



WINDBLOWN WITNESS

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



Tour to Borrego Springs
+ Pomona Time Trial

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Features



Borrego Springs Tour!



Pomona Time Trial



Events

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On the Cover



An excellent turnout for the tour to Borrego Springs

WINDBLOWN WITNESS

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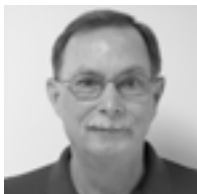
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use the following email ad-
dresses. All emails end in @
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From the Hot Seat



By Greg Phillips,
President

Yes another month has come and gone and it is time for this column. I am at the California Festival of Speed and having a fun time at the

track. Not everything has gone well, but you will have to wait for next month’s article for the details.

It has been a busy month with a nice break for a Mexican Riviera cruise that ended on Easter. As a result, I missed the tour to Borrego Springs and Autocross. The reports and the photos showed everyone had a great time. The autocross team put together a fun track and it was time for Erik Kinner to come back out and remind us how good a driver he is. He took TTOD in a new CC12 Kinner car, although Roland Schmidt pushed him very hard and was only slightly behind at the end of the day. For full results, check out the results page on the website.

I did get signed up for the Salt Lake City Parade on July 8-14. If you have not yet signed up, there is still plenty of time to register. It will be a great event in the Wasatch Mountains of Utah and the drive is a nice one overall. Just head for Las Vegas and keep going on the I-15. The fastest way is staying on the freeway, but there are lots of nice back roads through Utah if you want to take some time and get off the beaten track.

When you do get to SLC, the Parade is a cornucopia of Porsche fun with plenty of Porsche people. The organized events include several banquets, tech sessions, tours, 5K run, Art Show, DE, golf, Gimmick Rally and a Parade of Porsches. Competitive events include autocross, Concours, TSD rally and the Technical/Historical Quiz. You will have a full week of fun and this one is close enough to drive easily to which makes it even more fun. Start planning now.

I have had a couple of questions the past month about people wanting to advertise their cars in the Witness. I thought it might be helpful to review how this happens. First is that we do not sell classified ads for the Witness. If you would like to place a classified ad, you need to log onto our website pcasdr.net. On the home page is a link; click on Classifieds and then select Regional. This will take you to the ad2ad.com

page where our classified ads can be reviewed, or if you click on the “Place New Ad” button in the upper left corner you will have the option to log in and registering as a new user. After registering, you can place your ad.

No charge to PCA San Diego Region members for up to 25 words of text to advertise to buy, sell or trade specific items. Ads will run for three months. Member ads over 25 words \$.20 per each additional word.

Non- member, business, or commercial ads are charged \$.40 per word. If your ad is longer or you are a non-member you will be paying online and placing your classified ad after the payment.

The classified ads for the Witness are taken from the online ads and are published on a monthly basis. I should also take a moment to thank Jeff Grow, who has been kind enough to manage the PCASDR online classifieds on the Ad2Ad network. The system is designed to be self-service and payments made online. You can also log in to cancel your ad if your car or equipment has been sold.

Also check the calendar in the Witness or the website as we will be busy in May. We start with the Performance Driving School May 4-6. A Rally school will be put on by Paul & Ruth Young the next Saturday, May 12. The following weekend will be our next Time Trial at Chuckwalla Valley Speedway, May 19-20. Then there is a Tech Session at La Jolla Audio on May 23, and finally, the Last Tuesday Social at Joao’s Tin Fish at Liberty Station on May 29. I am also planning to attend a Zone 7 GGR Club Race and Time Trial at Buttonwillow over the Memorial Day weekend. 🏁



Events: May-June 2012

May 2012

02 Wednesday

Monthly Meeting

6:00 P.M. Meeting

7:00 P.M. Social hour and dinner

\$5 donation, BYOB

Location 1629 Hillsmont Dr., El Cajon, 92020

04-06 Weekend

Performance Driving School

Details:

<http://pcasdr.net/event/sdr-performance-driving-school/half-page-ad/>

Black Forest Automotive
8066 Engineer Road, San Diego

12 Saturday

Rally School

9:00 A.M. – 2:00 P.M.

Details: check here for details as they are available: <http://pcasdr.net/events/upcoming/>

Black Forest Automotive
8066 Engineer Road, San Diego

19-20 Chuckwalla

Drivers Ed & Time Trial

7:00 A.M. – 5:00 P.M.

Chuckwalla Valley Raceway

Details:

Online registration (when available): <http://pcasdr.motorsportreg.com>.

23 Wednesday

Tech Session

6:00 P.M.

LA JOLLA AUDIO, 5161 SANTA FE ST, SAN DIEGO, CA, 92109

29 Tuesday

Last Tuesday Social

6:00 P.M.

Joao’s Tin Fish (Liberty Station)
2750 Dewey Road #104, San Diego

June 2012

03 Sunday

Car Show at Village Walk

4:00 P.M.

SHOW YOUR PORSCHE AND VISIT WITH OTHER MEMBERS

878 Eastlake Parkway, Chula Vista,
CA2750 Dewey Road #104, San Diego

06 Wednesday

Monthly Meeting

6:00 P.M. Meeting

7:00 P.M. Social hour and dinner

\$5 donation, BYOB

12653 Crest Knolls Ct., San Diego
92130

08 Friday

Hot Summer Nights

5:00 P.M. – 7:00 P.M.

Come to Fallbrook and look at all the beautiful cars lined up Main Street.

Main Street, Fallbrook

Details:

Online at pcasdr.net/events/upcoming/

09 Saturday

Autocross

7:00 A.M. – 5:00 P.M.

Qualcomm Stadium, West Lot,
9449 Friars Road,, San Diego, 92108

Details:

Online at pcasdr.net/events/upcoming/

17 Sunday

Father’s Day Tour

Details: North County Fair, 272 East Via
Rancho Parkway, Escondido, 92025

20 Wednesday

Tech Session

6:00 P.M.

C2 MOTORSPORTS, 8380 VICKERS ST, SUITE D, SAN DIEGO, 92111

26 Tuesday

Last Tuesday Social

6:00 P.M.

The Wellington, Mission Hills
729 W. Washington, San Diego, 92103

30 Saturday

Autocross

7:00 A.M. – 5:00 P.M.

Qualcomm Stadium, West Lot, 9449
Friars Road,, San Diego, 92108

Details:

Online at pcasdr.net/events/upcoming/

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

The “OMD” Tour to Borrego Springs

Text and Photos by Rich Fatuzzo

Just like a very fine work of art, this Tour to Borrego Springs, could not have turned out any better for the 132 PCA-SDR members and their guests in about 78 Porsches. Even though the weather along the Coast was overcast, the spirits of our members were high. They knew the desert weather would be sunny and that our Porsches would be magnificently displayed “Concours Style” on the beautiful front lawn of the De Anza Country Club, a few miles north of Borrego Springs.

However, for many regulars, the tours are usually more about each journey encountered, and this one certainly did not disappoint them, nor the dozen or so “tour newbies” who were joining for the first time. This tour to Borrego Springs, of approximately 108 miles, was masterly planned and designed by Peter Dorey and the Tour Committee Co-chairs, and was led by Dan Chambers, Monica Bockman, Keith Verlaque and Peter Dorey. Mike Brown and Lori Chesley also provided tour assistance.

Where else but in Southern California can you start off right by the ocean, cruise the coast for a while, and then head inland and climb to the top of a mountain (Palomar), and then less than a half an hour later, eventually wind up in a beautiful desert setting like Borrego Springs, on a golf course lawn, no less, and also experience, in route, all types of varying weather conditions. So this tour could be forever remembered as the “OMD” Tour: Ocean-Mountain-Desert.

After the initial sign-in, where maps and directions were handed out by Monica Bockman, Tour Co-chair, and some excellent instruction from Dan Chambers on “Tour Etiquette”, we started out from Hoehn Porsche at about 08:40 A.M. in three groups of about 20 cars each. Keith Verlaque led the first group, of which I was able to “slot myself in” to position number six. We first leisurely cruised the coast south to Chesterfield Drive in Cardiff, then started to head inland via Manchester and S. Rancho Santa Fe Road through Rancho Santa Fe, and then via Del Dios Highway at a slightly quicker pace, winding up eventually at the North County Fair Mall for a quick “pit stop.”

After a short stint on Bear Valley Parkway and Valley Parkway the pace now started to noticeably pick up on the Lake Wohlford and Valley Center roads, and then so did the number of “twisties” as we took the interesting backcountry roads that are lined with several notable casinos on the Indian reservations of this area. But, the real “twisty” fun kicked in along the South Grade Road, a seven-mile journey to the top of a sunny Palomar Mountain, where the sweet sound of our Porsche engines echoed off the canyon walls. We stopped at Mother’s Kitchen, and then our Group headed down the more leisurely designed East Grade Road,

passing Lake Henshaw before connecting back to east CA-76. Soon, we were again able to quicken our pace, since we were experiencing very little traffic on this road, and then even less traffic on North CA-79 for another 5 miles before turning east onto San Felipe Road. If our Porsches could “take flight,” the five mile stretch of the San Felipe Road would be where it would happen, since maximum speeds could be reached along this stretch.

But another true test of our driving ability and of our Porsche’s performance were awaiting us as we turned onto the Montezuma Valley Road to experience 8% downgrades for about 10 miles of travel to the desert floor, and witness along this stretch some of the most spectacular views of our trip, with low lying clouds cloaking this whole area in mystery. As we arrived at the desert floor, the mysterious layer of clouds totally disappeared and the temperatures were significantly warmer. After another short stretch along Palm Canyon Drive, we entered the Christmas Circle and then proceeded north, passing some huge prehistoric metal sculptures of a local artisan, to the De Anza Country Club entrance at San Ysidro Drive. Then a short distance on Catarina Drive to Fairway Lane and onto the lawn area, where we lined up about 66 beautiful Porsche cars “Concours-style” of those members and their guests that made the complete trip. After admiring each other’s vehicles for a while, most of realized how hungry and thirsty this journey had made us, and we sat down to a great buffet lunch to relax and socialize.

This tour has to be considered one of the premier PCA-SDR events of this year. Although the autocrosses/time trial events usually bring out more cars and drivers, and the Coronado Speedfest definitely has the greatest PCA-SDR attendance, tours like this one give all of our participants, members and their guests, the greatest opportunity to socialize, while enjoying a fun and spirited drive throughout scenic San Diego County. No matter where your club interests lie, the added bonus of a tour is that we all get to talk, renew or just make new acquaintances with the other participants before, during and after each event.

So, great appreciation is extended to our tour committee members, our start hosts at Hoehn, specifically Tom Browne, the General Manager, and the De Anza Desert Resort Staff for making this tour so successful and filled with driving excitement. 🖱️



Porsches begin lining up at Hoehn



Dan Chambers, Monica Bockman, Tom Browne



“MyrusMobile” looking like a concours winner



Jim Binford leading Porsche road warriors



A magnificent sight of Porsches, as far as the eye can see

Auto Museum Report

Steampunk Rolls into the Museum June 1st

Text and photos by Michael Harris

The next display at SDAM will feature “something completely different.” How about “Steampunk?” According to the museum’s newsletter, “Steampunk is a genre which came into prominence during the 1980s and early 1990s. Works of Steampunk often feature anachronistic (out of sync with real time) technology. These are futuristic innovations as Victorians might have envisioned them. These works reflect a Victorian perspective on fashion, culture, architectural style, and art.... The exhibit is a clear step away from [the museum’s] traditional programming. In keeping with its mission to illustrate the impact of the automobile in our society, this exhibit brings to life the impact of steam engines and steam technology on past and present design. For the first time ever, the museum is incorporating clothing, gadgets, and gizmos that are not directly related to the automobile. The focus of the exhibit is on innovation, and non-traditional vehicles will be presented with classic examples of automotive engineering and design of the era. A local group of Steampunk ‘makers’ known as the Starburner Galactic Courier Service is working with the museum on this exhibit. Several vehicles are on loan from well-known designers in San Francisco and Los Angeles.”

Sounds like steam cars from the 1900s as they might appear if created today with updated technology. Or maybe something like the 2012 movie “Hugo,” which primarily takes place in one of Paris’ principle train stations right after World War I, with a combination of new and old technology. Docents will be appropriately attired, including the wearing of welding goggles as part of their costume. Why this different approach? Executive Director Paula Brandes noted that the demographics of museum visitors are changing. While we might think in terms of Porsches, sports cars, classic cars, hot rods and customs, some of the younger museum attendees are more interested in something completely different. Hopefully “Steampunk” will fill the bill.

One of the benefits of membership at the San Diego Automobile Museum, and being a volunteer there, is to learn of special trips that are not offered to members of the general public. One such trip was a bus ride to the Petersen Auto Museum on the Miracle Mile near Hollywood on March 23rd. SDAM docents, staff, volunteers and board members were all offered a chance to see the Petersen’s basement collection, which is not open to the public. The basement is full of French designer cars of the ’20s and ’30s,

Hollywood star cars, and my favorite, a 1942 Lincoln limosine built for President Roosevelt. This Lincoln was heavily modified with about 4,000 additional pounds of bullet proof glass, armor plate, and special hand and foot holds for Secret Service agents who guarded the president. The regular display featured a number of Italian-design sports cars and one-off designs by Pininfarina. Bertone, Zagato, and others. There was even a one-off 1932 Ford coupe that had been commissioned by Henry Ford. One of the most beautiful cars was a 1959 Ferrari Superamerica 400 by Pininfarina in silver, specially built for Gianni Agnelli. The Petersen also had a 1932 Ford display featuring a variety of modified “Deuces,” from beautiful roadsters to full race Lakesters.

For those of you who have never visited the Petersen, the collection was a lifelong effort of Robert Petersen and his wife, Margi. Robert Petersen published several of the most iconic hot rod magazines ever produced, *Hot Rod* and *Car Craft* being two of the best. One was for people who wanted to build fast cars and the other for those who wanted custom cars. Petersen also made a fortune shrewdly investing in Los Angeles area real estate. The automobile collection that bears his name is housed in the former Ohrbach’s department store, a multi-storied department store with few windows, a large basement with attached parking garage, and large elevators to move cars up and down floors. The museum’s displays illustrate how the automobile has grown and how Southern California has grown with it. One display shows a small section of shops, including a small grocery store, produce and insurance stores reflective of the ’30s and ’40s, with age-appropriate cars parked in front of the businesses. “Across the street,” there is an upscale automobile dealership displaying a number of nice, new 1941 cars for sale. This display has offered Cords and Buicks for sale at different times. The museum also has a 1915 California bungalow with one-car garage and a Willys-Overland automobile in the driveway, while a Highway Patrol officer sits on a motorcycle parked nearby hiding behind a large billboard, waiting for unsuspecting speeders. The museum also has a late ’40s/ early ’50s Hot Rod Speed Shop and Garage. President Eisenhower’s 1950 national highway system is also displayed in a series of murals that depict LA-area freeways from the early 1950s to contemporary times. And more.

One of the displays of interest to Porsche enthusiasts is a 1964 Type 901 pre-production model of the early 911 coupe designed by the late Ferry “Butzi” Porsche

in 1963. As you may recall, Peugeot owned the rights to designate their vehicle models with a zero as the middle number, as in Peugeot 403. When Porsche named their 356 series replacement model a 901, Peugeot threatened suit. Thus was the 911 born. The Petersen’s beautiful 901 restoration is in red with houndstooth upholstery, chrome wheels with 1965 classic style 356 chrome hub caps, and no aluminum/ rubber strip below the driver’s and passenger’s doors. For years, these early 911 models were shunned by collectors as they only had 2.0 liter six-cylinder engines with modest power, a short wheelbase, and twitchy, oversteering handling. Now the cars are almost impossible to find at any price. Much like early pre-A 356 models now that used to be unwanted and now bring huge premium prices. All the museum attendees had a great time. After a late lunch at the

Farmer’s Market, we headed home in late Friday afternoon LA traffic.

The San Diego Auto Museum’s current featured display continues with “Woodies.” In addition to the woody wagons, there is a woody truck and convertible on display. The graphics, placards and videos also help tell the woody story. Most of the display vehicles are made of real wood and have been fully restored at a cost of much time, skill, and money. But seeing is believing. You really need to come down and see these amazing vehicles and experience their stories, as they will only be here a short time longer. More next month about the new display. ➡



Two views of a 1964 pre-production 901, one of about 40 built



1959 Ferrari 400 Superamerica



1942 Presidential limosine used by FDR during WWII

Pomona Time Trial Winner, Russell Freakin’ Shon

Text and photos by Greg Phillips

Although the Pomona Fairplex TT was a single-day event, it was close enough we decided to try out the new track, especially since it was a Zone 8 event. Steve loaded up the trailer and we drove up on Friday evening to the Sheraton Fairplex Hotel. We had a little time and drove by where the event would be in the morning, but the gates were closed already. After a nice meal at the hotel, we turned in early to get ready.

After a quick breakfast at Denny’s, we headed to the track and pulled into the parking lot. In some ways it reminded us of Qualcomm as you enter through the gates and drive through the parking lot. But as we got closer, we could see where there was new pavement over the old parking lot. A good thing, as the rest of the parking lot actually made the Q asphalt look pretty good.

We unloaded the trailer and set up the EZ-Up as other drivers were arriving. We had already done tech and only needed to go through registration. The OC contingent had already arrived, with Mick Rosen and Dan Andrews both driving. There were lots of familiar faces, but also a number of new faces in this LA County venue.

After we had finished unpacking, it became a little more exciting as one of the drivers had felt weak and faint as he was driving his Cayman into the lot. I went to check on him and the 9-1-1 call went out. The ambulance arrived promptly with paramedics, and

he was quickly treated and transported to the local hospital for admission. The good news is he did well and that was the extent of our need for an ambulance that day.

As things quieted back down, it was time for the drivers meeting with Dave Hockett. He reviewed the track, safety and passing procedures, and then announced the student-instructor pairings. I was to be instructing Peter Chi in his 2009 Carrera S.

Steve was up first in red run group as they lined up and were flagged off. After a couple of yellow flag laps, they were soon picking up the pace as they started to learn the new track. As his session finished up, he was back in the pits and it was my turn to head out with my student.

After we found the proper lane and headed out, we were a little late and missed some of the yellow flag laps. We had to quickly increase our pace as we tried to figure out where the track was going. It was an interesting combination of dedicated track with new asphalt, parking lot and cones, with a segment into the tunnel and under a bridge. The cones were also a combination of the usual orange cones supplemented by some tires at the edge of the track acting as curbing in some sections. There were also a couple of different options with chicanes to figure out. As the session went on, we did find our way a little easier, but with traffic it was hard to feel comfortable in just one session.

As the checkered came out, we headed back into the pits. After a short break, it was time to go out in my

student’s car. He did well and was picking up the pace throughout his session. We did note that as the day was warming up, the new asphalt was starting to have some oil come up in the chicane, so the grip went away and it was very tricky coming onto the straight.

Next up was red run group and Steve was out again. He was learning the track and having fun chasing Paul Young and Mike Avitt around the track. Mike was doing well and putting down some very quick times in the morning sessions. Dan Andrews had been to the track before and was also doing well, although this track was slightly different after the tunnel. Also very quick were Don Middleton and Adam Gill.

After Steve it was my turn again. We headed out and started to pick up the pace, but we also soon ran into more traffic. As we cleared traffic, we had a short gap and then were again clearing other drivers. The sweepers at the end of the lap were a fun section and we were slowly picking up the pace through there. Again, we had to be careful about the chicane with the new asphalt and could not push too hard without losing grip. The checkered flag seemed to come out too quickly again.

Another short break and back out with Peter. He continued to do well, clearing traffic safely and learning the line. He had a short call while waiting in line, and it turns out he is also a local physician who works in the Pomona area. After his session, it was lunch time.

There were a few places just outside the Fairplex and we drove the 911 over to Carl’s Jr. The traffic and lines took a little long, so we were late finishing lunch and just caught the end of the drivers meeting. Oh yeah, with only one day, timing starts on Saturday afternoon.

The sessions after lunch were also reversed, so this time I was going out before Steve. I was able to start at the beginning of the session but still had some cars ahead of me. Traffic kept me busy through much of the session. Some sections were going better, but I was still having some problems with the tight section after the tunnel. After the checkered flag, it was time to turn the car over to Steve. He went out for part of the session, but came in early to get ready for timed runs. He felt good about his times and was hoping to stay ahead of Paul, but thought Mike’s times were too quick to beat.

Soon they were lining up for the timed runs. Mike was out in the first session, and as he came around on his warm-up lap to start his first timed run, he carried more speed than usual and had a long rear-end slide to the edge of the track until he finally got his traction. Russel Shon was also in the first session,

and on his first timed lap he overcooked the chicane and almost spun.

Steve was up in the next session and had two good laps of 1:48.07 and 1:48.45. He had not seen any other times, and these were his best for the weekend, so he was optimistic. After he came in, I switched and got in line for my timed runs.

After a short wait I was flagged off. The chicane was still very slippery and I was tip-toeing though that section, then heading out on my warm-up lap. It felt strange not to have any traffic. As I came around for my first lap, I got the checkered flag and tried to carry more speed onto the straight. Braking went well for



Will Sanchez from GPX gridding up in a classic 1967 911S race car



Russell Shon takes TTOD in his 2001 Boxster S



Steve Grosskemper driving to the Grid

the chicane, and again it was slippery, but I was able to get some traction coming out of the chicane. Down the straight, hard braking and then back on the gas for another straight and into the tunnel, more braking and around the tunnel and back into the tight section. Fighting some understeer through the tight corners and then onto the back straight, braking past the overhead, and then into the sweeping turn, carrying as much speed as possible past the pit entrance, and start another lap. I was not quick, but I was consistently slow with a 1:52.26 and 1:52.27 for my two laps.

After finishing up the timed runs, we were able to check with Chuck Sharp and see the final results. We were both surprised to see the TTOD belonged to (cue Chris Farley voice) Russell Freakin' Shon. He had recovered from his bobble and turned a 1:47.26 to take the win. Oh, and he is also now in CC11 to take that class win also. Mike Avitt (CC14) was second at 1:47.35, and Steve (CC11) took 3rd overall at 1:48.07, just ahead of Dan Andrews (CC12) at 1:48.89, Paul Young (CC7) at 1:49.22 and Tom Mueller (CC14) at 1:49.81. The rest were all at 1:51, with B. Craig (CC10) at 1:51.000, Adam Gill (CC8) at 1:51.25, Chuck Sharp (CC10) 1:51.44, and Don Middleton (CC10) rounded out the Top Ten at 1:51.53.

After the timed laps, there was still time for another set of laps before we closed it down for the day. It seemed a little confusing to be running after the timed laps were over. We loaded up the trailer for the drive home, and with little Saturday traffic we were able to get home and unloaded ahead of our usual schedule.

For full results see the Zone 8 website. In looking back, there were some nice things about Pomona and some areas I was not so happy with. The closeness was convenient and the track was nice in many sections, but the tight sections seemed too slow and did not flow well. Part of my frustration was probably related to my lack of practice and may be better with more time. I think a 2-day event with a reconfigured section after the tunnel would be a great event. 🐅



Dwight Moore's Carrera GTS



Dan Andrews readies for the track



Mike Avitt, Eye of the Tiger



Michael Dolphin from Grand Prix Region



Adam Gill, ready to go



Dave Hockett advising Lars Fallman in his 944 Turbo

Porsche Owners' Clinic

Text and photos by Rich Fatuzzo

On a pleasant spring Saturday morning, I attended, with 30 other Porsche lovers, an Owner's Clinic at Hoehn Porsche. This clinic, which was catered and lasted about two hours, is conducted on at least a quarterly basis and is designed to familiarize owners with the unique features of their Porsches and the benefits of Porsche ownership.



Matt O'Berry, service manager, leads the session



About 30 new Porsche owners attended



All the cargo capacity needed



A look at the suspension

Event Capsule: Last Tuesday Social



Elenor Myrus and Jan Bennett



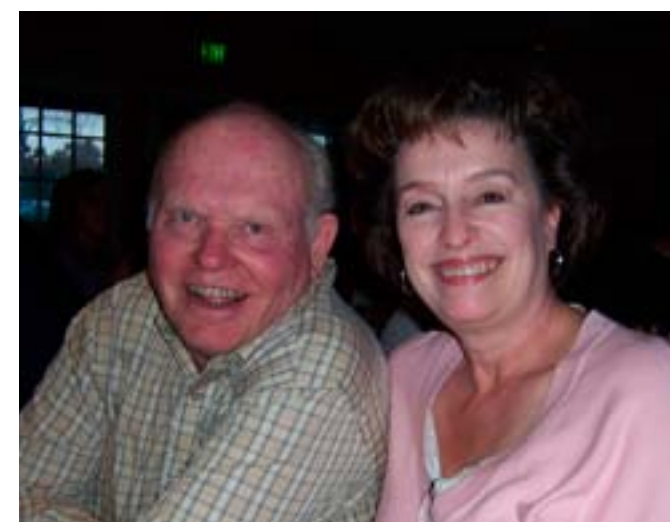
Bob Bennett and Ben Wainscott



JoAnn, Angela and new member Hamit Aras



Mike and Sharon Kroopkin



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Instructor Day at Pomona Fairplex

For all Instructors who have completed the DE Instructor Training
Pomona Fairplex
Saturday, June 30 (gate opens at 7:00am)
\$40.00 (includes lunch)

For instructors who already have their PCA DE Instructor certification, come hone your driving skills and enjoy a day at the track with other instructors.

Registration for both Saturday events:
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Ferdinand Porsche, creator of 911, dies at 76

Text and photo by Porsche AG

Ferdinand Alexander Porsche died on April 5 at the age of 76. As the creator of the Porsche 911, he established a design culture that has shaped the sports cars maker through many decades.

He was born in Stuttgart on December 11, 1935, the oldest son of Dorothea and Ferry Porsche. Even his childhood was shaped by cars, and he spent much of his time in the engineering offices and development workshops of his grandfather Ferdinand Porsche. In 1943 the family accompanied the Porsche company's move to Austria, where he went to school in Zell. After returning to Stuttgart in 1950, he attended the private Waldorf school. After leaving school, he enrolled at the prestigious Ulm School of Design.

In 1958, F.A. Porsche, as he was known by his colleagues, joined the engineering office of what was then Dr. Ing. h.c. F. Porsche KG. He soon proved his great talent for design by sculpting the first model of a successor to the 356 model line out of plasticine. In 1962 he took over as head of the Porsche design studio, creating a worldwide furor one year later with the Porsche 901 (or 911). With the Porsche 911, F.A. Porsche created a sports car icon whose timeless and classical form survives to this very day in what is now the seventh 911 generation. However, in addition to passenger cars, F.A. Porsche also concerned himself with designing the sports cars of the 1960s. His best-known designs include the Type 804 Formula One racing car or the Porsche 904 Carrera GTS, now considered to be one of the most beautiful racing cars ever.

In the course of the conversion of Porsche KG into a joint-stock corporation in 1971/72, Ferdinand Alexander Porsche, along with all the other family members, stood down from the company's front-line

business operations. In 1972 he founded the "Porsche Design Studio" in Stuttgart, the head office of which was relocated to Austria in 1974. In the decades that followed, he designed numerous classic gentlemen's accessories such as watches, spectacles and writing implements that achieved global recognition under the "Porsche Design" brand. In parallel, with his team, he designed a plethora of industrial products, household appliances and consumer durables for internationally renowned clients under the brand "Design by F.A. Porsche". A strong and clear design concept typifies all product designs created in his design studio to date. The credo of his design work was: "Design must be functional and functionality has to be translated visually into aesthetics, without gags that have to be explained first." F.A. Porsche: "A coherently designed product requires no adornment; it should be enhanced by its form alone." The design's appearance should be readily comprehensible and not detract from the product and its function. His conviction was: "Good design should be honest."

Ferdinand Alexander Porsche retained a close lifelong association with Porsche AG as a partner and member of the Supervisory Board. For example, even after stepping down from front-line business operations, he contributed to the design of Porsche sports cars over many decades and repeatedly steered the company in the right direction. This was especially the case for the difficult period Porsche experienced at the beginning of the 1990s. From 1990 to 1993, F.A. Porsche served as President of the Supervisory Board, thus playing a major role in Porsche AG's turnaround. In 2005, he stood down from his Supervisory Board role in favor of his son Oliver and assumed the mantle of Honorary President of the Supervisory Board.

Ferdinand Alexander Porsche will be buried in Zell, Austria. An official funeral service will be held in Stuttgart at a later date.



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911 Named 2012 World Performance Car

Text and photo by Porsche AG

The seventh-generation Porsche 911 was been named the 2012 World Performance Car at the New York International Auto Show. The Porsche 911 was one of 34 new-for-2012 vehicles selected for the annual awards program.

The World Performance Car honor is awarded each year by an international jury panel comprised of 66 top-level automotive journalists from 25 countries around the world. Jury members are appointed by the World Car Steering Committee on the basis of their expertise, experience, credibility, and influence. Each juror typically drives and evaluates new vehicles on a regular basis as part of his or her professional work. Through their respective outlets they collectively reach an audience of millions of automotive consumers in every corner of the globe.

"We are honored that the 2012 Porsche 911 Carrera S was chosen by this distinguished group of jurors as

the 2012 World Performance Car," said Detlev von Platen, president and CEO of Porsche Cars North America. "For just the seventh time in almost 50 years the iconic 911 has been revised to the point of being a new-generation, and winning this award from a global team of world-class journalists is excellent validation for the work and dedication of everyone at Porsche."

Lower, wider, longer, more powerful and more efficient than its predecessor, the all-new 2012 Porsche 911 Carrera has been refined from the ground up. Delivering 350hp and 400hp respectively, the 3.4-liter 911 Carrera and 3.8-liter Carrera S boxer engines are available with a seven-speed manual gearbox or the seven-speed dual-clutch Porsche-Doppelkupplungsgetriebe (PDK) automatic. When fitted with the Sport Chrono PDK, the Carrera can accelerate from 0 to 60 mph in 4.2 seconds, while the Carrera S reaches 60 mph in 3.9 seconds and reaches a top-track-speed of 187 mph.



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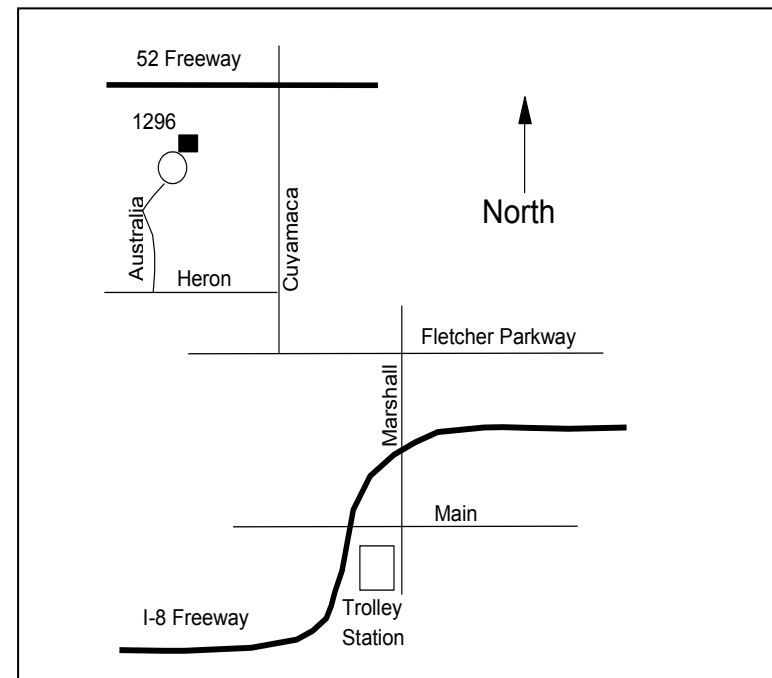
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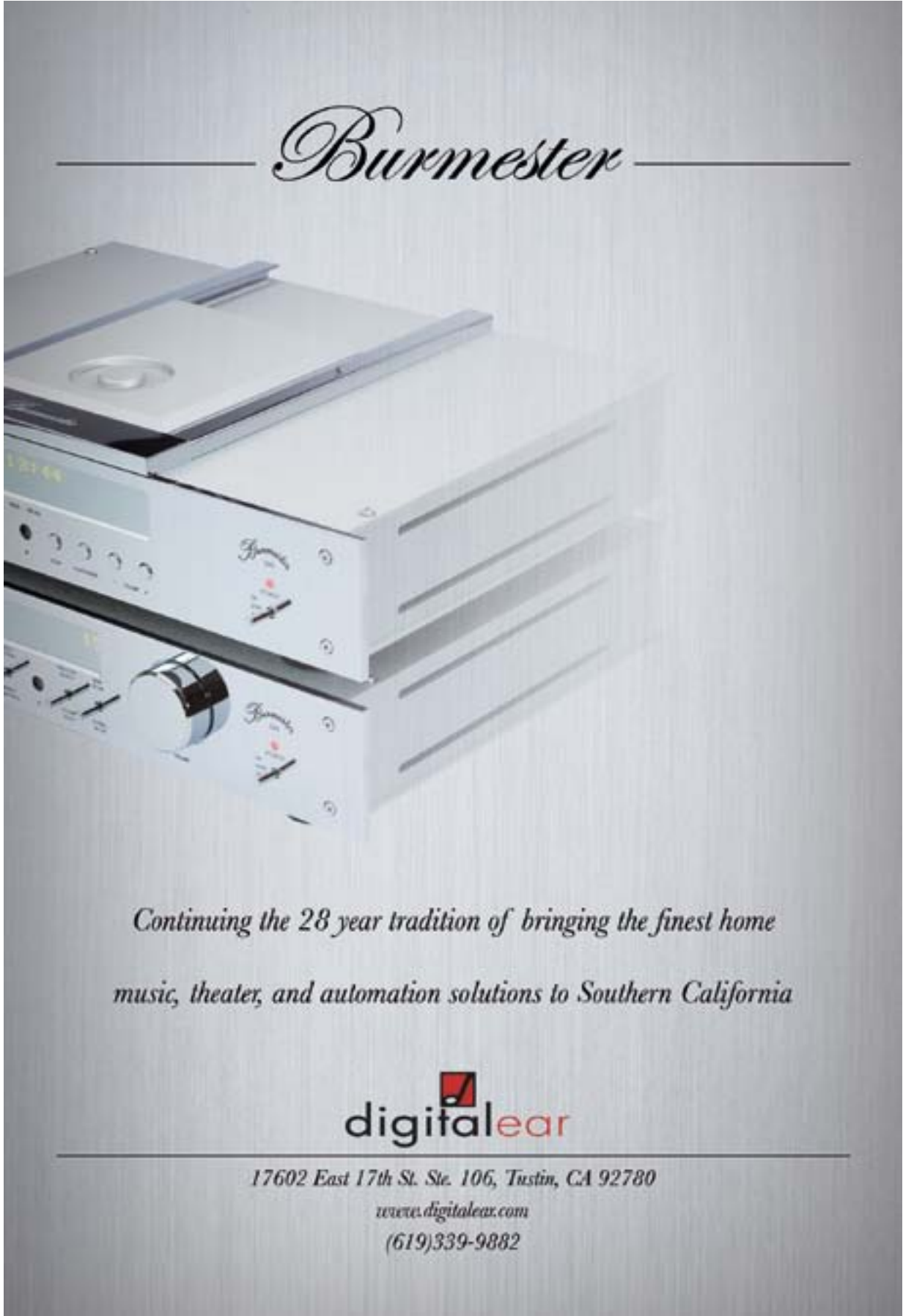


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Joachim Haedrich
Cris Holliday
Ronald Kobayashi
Jack Mooers
Robert Schmidt
Larry Suarez
Agustin Vidaurri
Ray Willenberg

Ten Years...

Brian Goldey
Daniel Mathis
Andy Reary

Fifteen Years...

Antony Novom
Morgan Peterson

Twenty Years...

David Westendorf

Twenty Five Years...

Ron Grabler
Randall Kilpatrick

Thirty Five Years...

Roger Roberts
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1984 Europ. Spec. 911 Carrera Immaculate Targa-231 hp 3.2 Liter Euro Spec 911. Black/Black Targa. 73k. Records, Collector owned. Fresh Yokohamas. Needs nothing. Not available for sale to CA residents due to ROW VIN. Price just reduce to \$USD 17,500 -Baby coming. Mike 858 337 5001

1987 Carrera Coupe 26,900 57K MILES, Beautiful original paint, Red with guards. Black leather, , everything looks, works like new. 225/40 and 255/35 F-1 18' turbo wheels (760) 716-4486

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

1997-911Carrera/993Cabriolet Availability: Available Condition: Pre-Owned Miles: 74,500 Miles - Good condition w/ Hoehn service records Price: \$36,000 Seller: Chris Kimura City, State: Cardiff by the Sea, CA Chriskimura1@gmail.com Phone: 858.353.7990 Exterior Color: Black Interior Color: Black Fuel Type: Gasoline Transmission:Automaticw/ Tiptronic ShiftingSystem (858) 353-7990

2000 911 Cabriolet Stunning Midnight Blue optional paint with coordinated paint on console, full leather, power seats, six speed, 18 inch wheels, one owner, showroom condition, 32K miles, Pioneer serviced, kept covered in garage since new. This is a beautiful 911. \$26,900 OBO. Call Skip @ (858) 449-2229

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

2003 Boxster 79,000 miles. Lapis blue, Tiptronic. SD car always garaged, Pioneer serviced, all records. So much fun for \$13,500. Roger Zucchet zucchet@cox.net (619) 300-3275

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2006 Cayenne S Marine Blue, Havana Sand Beige, Air Susp w/ PASM, Bose, 6-disc, nav, hitch, 51, XXX miles. \$29,987 (760) 845-4052

2007 911 Carrera S Coupe Gorgeous White/ Sand beige interior, Sport pkg, 16K miles, Excellent condition/ Nav/6 Disc/ Sun Roof/ Non Smoker, \$58K (619) 587-5802

2008 Boxster S, super clean, 6 speed, yellow with matching alum. top, leather seats, spare tire, alarm, never raced, paint in great condition(clear bra) on entire front,

45,000 miles, orig. owner, always garaged, have all of Porsche of San Diego service records. \$35,000;, call or email Jerry, 858-452-7226, jerry.freeland@bluetie.com.

2008 Boxster S Super Clean 6 speed, yellow with optional aluminum top, leather seats, spare tire, never raced, always garaged, paint in super condition, recent rear tires, always serviced at Porsche of San Diego, have all service records, 44,000 miles, \$35,000, call or email Jerry at 858-452-7226, or send email to jerry.freeland@bluetie.com.

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944 Turbo Wide body tub 944 Turbo wide body w/ cage, tub only. Glass fenders, hood, nose splitter. Never wrecked, title 3k (760) 749-1485

PARTS

Boxster S 987 OEM Springs 2006 Boxster S Springs. Less than 30k miles. \$100. jmsugerman@gmail.com Jerry (858) 229-9088

Front Seats (2) 996 OEM 996 black leather seats with power backs. Beautiful condition. jmsugerman@gmail.com \$600 Call Jerry (858) 229-9088

Genuine Whaletail Genuine whaletail off an 84 Carrera. Rubber is good. Includes decklid. Painted red. Make an offer. andrewbarnum@hotmail.com

Boxster S Sway Bars - Free front / rear original sway bars for 2006 Boxster S. FREE. Don Costello. Don@dfclaw.com. (858) 997-9961

Kinesis K57 - Black (986S) Black anodized Kinesis K57's (5 spoke, 17") with offsets for an '02 986S (45/55 I think) and 7.5/9.0". Have V710's mounted. Asking \$2,500 OBO. (858) 232-3635

Black 986 Leather Seats \$500 Black leather seats from 2004 Boxster. Manual forward/back, pwr hight/tilt. Good condition. linaresr@san.rr.com (858) 243-4780

Boxter 2.7L ECU/MCU Only used a few weeks; purchased in 2001 to replace a "chipped" ECU, but haven't used it since '01. \$150 obo (619) 518-2705

18" solid turbo twists Nice 18" solid spoke turbo twist wheels for WB 993. Hankook Ventus V12's with low miles included. Call nick at (619) 985-6162

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

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Victor LeMans 18" Wheels Used set street wheels, Very Good Condition, no rash. Silver finish/ mirror lip. 8Jx18ET45/9.5Jx18ET49. Fits all Boxster/ Cayman/993/964/928/968/

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1981 911 SC with Steel Slant-nose Conversion. No Engine/trans. Straight Body, Decent red paint. Interior out of car. Fittapaldi Wheels. Engine/Trans available. \$7500/BO John (760) 214-1825

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 asfactory spacer kit. \$75. Russell@lightningmotorsports.us (858) 442-7466

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

NEW Boxster S Wheel New in box/ never used/ never mounted 8.5Jx-17ET50 Boxster S (00-03) Rear Wheel. Concourse quality. \$250 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

Parting out 93 C2 Excellent running gear, test drivable. Body damage RF fender, LR fender & bumpers Greg Smith gdsmithmd@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 olivamba@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

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2012 Last Tuesday Social

Schedule

May: Joao's Tin Fish (Liberty Station)

June: Wellington (Mission Hills)

July: Tom Hams Lighthouse (Harbor Island)

Aug: King's Fish House (Mission Valley)

Sept: Pending

Oct: Yanni's (Poway)

Nov: Pending: Mexi-Cocina

Dec: Pending

Watch the Witness and pcasdr.net for updates

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April Board Meeting

Meeting Minutes

Treasurer’s Report:

Report was approved by the Board.

Zone 8 Rep:

Susan Brown will conduct a Parade Pizza Night meeting on the Parade in Salt Lake City. Pizza Night is scheduled for Monday April 30th at 6PM at Giovanni’s Pizza, 9350 Clairemont Mesa Blvd. (corner of Ruffin and Clairemont Mesa). Approved by the Board.

Vice-President’s Report:

Zone 8 Festival of Speed- Auto Club Speedway: Still need volunteers for all aspects. Contact Tom Brown if interested.
Curt Yaws agrees to Dealer/Sponsor Liaison: Thanks Curt!!
Concours Prep School - change date from June 30th to July 21st!

Chair Reports:

Archivist: No Report
Autocross: Autocross was canceled due to the rain and cold. CFOS Mini-AX was approved by the Board, Cathy opposed. Sponsorship proposal: C2 Motorsports is donating 5 helmets!
Auto Museum: Michael Harris: Focus on Steam Punk Mobiles. Library at the Museum is open to members by appointment and there are many different books one can reference for their own car.
CDIs: PDS is 4 weeks from this weekend. Instructors Dinner on April 23rd, 6:30PM at Giovanni’s.
Charity: Monarch Dinner still in the works.
Concours: No Report
Goodie Store: No Report
Historian: No Report
Insurance: Coverage in place for April.
Legal Affairs: No Report
Military Liaison: No Report
Rally: Rally School is set for May 12th from 9AM – 1PM.
Policy/Procedures & Region Rules: No Report
Safety: No Report
Social: August 26th, tentatively hold the date for the New Members Party.
Tech Sessions: May Tech session at Phil Thearles Auto Body is still in the works. Possibly to be a Cars and

Coffee event. Jim reported on a recently held Teen Driving School: put on by another club April 1st.
TT/DE: California Festival of Speed is the next Time Trial. After that is Chuckwalla.
Tours: March 31 event, It was a great success. Peter gets all the credit with an honorable mention to Keith V. 65-72 cars attended. No one was lost on the Tour. Total distance was 188 miles round trip. Everyone was able to stay together. Lunch was good. Next Tour to be scheduled for Father’s Day weekend.
Vintage Racing: No Report
Web Team/eMaster/ Web/Forum: Survey was sent, good response. Website rated and 8-10 out of 10.
Calendar events, news, witness articles, photo gallery, and forum raked the highest in ratings. The photo gallery needs major attention. Making a very robust calendar system. New Facebook timeline has been established. Marc R. was also added as an SDR FB admin.
Witness Team: Distribution for North County: Rich Fatuzzo has volunteered to distribute to the businesses in North County.
Unfinished Business:

July Board Meeting date & venue: Meeting Canceled!
Board Meeting venues: All year scheduled, except for December.
Equipment Chair- inventory: Martha will send out an email to all Chairs to check in their inventory.
Saturday Breakfast Socials: Carl contact Cathy to set something up.
New Business:
Website space fees will be dropping....but, the website is moving the hosting company which also means the servers will be changed.

Announcements:
None

Adjournment/Next Meeting Announcements: The meeting was adjourned at 9:01PM. The next meeting will be held on May 2nd .



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