that point in time in our history we would hold quarterly meetings to help new members get acquainted with the club and answer any questions about the workings of our group.

I think the big event of November was a "thank you" party held at the Town & Country Hotel for workers of our Parade. Parade-type glass awards were handed out as well as door prizes for just about everyone. Tents, sets of tires, a couple of trips to Hawaii, you name it... it was a fitting end to a great Parade. To finish off the year we held a brunch at Jake's South Bay, and for our charity of that year we helped deliver donation bags to senior citizens.

Don't forget to check out and sign up for the blog about all kinds of stuff on local Porsche past events www.johnstraub.blogspot.com.



Summertime

BY SUSAN BROWN, EDITOR

As usual, time is flying by. The day after we got back from vacation in Spain and Germany, the new Cayenne arrived! Tom is just tickled with it. To say that it's a "boy's car" is an understatement. Not only is it black and orange—the dials are orange! The side mirrors are orange! And so are all the seatbelts! It has every option possible. Well, with a Porsche that's probably impossible, but it sure is loaded. Sport seats, that fuzzy two-toned leather interior, all the off-road gadgets, including a fire extinguisher in a particularly annoying place under the front seat. I normally put my left foot in that exact spot. Oh well, it's not my car. But it sure is fun to drive.

We have some truly cool pictures this month. Jackie Corwin sent in a picture of Leigh Rayner driving at Fontana. Her caption? It's a great shot of a 944 imitating a 911! Mark Rondeau was in just the right place to catch Otto Obrist going into the dust at Spring Mountain. I haven't warned Otto that he stars in the magazine this month....

Read Rich Fatuzzo's article on the 2011 Boxster Spyder. Do you think the Hoehn folks are worried he's stalking them? Many thanks to Michael Harris for writing an article about his recent trip to France, and the cars and culture he encountered there. Steve Grosekemper took a break in writing about his 912 project car to gather impressions from members after they "Tasted the Track" at Fontana and Willow Springs. Seems that fear, then exhilaration, is a common theme. I have a feeling the article will encourage many more of you to give it a try.

Lastly, I stole this picture from John's blog. What's up with that?



Shrinking CHP resources as a result of the state's budget crisis?

A Taste of the Track

TEXT AND PHOTOS BY STEVE GROSEKEMPER

Unlike its name might suggest, a taste of the track has nothing to do with the sampling of race-track snack bar fare. It is instead a revolutionary program we instituted several years ago that has really gained some steam, especially over the last year.

This program is a part of the Zone 8 rules set that governs our competition driving programs. It provides an outlet for prospective drivers to experience continuous lap competition driving without going to the expense and energy of preparing their car for these events.

This is exactly what the Zone 8 rules say about the “Taste of the Track” program:

A “Taste of the Track” program may be implemented. This will allow a person to ride in the passenger seat of an instructor’s car during a run session (for instruction only). The participant will register for the event, pay an entrance fee, and sign the insurance waiver. The entrant is required to participate in all aspects of the day that novice drivers attend, including any driver’s meetings, chalk talks, classroom sessions and corner working. All safety gear required by the vehicle class must be used. The Event Chairperson must approve all participants and instructors for this program.

Here are a few comments from some of the people who participated in the “Taste of the Track” program at the April 9-11 Time Trial at Auto Club Speedway in Fontana.

Sharon Grosekemper

After doing the math, I figured out that I have been an affiliate member of the Porsche Club for 20 years now (some of you may be familiar with my husband Steve, the participating member!) In all of that time my duties have been mainly that of a bystander. In the earlier years, I was the one at home taking care of the babies while Steve let off some steam at the track, but as the girls have grown and have become more self-sufficient I have to wonder “How come he gets to go off and play for the weekend while I stay at home with teenagers who prefer electronic devices over my company anyway?” And so my first real venture into racing begins! Now I won’t kid myself or anyone else who knows me and say that I have caught the racing bug, but I was excited to get my first real Taste of the Track at Auto Club Speedway in Fontana. Actually, to be honest, I was a bit nervous about how I would react to a high speed thrill ride in a 911 where I had no control except to hang on tightly and scream; but I was pleasantly surprised at how much I enjoyed it!

With total trust in Steve’s driving abilities, I was able to sit back in my seat (of course the 5-point harness helped with that too) and enjoy the ride. I was actually amazed at how smooth the track felt at times and was surprised that we were going 135 MPH on that fun straightaway that leads into the first sweeping turn. After many laps, even my inexperienced self could anticipate which turn was coming up and knew how Steve and the car would react to it. Even more fun was my second session in a 928 when we got a little “loose” through a couple of the turns. Now I know that each one of these things can add precious tenths of a second to lap times, but for the passenger who doesn’t really care about that, it was just good ‘ol fun!

While I won’t be able to make it to every race in the future, I am glad that I took advantage of the Taste of the Track experience to get a feel for why Steve loves racing so much. It’s not all about speed and cars and lap times though. The camaraderie of the fellow drivers and the friendships that develop over the years has just as much to do with the enjoyment of events like these as the thrill of driving fast. The Porsche Club is about more than just cars; it’s also about



Sharon is having fun!

friends. I got a “taste” of that this weekend and I’m thrilled to have participated.

Alex Ehrath

It was the evening before the event. My heart was already racing in anticipation of the day ahead of me. Not even the earthquake in the middle of the night could prepare me for what I was about to experience.

7 A.M.—I take off from my hotel to the race track. As I drove through the entrance gate I noticed the stands on the right. It was almost eerie how much they reminded me of the time when I attended an Indy 500 race a few years ago...except this time I would be in the midst of it!

After a quick stop at registration, I made my trek to the driver’s meeting with an excitement level which was off the charts.

It was there where I met Greg, my would-be driver who unfortunately had car trouble at the time. So he suggested I ride with Curt Yaws and boy, was I in for a ride! I was switched from the fast group to the fastest time trial group.

Curt drives a red 2004 GT3, all stock except for suspension and tires. While waiting, I asked myself whether I would be scared enough to tell him to slow down. Then I put my helmet on and we were off to the grid. It took about 5 minutes until we finally got out onto the track for the warm-up lap.

I could already feel the potential of the GT3 when Curt was only using 60% of the car’s performance. He explained every turn to me and how fast we would be coming through on the next lap. After he told me we were going to be driving at 130 MPH through the infield once the cars were out of the way, I thought to myself “yeah right.” Boy would I be wrong!

So we get on the long straightaway where Curt lets the GT3 stretch its legs for the first time since I entered the car. With windows open we were at 150 MPH in no time, topping out at 154 or so for that lap. The feeling of fear never set in because my senses were too busy being thrown off by adrenaline and g-forces.

Going into the banked turn we had to brake down to about 130 MPH. I could feel the car pulling hard sideways all throughout the turn. Thank God for slicks that had us glued to the road. The car just inched slightly sideways from the forces pulling us. That lasted until

the track led us into the infield and I started to wonder at which point Curt was going to brake to take the first tight turn. The answer: about 2 seconds before we had to negotiate the turn! Going from 130 to maybe 40 MPH made my limbs meet the GT3 interior, but I didn't feel the impact until the next day when bruises materialized. I was on a natural speed high so I didn't feel a thing!

Curt sped through the first part of the infield to the tight 180 turn, plowing through it gracefully only to set up for the 130 MPH part of the infield. I remember the two cones guiding us to the outside lane setting us up for the next turn. They were speeding by at what seemed to be at least 130! We were able to take that turn a little faster than the 180 leading into the straight away that would bring us to the stomach turning chicane. After the chicane one more wide turn going back onto the straight away where at some point we hit 159!

After about 6 laps my stomach started to turn, but thankfully Curt was starting to tire so we slowed it down a little until we pulled off the track on lap 8. Still a little sick, I knew that this was what I wanted to do: Get to the point where I can drive like that!

I managed to run in one more heat with Curt, which was equally awesome. I would highly recommend this to anyone! It was the most adrenaline experience 50 dollars can buy for sure!



Alex in Curt's GT3

Kevin Milhoan

I participated in the Taste of the Track in Fontana CA on April 10th. I rode with Mike Cornelius. We had been planning this for over a year. Plain and simple, it was in the top 10 coolest things I have ever done in my life. I have a whole new respect for Porsche, and especially racing tires. It's amazing how those cars stick to the track. I recommend every car lover do this as soon as they can. Forget amusement parks and roller coasters, go to a PCA event and ride with a good driver, it will be worth your time.

C.Y. Choi

My plan was to complete eight autocrosses, then go on to the big track to be a "real" racer. When I got my Porsche, the dealer introduced me to the Porsche Club of San Diego, and gave me a copy of the Windblown Witness where I found ads for autocross and the PDS (Performance Driving School). Previously I had planned to go to the Bob Bondurant School in Phoenix, AZ. But learning in the PCA would be a great savings for me.

After doing some AX events at Qualcomm stadium, I decided to do an OCR autocross to get my eight AX's in ASAP. Finally, I got my eight autocrosses. I thought, OK now I can go to the big track!

I sent an e-mail to the event chair to ask whether I could do a Time Trial (TT) at a big track. I also read the Windblown witness again to learn what is required to do a TT. Oh no; to do a TT I needed eight autocross in at least 9 months, but not more than 18 months.

But I did eight AXs in just four months, including the PDS!

This was bad news and good news. Robert Baizer, the event co-chair informed me I could do the Taste of Track. I have tasted a lot of wines and champagne. I am an expert taster; so why not?

I went to Willow Springs for my first Taste of the Track. I met many new people at the hotel. I introduced myself as an official track taster. One gentleman asked me which car are you supposed to sit in? I asked Robert if I can have the driver's name in advance. He told me Otto Ob-rist was supposed to be my host. The gentleman told me "I am Otto. And I have no passenger seat." I thought, "What now?" Otto told me, "Don't worry I will introduce you to other racers with whom you can do your taste of the track".

Otto was so nice to me. I met Jad Duncan at the restaurant and Otto asked him if he can give me a ride. When I met Jad before at Motor Head Monday, I didn't know that he is one of the best racers.

The next day at Street of Willow, I was sitting in Jad's car. Wow! I thought, this guy is so fast and smooth. When he turned in the sharp corners I was a little bit nervous.

Otto introduced me to a lot of racers and I got to hop into many race cars. I tasted a lot of racing cars. Jackie Corwin gave a very wild ride compared to Jad but she controlled her car beautifully. There was a lot of competition between her and Mark Rondeau in their class. In a tight corner, Mark gave us a welcome ceremony. He spun his car in front of us... Wow!

Next day at Big Willow (the fast track) I tasted many race cars including Robert's Lotus. There were many different and unique tastes of the race cars, like that of fine wines! Driving my own car during the lunch time track tour was exciting too.

Robert sent an e-mail notice about the Zone 8 Festival of Speed at Auto Club Speedway. This is another good venue to do a Taste of the Track. It took me about one second to decide to do it.

This time Mark was my host. I rode in his car at the PDS in March. He has great car control. He is also very nice and kind. Unlike Willow Springs, this track has a banked oval. When Mark approached the bank out of the infield track he carried so much speed that I was wondering what would happen to us! When he turned in from the oval bank toward the infield track I was a little bit scared for the first few laps. But after several laps, I got used to it.

When Jackie approached Mark, he gave her the pass, but then Jackie gave us another welcome ceremony by the spin maestro!

What nice guys. They didn't forget the ceremony. When they spun in front of me, it looked like slow motion.

Taste of Track was a wonderful experience. I got to meet a lot of nice people with varied driving experience, racers and their unique race cars, and excellent Porsche mechanics. After these events I have a greater understanding of racing and time trialing and am more prepared for my future events.

Thanks Robert, Otto, Jad, Jackie and Mark!

Thanks to all the drivers!

Next TTT

The next "Taste of the Track" opportunities for 2010 are going to be at Buttonwillow Raceway Park on the weekend of September 18-19, and at Spring Mountain Raceway in Pahrump, Nevada the weekend of October 16-17. Contact Robert Baizer for details and more information (TT@PCASDR.ORG). Both are great tracks. Buttonwillow is closer, but Spring Mountain has the added benefit of being an hour outside of Vegas. Fly in Friday night, do some gambling and take in a show. Then head to the track on Saturday and after a day's worth of driving, take your rental car back to the resort in Vegas for all the things Vegas has to offer, then fly home later Sunday.

And remember; what happens at Spring Mountain, stays in Spring Mountain...well at least until we read about it in the next issue of the *Windblown Witness*.



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2011 Boxster Spyder Arrives at Hoehn Porsche

TEXT AND PHOTOS BY RICH FATUZZO

On Saturday, April 24th, just prior to a Hoehn Porsche new owner's clinic, a brand new Boxster Spyder was unloaded and sat behind the auto transporter, in the middle of Avenida Encinas. As anticipation heightened, several people, including myself, gathered around. Alas, it turned out to be a false alarm. The transport driver unloaded this Boxster Spyder only to allow another new Porsche to be unloaded at the dealership. The Boxster Spyder's destination was Walter's, a Porsche dealership in Riverside County. Hoehn's sales personnel told me to be patient, we're getting one on Friday, April 30th—but it was already sold. So I could look, but no chance to test drive.

Sure enough, I showed up first thing on Friday morning as the Hoehn service department opened. I was told that the new 2011 Boxster Spyder had actually arrived late the day before and had already been given the initial delivery inspection by a Hoehn automotive technician. This is required of any delivered vehicle, especially those coming off of an automobile transporter. But where was the vehicle? It wasn't in the area in front of the showroom, or in the south-side lot, the service department or the detail shop. What gives? Finally, I spotted it on the north side of their lot, tucked in the corner next to their building. This Arctic Silver Boxster Spyder still had most of its auto transport wrapping on it. Shortly after taking a few pictures, a Hoehn master automotive technician took the vehicle to be "unwrapped" and comprehensively inspected before final delivery. After a few more pictures in the service bay area, the service department staff told me to come back in about 3 hours. Oh well, the people at Hoehn Porsche had a job to do, and it made me respect them more for how they delivered my own Porsche vehicles.

At 11:30 A.M. the Boxster Spyder with its beautiful Carrera Red natural leather interior was at the detail shop getting its "final touches." A quick gas-up at the local Shell station, and after a few more final photos with the Sales Associate, Chris Strole, in attendance, it was time for me to leave for the day. But within a week, I was told that another Boxster Spyder would arrive that was not already sold, and which I would be able to test drive.

So what makes this Boxster Spyder, so special? To some long-time Porsche owners, this particular vehicle might just be another Porsche with some interesting new features. However, to those of us who own any Boxster model or Boxster model year, or a Cayman, these mid-engine Porsches are a lot of fun to own and drive, and this Boxster Spyder is no exception.

At first glance, the uniqueness of this vehicle has to be with its styling and upgraded engine performance. From the front and sides, it is all Boxster. Likewise, its interior has that Boxster look with some interesting exceptions, like the nylon strap manual door handles and some other convenience features noticeably missing, such as cup holders, AC and radio (options), in order to save weight. But when this vehicle is viewed from the rear, one notices immediately that it is not your typical Boxster. It has a uniquely styled Boxster/Carrera GT rear-end with a double hump design and a more prominent permanent wing on the rear lid.

The only real oddity of this car's styling is the manual soft top, but you can immediately tell that this car was designed to be driven "open-air." However, I was surprised to see that the manual top does go on and come off quite easily.

Where the Boxster Spyder really shines is in its upgraded performance package. The 3.4L direct fuel injection engine is now boosted to 320hp @7,200 RPM and 273 lb.-ft. of torque. The cast alloy wheels are the largest on a Boxster factory equipped vehicle; 9.5J x 19 front/10 x 19 rear, and the Boxster Spyder has a 10mm lower ride height



The Boxster Spyder before its was "unwrapped"

than the Boxster S. When coupled with the optional 7 speed PDK transmission, the acceleration from 0-60 MPH is only 4.8 seconds, and with the Sport Plus option, 4.6 seconds. The curb weight of this vehicle is also about 160 pounds less than the Boxster S at 2,811 lbs. (manual) and 2,866 lbs. (PDK)—a 180lb. reduction, which helps to increase the gas mileage to 27 MPG (PDK).

Finally, later that week, I had an opportunity to test drive a Carrara White Boxster Spyder that had not only the PDK transmission, but was equipped with paddle shifters. This vehicle can only be described with superlatives. The tight steering and general handling at low, moderate and high speeds is phenomenal. It has cheetah-like acceleration and very tight and responsive shift-point movements, especially in the 7-speed PDK mode. The paddle-shifting takes a little more getting used too, but is a welcome improvement to the thumb-shifters on the steering wheel. The braking is the best I have experienced, but this is typical of most Porsche vehicles.

The base price of the Boxster Spyder is \$61,200. Major options on the Arctic Silver Boxster Spyder were Carrera Red natural leather (\$3,895); Auto-Climate Control (\$1,700); Sound Package Plus (\$700); and Heated Front Seats (\$510), plus a few other Porsche options that brought the cost of this vehicle to slightly over \$69,900. The Carrara White Boxster Spyder had more of the performance options you would expect for someone who would be interested in purchasing this Porsche model. These were: the 7-speed PDK transmission (\$3,420); the Sport Chrono Package w/o PCM (\$1,320); the Sport Steering Wheel with Paddle Shifters (\$490) and the Timer Display in Guards Red (\$500). It did also have the Sound Package Plus.

As of this writing, the Carrara White Boxster Spyder is currently not sold and will be displayed in the Hoehn Porsche Showroom in Carlsbad, so come on by for a "look-see" or visit any other Southern California Porsche dealership for a test drive. You will be glad you did.

One additional fun fact: around the time of the L.A. Auto Show, comedian Jerry Seinfeld, the owner of an RSK Spyder, was so impressed with its performance and styling, that after driving one of these Boxster Spyder's asked "Can I get a paintless Boxster Spyder?" Don't know the answer, but it would be interesting if Porsche fulfilled his wish!





The vehicle's beautiful red leather interior



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So You Want to Drive in France?

TEXT AND PHOTOS BY MICHAEL HARRIS

Ever hear the expression “France is a beautiful country and a wonderful place to visit, except for the French?” If your American ancestors were in America from the early to mid 1800s, chances are they were from the United Kingdom of England, Scotland, Ireland and Wales or from Germany. And yet France has been of critical importance to America. France’s financial aid to America in the early days of the Revolutionary War was the difference between American freedom from England or an ignoble defeat. Without the backing of the French Navy in the late stages of the war, we could not have defeated the British. France and Napoleon Bonaparte also enabled President Thomas Jefferson to pull off one of the biggest land deals in history with France’s sale of the Louisiana Territories, known as the Louisiana Purchase. So why the antipathy towards the French and what does this have to do with driving in France? I suggest, gentle reader, that the New France is much different from the Old France. The union of European nations into a United States of Europe or Common Market with common economic interests and no tariffs has produced an economic powerhouse, despite recent setbacks in Greece. Instead of European nations warring with each other, as has occurred for centuries, they now trade with each other for a common purpose. And the universal language of Europe is no longer French but English. The language of the Common Market is English. We lazy Americans refuse to learn another language because everyone speaks English. Educated French people all speak at least some English and in well-traveled areas of France (everywhere) workers in service businesses also speak at least some English (better than your Guidebook French). And why drive and travel in France? Because the country is beautiful, the people warm and helpful, and the food and wine are very, very good. And also because there is a ton of history in France awaiting your discovery. From early Roman architecture to Gothic, Renaissance, Empire, Baroque up to modern architecture as represented by the Eiffel Tower and the Pompidou Museum in Paris, France has it all. France also has more churches and cathedrals in various architectural styles than you can visit in a lifetime. Why even the Catholic Popes sat in Avignon for a time. The roads are extremely well maintained, the auto routes much faster than our own with less traffic, and there are many wonderful winding roads to drive on, especially in the hilly and mountainous areas of southern France. The Alps and Switzerland are only a two hour’s drive from the western edge of Provence.

French drivers are also very courteous. For example, if you are in a smallish town waiting for the control light to change from red to green and should the lead car not move, there is no cacophony of bleating horns to get the lead driver’s attention. Those behind are patient, realizing that the lead driver might be distracted by some important topic such as planning where to go for lunch, which wine to have with dinner, whether to buy plain or chocolate croissants for breakfast tomorrow, and a number of other important decisions. In France, “getting ahead” is far less important than “living for the moment.” I met an American attorney traveling in France on business who was very frustrated with his French colleagues because they would spend half the morning and afternoon arguing over which restaurants to visit that day as opposed to discussing the business at hand. You can work on the client’s business tomorrow but whether to go to a Michelin one star or a two star restaurant is important NOW. Europeans in general and the French in particular have much more leisurely meals than we do. Lunch is normally only served from noon to 2:00 P.M. in France. When you are on the road, it is important to stop early. If you wait until 1:30 or so, it is usually difficult, if not impossible, to find a place to park in the areas where the more popular eating places

are located. One normally spends one and a half hours for lunch and two hours for dinner. Dinner is served from 1930 hours until 2200 (7:30 P.M. -10 P.M.). Europeans tend to use the 24-hour clock. Many French people will have a larger meal at mid-day and a light meal in the evening. Better value and quality are often advantages of eating in small villages and towns as opposed to larger cities. Land rents, you know. The bane and yet charm of driving in European villages, towns and cities is to drive on roads that were designed in Roman times, the middle ages, or the 17th and 18th centuries, when people either walked, rode a horse, or rode in a carriage (if they were a member of the upper class). The French do not tear down neighborhoods in order to widen the roads. They drive small cars for two reasons; it is cheaper to do so, and easier to park (and your wing/side view mirrors survive longer). You see a lot of side mirrors taped to the door as they are very expensive to replace. Still, some people with money



Our humble stone rental cottage in St. Etienne. “Living Room” to the left, bedroom and kitchen to the right, divided by patio in between. Lovely countryside surrounds.

continue to buy large and powerful cars. I did follow several SUVs including a Turbo Cayenne (briefly) as he ignored the 70 and 90 kilometer per hour speed limit signs, but such vehicles are difficult to navigate through narrow streets and alleys, and country lanes tend to be very narrow, just passable for two smallish vehicles. And gas prices are about 5 Euros (\$7.50) for a gallon of fuel (a little less for diesel).

You do not see many non-French cars there. We saw three Cayennes, a late model Carrera ‘S’, several Boxsters, several older 911s and a very clean late 80’s 928. The new Fiat 500 is popular, as you can park it anywhere and it has a cute retro look. Audi A-3s and A-4s are also popular. Other than that, French cars predominate. French cars also seem to be different from cars from any other nation. They have a certain style and look unique to the French. The Citroen 2CV is a good example (*deux chevaux vapeur* means “Two Steam Horse,” reflecting the vehicle’s horsepower rating for tax purposes). Called “the most original design since the Model T Ford” the design reflected the Bauhaus school of design—form and function are equal and without decorative ornamentation. GM chief designer Harley Earl was of the opposite school—make it big and glitzy and change the design every year so buyers will always want what is new. The 2CV motor displaces 375cc (by comparison most Porsche 356 models sold in the US had 1,600cc motors and a 1957 Corvette had 4,600+ ccs). The 2CV was



Van Gogh's sidewalk cafe in Arles painted during his most prolific period with pesky tourist (Sue Harris) blocking the view.

built after WW II (1948) until 1990. The motor was an opposed two-cylinder air-cooled engine similar to a BMW motorcycle engine. The best year for sales was 1974 during the Arab oil embargo. The cars did not sell well in the US. While the terrific gas mileage was a big selling point, the 9 hp and maximum speed of 40 MPH turned most people to other vehicles. Current French cars drive well and are economical. They have good power and are comfortable. The economical French do not use space wasting cloverleaf roads the way we do. They use roundabouts with three to five roads coming into and exiting out of the traffic circle. The driver in the roundabout has the right of way. Signs posted in the roundabout indicate town and city names to enable the driver to ascertain the point of departure from the circle. Another advantage of this design is to give the driver the opportunity to go around again while determining the appropriate exit point. Signage in France is much better than it used to be, but still somewhat challenging. In the old days when French signage was very abbreviated and confusing, the joke was that the French designed it that way so when the Germans invaded (again) they would be unable to determine where they were and would be lost. After the German invasions of 1870-71, 1914-18, and 1940-44, this theory may not be that funny. While the advantage of driving around the roundabout several times is to give you another look at the signs if you are uncertain of your direction, the downside is the French don't do that and it confuses them as to what you are doing as they wait to enter the roundabout. (In big cities this can be dangerous as there are actually two lanes around-inner and outer, and you better be in one lane or the other or you may lose a side mirror, or worse.)

Small roads are the most fun to drive on but the autoroutes are the quickest way to get from point A to B. Be careful to note if the highway/autoroute is free or a toll road (*section a peage*). Toll roads are clearly noted on maps and with roadside signage. Toll booths are set up across all lanes and signs indicate whether you pay with cash (Euro coins), credit cards (CB) or electronic pass. Illumination in the sign indicates if the toll booth for that lane is open. Be careful which lane you choose as many of the booths are not manned, and you need correct change or a working credit card. Lines of traffic back up quickly if you do not have the appropriate card, coin or pass. Gas stations are self serve, and you must be careful which pump you use as all nozzles

are the same diameter. Basic grades are Regular, High Test, and Diesel (gazoil). Diesel/gazoil tanks are all labeled and have a black color designating diesel. Most rental car agents will remind you of this fact, but some do not. If you fill with gasoline rather than diesel, the result is embarrassing, expensive and the vehicle will not run. Discount gas stations are available, but they take cash only. I have seen kind French people notice a tourist next to a gas pump rather than a diesel pump come over and point to the marking on the filler cap (gazoil) and to the black banded gazoil pump and gesture which is the correct pump to use. We had wonderfully kind people help us in buying tram tickets, discover how to get to our hotel from the train station, and get directions from people who spoke no English while we only spoke Guidebook French. Try that in New York City.

A French businessman explained to us why the French often do not speak a language other than French. The French work the shortest work week in Europe, 35 hours. They have six weeks paid vacation a year. Their health care system is the envy of the world. The climate and terrain is pleasant and varied. French food and wine are exquisite. Bakery products are as good if not better than any in the world, and bread is inexpensive as it is subsidized by the government. They do not have slums and people at least have their basic needs met. So people do not leave France to migrate to another country in order to live. The country produces bountiful produce to provide for its people and still export for profit. All true. But there is a big downside, as was revealed in the Icelandic volcano eruption that shut down all air traffic during the second week of May. All airlines operating flights out of the United Kingdom and Western Europe were losing huge sums of revenue as they were unable to fly.



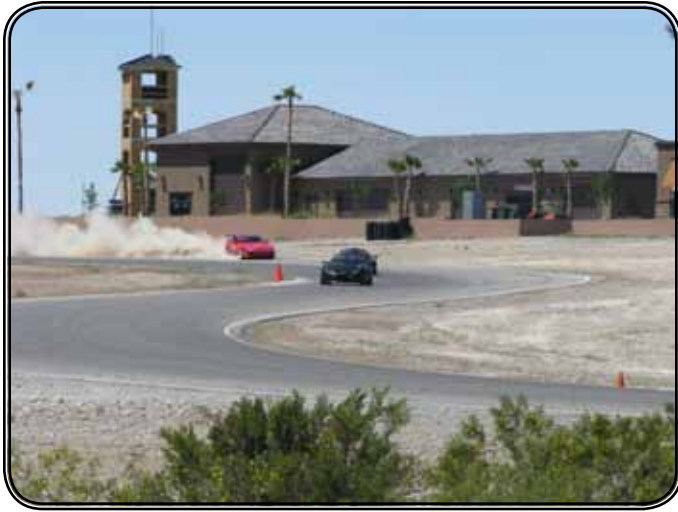
French Citroen 2CV . Built from 1948-1990, with 9HP and a top speed of 40 MPH, The cars worked well in small French villages but not in wide open spaces of the US.

If you had Air France tickets, the only words were "closed until further notice but don't call us because this is not our fault." The Germans, as represented by Lufthansa, said this is ridiculous. They sent up a number of their own aircraft and crews to test the air quality for flying purposes and were re-booking passengers on flights within four days of the shutdown. Some of our group had pre-paid reservations with seat assignments for the TGV/fast train from Avignon to Paris so they could fly home from the Paris Airport. Some of the TGV train crews were on strike (unfortunately not an unheard of event in France) yet they could not get a refund or exchange their TGV tickets for tickets on the slow train. Finally, things were worked out. My point is that one must be patient and take events with a grain of salt. The pace of life is much slower, and leisure time is highly coveted. Don't be in a rush. Enjoy yourself. But do find a restaurant table early and have a backup plan. Bon appétit!



Otto's Adventure at Spring Mountain

PHOTOS BY MARK RONDEAU



How to turn a red 944 Turbo into a Grey Ghost!



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Fine Dining and Driving at Spring Mountain

PHOTOS BY GREG PHILLIPS



The Fairplex Autocross

June 27, Sunday — Pomona's 1.2 mile roadcourse

San Gabriel Valley & Grand Prix Region Zone 8 Autocross

Paid Corner Workers



It is your responsibility to make sure that your car is in good mechanical condition when you bring it to this event. We recommend that you have a Porsche certified mechanic perform a safety inspection of your vehicle. Most independent Porsche repair shops will perform this job at no cost

911 Design in Montclair is an event sponsor and will be happy to pre-Tech your car

For info contact:

Suesan Way, Registrar

SuesanWay@pobox.com or (619) 992-4287

Gates open 6:00 am

Tech Inspection starts at 6:30

Mandatory drivers meeting at 8:15

First run group 9:00

Instructors available and required for all novices

Entry level event — no special equipment needed for stock classes

Helmets required — Snell SA 2000 & 2005 or M2000 & 2005

Helmets available for rent/purchase

See Zone 8 Competition Rules (www.Zone8.org) for more info

To avoid late registration fee, mail completed form and entry fee by June 20

PCA GPX c/o Suesan Way, 10385 Bonnie Lane, La Mesa, CA 91941 (make check to PCA GPX)

Driver Name: _____ Preferred car number: 1st _____ 2nd _____ 3rd _____

2nd Driver Name _____ Preferred car number: 1st _____ 2nd _____ 3rd _____

Email address: _____ PCA Region: _____

Address _____ City/S/Zip: _____

Phone: (cell) _____ Emergency contact name & phone: _____

Car and Model: _____ Year: _____ Zone 8 Competition Class: _____

Performance driving experience in last 2 years: _____

Registration fee (postmark after June 20)

Driver \$65.00 \$80.00 _____

2nd driver \$60.00 \$75.00 _____

TOTAL AMOUNT ENCLOSED \$ _____ Day of event registration - additional \$25.00 late fee

The Finish Line restaurant is available for breakfast & lunch

INSURANCE NOTE: Liability insurance is provided by PCA's traditional insurer. A copy of the Certificate of Insurance is available at registration. PCA insurance does NOT cover damage to your car or damage that YOU cause to the facility or other cars. You are responsible for this. Please see the PCA website (www.pca.org) and go to the insurance page for more information.

Please review your personal car insurance to verify what coverage it provides, if any.

New Members

We are pleased to welcome the following new members to the San Diego Region.

Kenneth Bollinger Jr & Arlo Bollinger

Oceanside, CA
2003 Boxster Roadster

Ronald Bressler & Sandra Smith

Spring Valley, CA
1985 944 Coupe

Daniel Curtis & Katherine Gray

San Diego, CA
1997 Boxster Roadster

Mike Dickun

Del Mar, CA
1982 911 Coupe

Christophe Dufour & Julie Dufour

San Diego, CA
2006 Carrera Cabriolet

Valentin Elson & Olga Elson

San Diego, CA
2006 Cayenne

James Grundy

San Diego, CA
1999 911 Coupe

Blake Hedrick & Katie Kennedy

La Mesa, CA
2006 Cayman S Coupe

Julian Jeyaraj & Asha Amritraj

Chula Vista, CA
2006 911 Coupe

Christopher Riordan & Julieann Billings-Riordan

Carlsbad, CA
2004 911 Coupe

Kenta Sasaki

San Diego, CA
2000 Boxster S Roadster

Michael Sherman & Kerry Sherman

La Jolla, CA
2010 911 Turbo Cabriolet

Jack Springer

San Diego, CA
1995 993 Sedan

Jerry Sugerman & Jan Sugerman

Carlsbad, CA
2006 Boxster S Cabriolet

Steven West & Marilyn West

San Diego, CA
1993 RSA-Porsche Coupe

Ray Wolff & Lisa Wolff

Oceanside, CA
2010 Boxster Roadster

Anniversaries

Five Years...

Barrett Canfield
Ned Lee
Betty Marchesseau
Coleman Mosley
Gregg Mostenbocker
Barry Silverman
Kristopher Urquhart
Jim Wood
Ten Years...
Mark Brecht PhD
Fifteen Years...
Torsten Kruger

Twenty Five Years...

Thomas La Mayeau

Thirty Years...

Robert Heinonen

Forty Years...

Gerald Kendrick
Gary Mastny

Join, Renew, Update

Membership in San Diego Region is handled by PCA's national office. To join, renew, or change your membership information, visit WWW.PCA.ORG.

For questions about your membership status or delivery of your Windblown Witness, send e-mail to MEMBERSHIP@PCASDR.ORG.



Leigh Rayner catches some air



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May Meeting

The following highlights are adapted from formal meeting minutes prepared by Secretary Rikki Schroeder. Members who wish a copy of the full minutes should send e-mail to SECRETARY@PCASDR.ORG.

The May 2010 Board of Directors meeting was held at the home of Dave Gardner and Susie Amundson. Board members in attendance were Curt Yaws, Neil Heimborge, Carl Scragg, Bill Behun, Monique Straub and Dave Gardner. Rikki Schroeder and Mark Rondeau were absent. The meeting was called to order at 7:10. Minutes from the April 2010 meeting were approved unanimously.

President's Report

Curt Yaws reported that \$1,205 was received from the California Festival of Speed for equipment rental.

Tom Tweed is now assisting Steve Grosekemper as Forum Moderator. The Forum "Announcements" heading has been combined into the "General Discussion" area. Mark & Katina Rondeau have donated 12 safety vests for track event use. Steve Snedeker sold approximately \$200 of goodie store merchandise at the Oceanside Porsche Swap Meet.

The Qualtec \$50 past due Witness bill will be written off due to error/miscommunication.

The Oceanside Porsche swap chairs (Chuck Sharp & John Chambers) reported \$615 income, \$450 expense for a net profit of \$160. They will move the swap to a new location next year since the current site is now too small.

Keith Verlaque reminded all chairs that event flyers must refer to our club as San Diego Region on all flyers and advertisements.

Membership

Primary	Secondary	Total
1407	1066	2473

Treasurer's Report

Accounts are reconciled as of April 30, 2010. For April, there was a net gain in income. Major income sources were Witness advertising, Drivers' Dinner and the Performance Driving School. Major expenses were the Autocross, Time Trial Awards for the Drivers' Dinner, Performance Driving School and Witness printing.

Chair Reports

Autocross. (AX, pre-reg, reg, CW, equip, logistics, safety, tech inspect, tech adv, timing). Jerry Bumpus reported that there were 90 drivers at the last autocross for a profit of \$1700. They were short on corner workers.

Charity. Martha McGowan reported that the Monarch School dinner will be scheduled on Friday, August 6th or 13th, pending coordination with Roberto at Mexicocina, who will be sponsoring the food. Pioneer Centres will not be participating in sponsorship this year.

Goodie Store. Steve Snedeker reported that he will set up the goodie store at the next autocross.

Membership. It was reported that the New Member social is on track for June 12th. RSR will donate beer for the event.

Social. Katie Kinninger reported that the June 26th Volunteer Party will be at Dave Gardner's home. Start time will be 4.00 p.m. San Diego Paella will prepare the food. There will be a sponsored Bacardi Rum bar with drink tickets for participants.

Kathy Alnwick is working on coordination of Fallbrook Hot Summer Nites Car Show, Eastlake Car Show, and Fathers Day tour.

Tours. Keith Verlaque provided a report on the Tour that was held April 25. With no event flyer in the *Witness*, it still was attended by 70

cars. Many favorable comments were made on the Forum. Two dates in August are currently being held for an upcoming tour, pending stadium dates in June.

There was no report from the Archivist, Auto Museum, CDI's, Concourse, DE's, E-master, Equipment, Historian, Insurance, Legal, Military Liaison, Rally, Region Rules, Safety, Sponsor Liaison, Tech Sessions, Time Trial, Vintage Racing, Web Team, and Witness Team.

Unfinished Business/Old Business/Announcements

None.

New Business

Mike Dougherty presented the Tire Rack Street Survival Program proposal. A Motion was made and approved to support the event, subject to the ability to obtain insurance from PCA National.

Adjournment

Dave and Susie were thanked for hosting the meeting. The meeting was adjourned at 9:04. The next meeting will be June 2 at the home of Mark and Katie Kinninger.



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Street Cars

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1970 911T/RS clone Pastel blue, street/auto-cross, 3.2L engine, 915 transmission, Boxster brakes, extra 7x15 & 8x15 Minilite and Fuchs wheels, runs great! \$20,000. holzinger@roadrunner.com (760) 274-6442

1974 914 2.0 Yellow w/ Black Interior. Very good condition. will need paint but has been taken well cared for. \$7,500 OBO.call Clark. (760) 603-8593

1976 912 E Porsche, 154,000 miles, good condition. \$8600 (760) 723-3202

1978 924 Silver Gray Metallic Black leather interior, 4-speed manual, A/C, one owner/driver, 132K+ miles, good/clean condition, licensed, service records available, \$4,950/reasonable offer (858) 689-8875

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

1983 911 SC Grand Prix White/black interior, sunroof, original mags, well maintained and in great condition. \$11,500 O. B. O (858) 673-2226

1986 Carrera 197k miles. runs great. new brakes. corner balanced. a/x alignment. Great daily driver or weekend toy. \$11,500. 714-280-3608

1986 Carrera Black on Black 99K miles, New Wheels and tire, upgraded oil cooler with fan and thermostat, call for more details. 25,000 or BO Dan (949) 230-7438

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

1987 Porsche 944S good condition, rebuilt motor, just painted, red with black/tan leather interior, \$5000/best offer (619) 871-8880

1988 928S4 Alpine White. Grey Leather. 137500 Miles. Auto trans just serviced. All records. SD car. Factory cup wheels Kuhmo tires. Nice! Fallbrook. \$11900 (760) 450-4037

1993 RS America White, 72k; dual purpose competition/ street car; 10k miles on complete engine rebuild, reworked heads w/ titanium springs and retainers, RS cams, RS flywheel and clutch, remapped DME, mass-airflow, B&B headers and exhaust, 993 6-speed, RSR LSD, Bilstein PSS9 coilovers, aligned and balanced to Cup specs, RS swaybar, Big Red brakes, and more. 280+HP at the wheels (330+HP at the crank?), weighs less than 2,700lbs, \$20k+ in upgrades, and \$15k+ complete engine rebuild. \$55,000 Call David (858) 722-4242

1994 C4 Widebody \$34,995 Silver/black; 115K miles; all stock; rebuilt engine completely, 965 brakes, adj suspension, rebuilt A/C; beautiful

shape mechanically & cosmetically. endoguess@mac.com (858) 456-2480

1994 RS America Black on black, sunroof, A/C, and Radio. 60k miles, all original, original paint, perfect condition, Black Forest serviced. Call Paul (619) 507-3822

1995 993 C4 coupe 88k, Mo3o w/ Bilstiens, black/ black,'02 5 spokes, DE set up, well maintained, always garaged and covered \$29,500 rsylvestri@cox.net (760) 745-4404 (760) 745-4404

1995 Porsche 993 Cabriolet Red with tan interior, black top with new motor and parts, new Porsche chrome wheels, all original 73k miles. (619) 507-3822

1999 Boxster NEW PRICE! Ocean Blue, Graphite Gray, Manual, 80K miles. Garaged, non-smoker kit. New engine at 28K miles. \$ 9,800 BOXSTER SPEC DONOR? (619) 226-7690 kbennett@colsa.com

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2000 996 Cabriolet Unique Forest Green/Gray/ Gray, 6 speed, 57K miles, 60K service completed. \$22,000. holzinger@roadrunner.com (760) 274-6442

2001 996 Turbo Ultra clean, 17k miles, Polar Silver exterior, Boxter Red interior. Immaculate, always garaged, & dealer maintained. \$54k OBO Tony @ (858) 922-1536

2001 Boxster S Racing Yellow/ Black. All options. Roll bar. 5 points seatbelts. New Michelins PS2 on 18" wheels. New Porsche battery and alternator. Maintenance records available. Excellent condition. 69,000 miles. \$15,000 or BO. Must Sell. aramati@alum.mit.edu. (702) 271-8353

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2005 Boxster - \$19,000 OBO Silver w/ Black top and interior. Tiptronic, Bose, 6 cd changer, Windstop, Heated seats. All Records mrondeau@cox.net (858) 864-3163

2006 Lotus Elise Starlight Black/Biscuit, 17.5K miles, StarShield, Black Alloy Wheels, Touring Package, Leather Seats, one owner, excellent condition, \$32.5K (858) 997-3955

2007 Cayman \$19k low miles. Beautiful inside and out (gray metallic on gray). Serviced at \$16k mi; bra/ hood cover; bluetooth. Asking \$37,900. Serious inquiries e-mail: Lori@Mendezplc.com

98 Boxster w/Hardtop 102k. 5spd. Hardtop. Black leather. new cats/02's/ maf. Runs great. \$9000. Great daily driver or turn it into a track toy. 714-280-3608

GORGEOUS ZENITH BLUE 993 For Sale, 1997 993 with 45720 original miles. Beautiful Zenith Blue coupe with Linen interior that still smells new. Original San Diego car, always garaged and covered. And you get a license plate that says "DNT LFT". \$36K Call Bob @ (619) 572-2437

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

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Tow Vehicle Great tow vehicle, great shape, at great price. Please see Craigslist ad placed by my grandson, the owner: <http://sandiego.craigslist.org/nsd/cto/1707067577.html> (858) 204-7919

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99 Porsche 996 Track Car \$35,- Set up perfectly for Autocross, Time Trials & Club Race. Bilstein suspension, Full Roll Cage, Computer, full Recaro Race Seat, light weight, Hoosier tires. Bill (858)395-4400. Must sell ASAP. Hartsock@taxlawfirm.net

GT3 class 911 993 Turbo body 2150lbs. 3.4L JerryWoods engine, twin plug, RSR style MFI, 335BHP. Full 930 brakes and suspension w/ coilovers, Smart Racing adj. sway bars. Tracks like on rails; brick wall braking. Race gears, ZF LSD, squirters/ cooler. Quality engineering, built right, in Calif. '73 tub. \$43,200. mercuray1@yahoo.com 847-894-5473

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'Martini Racing' Carrera 3.2 Many tasteful modifications done-too much to list. See the car at Pioneer Porscheon the showroom. \$27,999.00 (858) 695-3000

Parts

16" Porsche C2 Cup Wheels - taken off a 968, 205/55-16 front and 225/50-16 rear, email asantana@gmail.com or call (310) 989-6380

17" Cup1 Wheels MilleMiglia, Two 7.5Jx17ET52, Four 9Jx17ET47. Good condition. Includes used Toyo RA-1s, still good for AX/DE's. set4/\$550, set6/\$800 Russell rdshon@san.rr.com (858) 442-7466

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. \$240 Russell rdshon@san.rr.com (858) 442-7466

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

Modified 997/987 Shifter OEM 997 shifter w/ shortened stick, 19% shorter throws than stock 986 shifter. Takes stock knob. Fits all Boxster/ Cayman/996/997. \$80 Russell rdshon@san.rr.com (858) 442-7466

Boxster S M030 Sway Bars Fits 97-04 Boxsters. Good condition. Includes bushings. \$180 Russell rdshon@san.rr.com (858) 442-7466

Bridgestone RE-01Rs 235/40-17 2 Bridgestone RE-01R tires, size 235/40-17, ~70% tread (6/32"), great condition. Great street/ track tire. \$100 Russell rdshon@san.rr.com (858) 442-7466

Headers for 97-04 Boxster/S NEW, never mounted. 100% polished T304 Stainless steel, merge collectors. Same as Schnell basic. Includes gasket set. \$120 Russell rdshon@san.rr.com (858) 442-7466

2-Michelin PS2 285/30ZR18 50% tread. Wore fronts out before 2nd set of rears! Commuting + AX wear. \$200/both OBO. Can email link w/pics. kjr914 at yahoo

BALL JOINTS lower A arm, 2, 74-89, 911 / 914. near new. \$125.00. (619) 952-3663

997 GT3... front spoiler lip, #99750598392, NEW. \$225.00 (619) 952-3663

Cup 1 wheels for sale A set of 4 Cup 1 wheels from a 1994 Speedster. 7 J x 17 et 55 (965362124.01) and 8j x 17 et 52 (965362126.01). Just recently powdercoated in silver (oem) and not yet mounted to tires. \$1500 or B. O. email: kurtcbicknell@hotmail.com (858) 442-1013 (858) 442-1013

Hot Lap Timer Great for AX and TT, Receiver and display, works perfectly. \$100 OBO. 949-370-6438

Dunlop Tires Two Dunlop SP Sport 8000 205/50ZR17. 75% (1/4") tread remaining. \$35 each. (619) 258-4209.

993 Right Fender/Rear Wing Used fender, great shape. \$800. Adjustable rear wing (carbon 53" wide), uprights, deck lid. Fits 993. \$1,000 Contact for pictures. (619) 888-1510

Porsche Chrome Exhaust Tip Used Tequipment twin outlet exhaust tip for sale for fitment on 987 model Cayman & Boxsters. \$250. Chula Vista (714) 310-1729

Dunlop SP Sport 8000 Size 205/50ZR17 Two tires with 75% (1/4") tread remaining. Good condition. \$40 each. Call Lee at (619) 258-4209

16 x7 BBS Wheels - \$650.00 Lightweight Two piece Magnesium BBS Wheels. Black Honeycomb complete with unobtainium BBS Lug nuts. 52 offset. mrondeau@cox.net (858) 864-3163

993 Turbo Twist Wheels/Tires German made, OEM wheels. 2- 993.362.138.01 8JX18, ET-52. w/225/40ZR18. 2-993.362.140.03 10JX18, ET-40 w/285/30ZR18. 7,000 miles on wheels, 1,000 on Michelin PS tires. Immaculate chrome, no significant surface mars. Check Porsche mech for fitment before buying. No refunds. Cash or Pay Pal only. Pick up in Rancho Santa Fe is OK. For photos contact garyc@centaurinc.com (858) 344-1019

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

H&R Lug Bolts 20 lug bolts for sale. 19mm head size, 14x1.5mm thread type. 10 are 52mm length, 10 are 63mm length. \$20. (714) 310-1729 Chula Vista

B&M Short Shift NEW, changes lever ratio at transmission end of shift cable 10/30%. Fits 2002-04 996. All metal parts+hardware. \$65 Russell rdshon@san.rr.com (858) 442-7466

Stebro Boxster Racing Muffler NEW, never mounted. 100% Stainless steel, thru-mufflers, minimal weight, perfect for 986 Boxster Spec or track car. \$550 Russell rdshon@san.rr.com (858) 442-7466

Parting out 93 C2 Excellent running gear, test drivable. Body damage RF fender, LR fender & bumpers Greg Smith gdsmitmd@sbcglobal.net (760) 480-6050

B&M Short Shifter Kit Brand New, fits all 986/987 Boxster, Cayman, 996/997 Carrera/Turbo/ GT2/ GT3. Still sealed complete kit with two sets bushings and grease. \$200/ obo. (619) 302-2136

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

Looking for a Windscreen for a '08 Boxster, Robert Rstwins@cox.net or (619) 462-2223

Porsche child seat & bar Looking for the larger seat 33-80 lbs w/ deactivation bar. It goes in a 2001 Boxster S. Frank (858) 259-8063

Wanted: Truman Motors, San Diego Motor Imports or other Porsche Dealer License Frames. Porsche books, Posters. Also Minilite 8X15 or 9X15 wheels. (619) 667-4423

Wanted dead or alive 3.2 Carrera coupe. High miles ok. I also buy race cars. Mark Kinninger (619)733-5500 kinninger@cox.net

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

WTB: 996 GT3 Front Sway bar, Tarett droplinks, and Tarett Rear sway bar for 986 Boxster. Rear Tarett adjustable toe-arms wanted as well. (619) 302-2136

Miscellaneous

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

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The Road to Zuffenhausen by Dennis Adler. Lightly used (duplicate to one I already own). List \$75 - sell for \$45 obo. Nancy (619)258-4209, hauserpress@cox.net

VW Beetle car cover \$50/obo Charlie 619-224-9317.

Yakima Roof Rack System Rack includes Ski, Surf, Snowboard, Mt Bike, Two Road Bike and Wind Fairing attachments. \$400 obo. Bob (619) 448-1604

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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Classified Ad Policies

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

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

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

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



Jack Miller appears to be trying to fly at Spring Mountain.

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For display advertising contracts and billing information, please contact:

Richard Park
WITNESSADS@PCASDR.ORG

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

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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.

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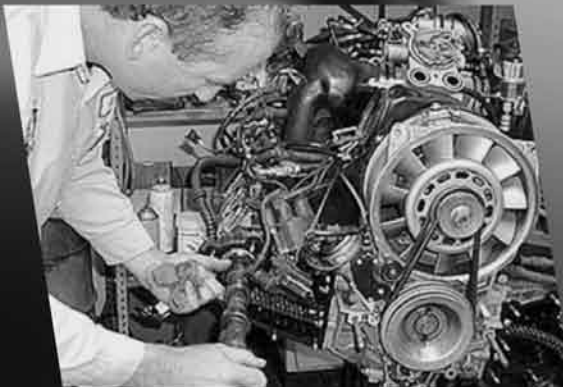
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To:

Susan Brown, Editor



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