



# WINDBLOWN WITNESS

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

June 2012



**Performance Driving School**  
*+ Chuckwalla Weekend*

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# Features



## 10 Performance Driving School



## 18 The "TTM" Rally



## 23 History of 944 GTR

### Inside

- 02 Board of Directors, Witness Staff
- 03 Committees
- 04 From The Hot Seat
- 06 Guide to Concours Prep
- 08 Auto Museum Report
- 15 Porsche at the ALMS
- 28 Scenes from Chuckwalla Time Trial
- 37 Membership Report
- 38 Classified Ads
- 44 Advertising Index, Rates, Policy

### On the Cover



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# From the Hot Seat



By Greg Phillips  
President

Not that anyone is keeping track, but June is the half-way point for my presidency. At times it seems to be flying by and at other times it seems to be crawling

forward. I think it depends on how much fun I am having at the different events and meetings. Okay, maybe the events are fun and the meetings not as much. It is good to be invited to different members homes each month, most recently Mark & Katie Kinninger’s, but the meetings are not as much fun as the events.

The events this month started out with the spring Performance Driving School. Thanks to the CDIs—Sean Molloy, Larry Bevins and Adam Gill—and a large cast of instructors and other volunteers, the students had a great three days. It started out at Black Forest for the chalk talk (okay, there was no chalk, it was all PowerPoint) with Dan Chambers helping out as guest lecturer. Saturday was a long day that started out with a light breakfast and then everyone was off to the skidpads.

Round and round on the watered-down pavement and the drivers were able to learn how their Porsches felt at the limits. Cue Buzz Lightyear, “To adhesion... and beyond!” They learned to throttle steer and found they were able to steer the car with just the throttle as the instructor held onto the steering wheel. After the skidpad came the “pitch and catch” exercises to learn how to manage the car’s grip and balance with the throttle and steering wheel. Not an easy thing, especially with the newer cars, as Porsche has worked hard to prevent them from having trailing-throttle oversteer. But each student had a breakthrough moment at some point on the wet track.

After the lunch and student group photo, it was time for the rest of the exercises. I was working in accident avoidance and threshold braking. This is probably the most real-life exercise, since we will all have a moment when we need to avoid an accident, either by braking quickly or steering around the problem (with or without braking). As the drivers accelerated towards the lane of cones, a flag man pointed them toward the left or right lane around the obstacle, or to stop in the center lane before hitting the barrier. They also practiced using the ABS in panic stops, at least the newer cars that had ABS. One of the four groups included the older 911, 914 and 944 models that had

no ABS. In this group, we practiced threshold braking to stop as quickly as possible without locking up the wheels and losing steering capability.

The other exercises included a mini-autocross, slalom and the early/late apex exercise. As students rotated through the different stations, they worked on different skills of performance driving and learned more and more about the capabilities of their cars.

At the end of a long day on Saturday, the autocross team worked even later to get the Sunday track set and safety checked. They also invited the instructors who still had some stamina (that did not include me) to drive it through the evening. Arrangements had been made for the lights to be turned on, allowing the driving to continue into the night. It went so well that the autocross team (okay, at least Jerry Bumpus) is considering a Friday evening autocross this summer.

Sunday was a full day of autocross, with students and instructors working to integrate knowledge from the previous two days into their driving skills. I had to work the Padre’s game on Sunday afternoon and was only able to help Pat Corona set up the Goodie Store in the morning and shoot some photos. I also had the group photo printed for all the students to enjoy.

The next weekend was the Rally School put on by Ruth and Paul Young at their La Mesa home. I unfortunately had to work that weekend and missed it, but heard lots of good reports. The following weekend was a hot event at the Chuckwalla Valley Raceway Time Trial. I ended up camping in Ethan Dahlkamp’s trailer, and with his AC, lots of fluids and my Cool-Suit, it was a fun event. The results are up on the website now along with the individual lap information. Next weekend I will be traveling to Buttonwillow Raceway to play with the Zone 7 and GGR people at their Club Race and time trial. Look for upcoming reports in the Witness.

In closing I wanted to remind everyone to check out their membership information on the PCA website, especially their e-mail addresses. We often have problems with stale e-mail addresses when we are trying to contact people, so if you can check and make sure your membership information is up-to-date it will help tremendously. Also check out the new online Goodie Store at pcasdr.org. There are several new products only available at the webstore. If you have suggestions for other items, contact Pat at store@pcasdr.org.

Last but not least, there is still time to sign up for the Salt Lake City Porsche Parade July 8-14!



# Events: June - July 2012

## 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/

### 16 Saturday

#### The Day Before Father’s Day Tour

8:30 a.m. Meet at Porsche of San Diego , 9020 Miramar Road, San Diego, 92126

2 to 2.5 hour tour, ending Wynola (outside of Julian) for a BBQ Lunch (\$15) and Wine Tasting.

### 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

#### Zone 8/GPX/SGVR Double Instructor Training event

7:00 A.M. – 5:00 P.M. at Pomona Fairplex

Details:  
Online at pcasdr.net/events/upcoming/

## July 2012

### 08 - 14

#### Porsche Parade-Salt Lake City

See article on page 9

Details:  
Online at pcasdr.net/events/upcoming/

### 21 Saturday

#### SDR Concours Prep School

8:30–1:00 P.M.

TC’s Garage, 1315 Hot Springs Way, #105, Vista, 92081

See article on page 6

### 22 Sunday

#### SDR Swap Meet

8:00–3:00 P.M.

Chambers Motorsports, 2205 Faraday Avenue, Carlsbad, 92008

### 28 Saturday

#### Tech Session—New Boxster Premier

9:00–12:00 P.M.

Porsche of San Diego, 9020 Miramar Road, San Diego, 92126

### 31 Tuesday

#### Last Tuesday Social

6:00–8:00 P.M.

Tom Ham’s Lighthouse, 2150 Shelter Island Drive, San Diego, 92101

For details and the latest updates, visit [pcasdr.net/events/upcoming/](http://pcasdr.net/events/upcoming/)

# First Timers Guide to Prepare for a Concours

Text by Bev Gould

Have you thought about entering your car in a concours? That is great news, and I want to give you a few hints on how to prepare for entering your first concours.

In northern and southern California, the two PCA zones run a series for concours competition. I am not sure how other parts of the country run their concours, but what I am going to talk about is pretty universal as far as prepping your car for the first time. I am going to give you the simple approach to get you started.

After you have prepped your car and entered it for the first time, you'll want to know more about what products we recommend. This can be a long list, as products change and just about everyone has an opinion.

First, look at the car classifications that are offered for the event you are interested in entering. I would choose an entry level class, like Wash & Shine. In Wash & Shine, only the exterior and interior are judged. It is easier than having to clean the trunk and engine as well, which could be a bit overwhelming if you are just getting started.

For the exterior, wash the car thoroughly. This includes the wheels, bumpers, paint, windows, headlights, tires, fog lights & valance. Make sure you do not leave any water spots. To reduce water spotting, use distilled water for rinsing. I put a gallon of distilled water in a clean bucket, and then dip the chenille mitt in the distilled water, working my way from the top of the car down to the bottom. If you do not have distilled water around; make sure you wash the car in segments. This way you can dry it off quickly to reduce spotting. Use a good drying towel like a waffle weave microfiber—they hold much more water than your regular terry towel and are made of materials that help reduce scratches.

You also want to polish the car. If your Porsche sits out all the time, then you will want to wax it. If not, a good polish will make your car sparkle. Make sure you get the entire wax/polish residue off the paint, rubber and crevices. You can use a soft bristled brush or tooth brush to remove the excess wax or polish stuck on the rubber or crevice. It will break loose and create a fine dust. Don't wipe this stuff down with a rag, it will just move it somewhere else. You are better off using a very soft bristled brush or canned air to whisk the dust away.

On your wheels, make sure they are cleaned and polished. If you are using a wheel cleaner, be sure to read the label—some wheel cleaners have to be rinsed off very quickly, while others can stay on the wheels longer. Clean off the sidewalls, using Simple Green, P21S Total Wash, or some other cleaner to remove any excess tire dressing or grime. Use a soft bristled brush to scrub the tires with cleaner. You will want to be able to rub your fingers across the sidewalls without your fingers turning black or brown. On the wheels themselves, once they are cleaned, polish them and clean around the lug nuts, as this is an area judges particularly love to check. Make sure you don't have any excess polish along the rim or lug nut area. Don't put a dressing on the wheels, this stuff just picks up more dirt from the road and becomes soft when the sun hits it. You don't have to clean the wheel wells for a concours, but it is a good idea to do so, as it makes the overall presentation of the car look better.

Now that you are done with the exterior, it looks pretty darn good huh? Take a few photos, as it is fun to chronicle your efforts and share them with your friends.

The next area to clean for Wash & Shine class is the interior. You are going to clean just about everything that is visible and then some. I will try to point you through the basics to get you through your first concours, but this area does require attention to detail. First, clean the windows. Why first? Well, you will have to climb in the car to clean them. When you do this, you also bring in dirt and debris from the outside on your shoes. I'll be honest, I hate cleaning the windows—finding a good streak-free cleaner is a lot of trial and error. I have found that a solution of distilled water and rubbing alcohol works best with a microfiber towel, they make microfibers just for glass that is dense and lint free, but any microfiber will work if you don't want to buy specialty items just to get started.

Now that the windows are done, the next to clean is the upholstery. If you have leather seats, get a good leather cleaner and conditioner. I have used a few of them, but recently have been using either Einszett's Leather Care or Connolly's Hide Care. The important thing with leather interior is to keep the leather conditioned, so it does not dry out and crack. If your car is older, the leather is probably not treated, so Connolly's will be best. For treated leather use a cleaner conditioner like Einszett's. If your upholstery has seams, make sure you clean them carefully, as dirt and dust collect in the crevices. Use a soft bristled brush or toothbrush to clean them out. Clean the seat belt handles. If these are chrome, a chrome cleaner like


Wenol or Mothers will polish them up. Next area is the dash, instruments, glove box and steering column. Make sure these are all clean of dust and dirt. If the dash is leather, it is important to condition this as well. Make sure you clean the vents and defroster vents. Take a microfiber towel or an old, soft cotton sock and use it like a glove—it works great to pick up loose dust and dirt. Spray a bit of water on the glove to make it slightly damp and it will pick up the dust and dirt without depositing it somewhere else in the interior. A good product to use on the interior is Einszett's Cockpit Premium, which dries to a satin finish and is made specifically for the car's interior. Don't use a petroleum-based product like Armor All—it is shiny and actually dries out the surfaces. Another favorite spot for the judges (mine too) is the door latches. These get really dirty over time, but you can clean them with WD40 and they turn out great. I do not lubricate mine except with WD40, but if you want use something else, just make sure it is clean. When the lubricant gets dirty it becomes abrasive. Don't forget to clean the console or door pockets, if you have them. They should be dust/dirt free and empty when you show the car.

Now we move onto the carpets and flooring. First, a good vacuuming is required. This includes along the edges of the carpet, under the mats (if removable), etc. Use a crevice tool to get into those narrow or hard to reach areas. If your carpet is spotted with dirt, you should shampoo this out if possible. Don't get the

carpet too wet when shampooing, and allow it to dry before the show.

The day of the show, bring sunscreen, hat, sunglasses, beverages, chair and a mat. You will also want to bring some of your cleaning supplies and tools to do touchup work once you are at the show.

These are the basics—we can go into a lot more detail on how to prep an automobile for a concours. If you take your car to a detailer first, you will still want to go through some of the steps above. We are having a Concours Prep Clinic on July 21st at our facility in Vista, CA. The cost is \$20, which includes coffee, lunch and refreshments. As part of the program, professional detailer Cooper Boggs will be conducting a hands-on demo on paint preparation. To register, go to the San Diego Region website for more info, or e-mail me at [bev@tcsgarage.com](mailto:bev@tcsgarage.com).

I have been showing my 1970 911E for the last 15+ years. My car has been raced, toured and rallied for years, so I know how tough it can seem to get started. But I have enjoyed seeing how the car has improved over the years, and it is an award-winning automobile. Once you get it clean, it is not that difficult to keep it clean. We will post these procedures in the Tips & Tricks section of the [www.tcsgarage.com](http://www.tcsgarage.com) website, which I co-own with my husband, Tom. If you have any questions, you can reach me through the website as well. 

Here is a little check list to get you started – Good Luck!

<b>Exterior</b>		<b>Interior</b>	
Wash Car		Windows	
Polish if Needed		Upholstery	
Clean Wheels		Upholstery seams	
Lug Nuts		Dash	
Windows		Steering column	
Valance		Instruments	
Rubber Trim		Glove Box & Door Pockets	
Lights		Vacuum	
Bumpers		Carpets	
Vents		Vents	

Bev Gould has been involved in PCA for over 30 years. She is the former Zone 8 Representative for PCA and has held many positions within the club. Her 1970 911E has won many awards in both PCA and non-PCA Concours d'Elegance shows. Bev is co-owner and vice president of TC's Garage.

# Auto Museum Report

## Steampunk Rolls into the Museum

Text by Michael Harris

Lots of things happening in Balboa Park at the Automotive Museum. The Woodies are gone, the exhibition floor has all new lighting, and a new exhibit is just opening.

STEAM PUNK opened June 1 and will run to September 30. According to the museum, Steampunk is a genre that came into prominence during the 1980s and early 1990s and incorporates elements of science fiction, speculative fiction, fantasy and alternate history. The settings are usually related to steam power and reflect the trappings of the early industrial revolution prior to widespread use of electrical power.

The Automotive Museum has collaborated with local artists, Starburner Galactic Courier Service, to interpret this art form through automotive design and technology. Vehicles built in the Steampunk style are on exhibit, including a few of the Museum's own vehicles. In addition, numerous art objects are on view, from clothing and everyday functional pieces, to graphic art and the music of the genre. The artists come from San Diego, Los Angeles, and San Francisco.

The Steampunk exhibit is a clear step away from the Museum's traditional programming. In keeping with its mission to illustrate the impact of the automobile on our society, this exhibit expands the parameters and brings to life the impact that steam engines and steam technology had on the new culture known as Steampunk. For the first time, the Museum is incorporating clothing, gadgets, and gizmos that are not directly related to the automobile. The focus of the exhibit is innovation, and non-traditional vehicles

will be presented with classic examples of early automotive engineering and design.

Looking at the art work, graphics and display pieces that are being assembled weeks before the exhibit is to open, I suggest you think of Jules Verne and his imaginative stories, then you will be in tune for the opening. One of the exhibits displays three antique but futuristic motor vehicles built by three different children using the same model kit. You would not recognize any of the three as being common to the other. Imagination is the key.

The term "Steampunk" comes from the 1980s when science fiction writer K. W. Jeter wrote a variant of a book entitled "Cyberpunk." As a literary movement, Steampunk elements can be found in 19th century writers such as Jules Verne and H. G. Wells. Victorian authors wrote about coming technologies that would transform society and change patterns of morality. Steampunk literature is characterized by cynicism of a Utopian future brought about by technology, and envisions a world with disassociated individuals and the negative effects of technology.

There is a dark mistrust of modernity that underlie the fantastic creations stemming from Steampunk. Stated simply, Steampunk is self-perpetuated delusion or Victorian speculative fiction.

And if that does not make sense, come down to Balboa Park, visit the Auto Museum and make sense of it for yourself. Next month we will have a photo array of the displays and cars. See you at the Auto Museum.



FOR NOTIFICATION OF UPCOMING EVENTS, PLEASE KEEP YOUR EMAIL ADDRESS CURRENT. GO TO [WWW.PCA.ORG](http://WWW.PCA.ORG) AND LOG IN WITH YOUR USER NAME AND PASSWORD TO UPDATE YOUR EMAIL, OR SEND CHANGES TO [ADMIN@PCA.ORG](mailto:ADMIN@PCA.ORG) OR [MEMBERSHIP@PCASDR.ORG](mailto:MEMBERSHIP@PCASDR.ORG).

# Porsche Parade: It's Not Too Late To Join the Fun!

Text by PCA

The 57<sup>th</sup> annual Porsche Parade will be held July 8-14 in Salt Lake City and there is still time to join us. Parade registration may be accessed by logging into your [pca.org](http://pca.org) account and following the links.

Salt Lake, known as the "Crossroads of the West," is a fun, family-friendly city with theatre, restaurants, nightclubs, museums, and more. The weather should be hot, but dry and sunny. In other words, summer time!

In addition to all the fun you can have in the city and surrounding areas, we of course have a full week of Parade activities lined up for you. There is still room to join in any or all of the four competitive events: Concours, Autocross, TSD Rally and Tech Quiz. We have beer and wine tasting events in Hospitality, our Art show, a 5k run/walk, golf tournament, gimmick rally, banquets, RC car races and the Michelin Drive & Compare. Tech Academy will be held on Friday, with plenty of hands-on instruction about do-it-yourself maintenance. The local region, Intermountain, will round out the week with a DE at nearby Miller Motorsports Park.

For more information about the week, go to our website: <http://parade2012.pca.org/>.

Our headquarters hotels will be the Little America and Grand America Hotels. Located in the middle of downtown, the hotels are on a light rail line, making it easy to get around the city. Little America has Salt Lake City's largest indoor/outdoor pool, and both have extensive underground parking areas. Within easy walking distance is Salt Lake City's newest mall (it just opened this March)—City Creek Center. Spread across three blocks in downtown Salt Lake City, City Creek Center has eighty stores and restaurants either open-air or covered by a retractable roof.

About a mile from the hotel is Utah's state Capitol, where we will hold the Concours. The Capitol was built on a hill overlooking the city, and is the perfect place for you to show off your "baby". The Autocross and the Michelin Drive and Compare will be held at Maverick Center, a 10 minute drive away.

The week promises to be an exciting one. Come celebrate 57 years of club history, and your chance to experience all that Salt Lake City and Utah have to offer.

# PORSCHE EVENT OF THE YEAR!

*amidst the stunning beauty of the Great Basin*

## THE 2012 PORSCHE PARADE



**SALT LAKE CITY, UTAH**  
**JULY 8 - 14, 2012**  
**PCA's Premier Event Of The Year!**

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# Once again, Performance Driving School does not disappoint

On May 5-6, our San Diego Region Performance Driving School was attended by 60+ students who learned how to safely push their Porsche's to the limits. Special thanks to all the instructors and other volunteers who collaborated to make this event an overwhelming success. The following letters are a sample of the positive feedback we received.



I had the pleasure of attending your performance driving school with my sister, DeAnne Steele. It was an experience that I will fondly remember for years to come and have thought about it every day since the event—my wife says I have “Porsche Fever.” I can feel the difference in my daily driving (increased safety and enjoyment in finding the apex and proper speed) and am excited at the prospect of joining DeAnne at an upcoming autocross event.

I would like to thank everyone involved in hosting the event and, in particular, thank Keith Verlaque for being my instructor on Sunday. He was the perfect instructor for my personality and I can’t thank him enough for the time and knowledge he invested in me. Please send him my thanks. What a great experience!

Hope to see you all again at a future autocross event!

Dan

\*\*\*

I had been looking forward to attending the PDS for a full year since I missed the March 2011 school. Some had questioned why I would choose to do the school since I’ve gotten 5 Autocrosses and 3 DE days in since October 2011. However, I was certain that the car control exercises on Saturday would teach me lessons that I had yet to explore in my car. My DE instructors encouraged me to work on this as well. This school certainly delivered and the reputation of being a great school is well deserved.

The CDIs did a super job of coordinating the whole weekend of activities; great job done by Adam, Sean, Joel, and Larry. Besides excellent exercises to develop driving skills, this is a great opportunity for participants to get to know the fantastic volunteer instructors of PCA-SDR. The enthusiasm of the whole PCA-SDR team is terrific to be around.

My #1 positive coming out of the weekend was meeting many more of the wonderful people

(instructors and students alike) of PCA-SDR. My favorite exercise was accident avoidance/threshold braking since it was the most challenging. When I got a couple of good passes in with the instruction of Mark Bray, it really solidified the need to apply throttle to settle the car after having made an evasive maneuver. My best driving moment was that one time I nailed the hard off-camber right hand turn that preceded the slalom on the AX course (thanks Hassan). The most memorable moments of the weekend were: #1, the big spin at the top of the AX course (thanks again Hassan), and #2, turning my car over to Jad Duncan so he could check my suspension setup. (Apparently the only problem with my suspension is the nut behind the wheel. Thanks Jad!) My only complaint is that the school goes by too quickly. Time flies when



CDI Adam Gill’s Arena Red 993C4S

you are having a great time with your Porsche and the good people of PCA-SDR! Thanks for all of the effort that the volunteers put into making this a special weekend.

Ryan Oehler  
2009 Cayman #497

\*\*\*

Just wanted to let you know that I had a WONDERFUL time at the PDS this weekend. I though the event was just a blast.

Everything was top notch, from the classroom session on Friday evening to the autocross on Sunday. All of my instructors were so friendly and helpful. What a great reflection on PCASDR!!

Fred H.

\*\*\*

What an excellent experience to learn so much in such a short time! The format was excellent, getting so much input from so many instructors on Saturday and then having one instructor help sharpen those lessons on Sunday was great!

The ride-alongs at the end were truly eye-opening as they really hit home how much there is to learn and refine. All the instructors made the areas that were tough to me seem so smooth.

Mike

\*\*\*

As a PDS student (for the second time), I’d like



DeAnne Steele’s 997 Turbo on the track



Another smiling student

to express my appreciation to the CDIs, the other instructors and all the PCASDR volunteers for a great Performance Driving School. From my viewpoint, the school was well organized and ran smoothly the entire weekend. I learned a HUGE amount from all the instructors, thanks to their generous and unselfish sharing of their driving skills and advice. What a great weekend! I'm hooked! Thanks again. See you at Chuckwalla.

Jerry  
\* \* \*

I'd like to offer my feedback after attending your most recent Performance Driving School.

First off, I think it was beneficial for me to have attended an April autocross event prior to the school, as the classroom sessions were able to answer some of the strategic driving questions I had after my first outing.

The selection of driving exercises on Saturday were challenging for all levels of drivers. Not so intimidating to the less experienced, and not a cakewalk for the more experienced. Fundamentals are fundamentals, and practicing them to either learn how, or to stay sharp, is helpful. I was lucky enough to have the mini-autocross as the last event on Saturday, and was able to put my lessons into practice.

The full-sized AX course made the mini-AX seem like putt-putt golf. High speeds, heavy braking, off camber, fast direction changes...it had it all. My only regret is that there were no timing lights available to help gauge the improvement over the day. But I understand it was not meant to be a competitive event. I could still gauge my improvement without the times.

All of the instructors were helpful, and each offered



924S on the autocross course

a unique perspective. Getting a free ride in their personal vehicles at the end of the day was a chance to gauge if they could walk the walk as well as talk the talk. Overall, they walked it very well!

I'll save my final comments for my Sunday instructor, David Malmberg. David has a unique combination of racing experience and critical insight that made it easy for me to get comfortable with pushing harder than my comfort zone would have otherwise allowed. What started out as basically keeping it between the cones improved every run as corner by corner objectives were defined and timing refined.

Overall, I feel that I solidified my driving skills base as a result of taking this school, and have developed an appetite for more.

I would be remiss if I did not acknowledge the exceptional organizational skills and gracious hosting



Mark Rondeau ready to instruct



Keith Verlaque and Curt Yaws

by the CDIs and their staff. A very well organized and run event. You all should be proud of a job well done.

Many thanks,  
Marc Rittner  
\* \* \*

The PDS was FANTASTIC! My instructor taught me how to reach the limits of my car (and my abilities) in a pressure-free, comfortable, controlled manner. I can't wait to get to the next autox to put to use the new skills I have learned. I took away so many new skills from the event and feel my car and I are becoming "one."

David Elovitz  
\* \* \*

First and foremost, a hearty thank you and congratulations on a superb event! I had a fabulous



A big smile from Chuck Sharp



Putting a 911 SC through the cones

time improving my driving skills in a very safe and controlled environment. Obviously, you have done this many times and it is reflected in the excellent result. From my perspective, all the bugs have been ironed out. Don't change a thing. The San Diego PCA Performance Driving School rates a 10!

The driving school weekend began with a chalk talk on Friday evening. I found the class work to be particularly helpful in understanding car physics and weight transfer. I thoroughly read the drivers handbook and would recommend others to do the same, this helped me to maximize my understanding of the material covered in the chalk talk. The food was great, the whole team of instructors were very friendly and helpful. I thought the venue was excellent (thanks Black Forest). I enjoyed meeting the other students and admiring all the awesome cars during the whole weekend.

My goal Saturday, was to try to apply the physics I learned on Friday night to actual in-car practicality. I found that many techniques involved with automobile handling were contrary to one's instincts. Now the question I asked myself, could I actually apply these lessons when strapped into my seat, with an instructor by my side. My car is an all-wheel drive, Twin Turbo, 996. Clearly much more car than driver! My objective was to use the many Saturday exercises to begin to find the point where the car broke free. Subsequently, I learned how to control the car in many different circumstances, including: throttle steering, pitching (sliding) catching (recovering), accident avoidance, panic stopping and the many nuances to different types of turn in, track out and line strategies. It was a full day of learning. What a pleasure to actually feel the full capability of the astonishing Porsche automobiles. They look great in the garage but on the track they really shine!



Jerry Hoffman's RSR-look 911



# ALMS: Six Hours at Laguna Seca

## Corvette Wins Close GT Contest over BMW, Ferrari

Text and Photos by Michael Harris

Oh to be in Monterey and Carmel, California in the Spring. Especially if you happen to be attending the American Le Mans Series sports car races at Mazda Raceway Laguna Seca on Friday and Saturday, May 11th and 12th. The ALMS has taken the place of IMSA (International Motor Sports Association) for professional World Class sports car racing in the United States. Porsche has long dominated the series, from the prototype classes to the GT classes. ALMS offers five categories of race cars starting with the Prototype series P1 and P2. P1 cars feature such technically sophisticated cars as the Audi R18 TDI and R18 hybrid, Toyota's TS030, and the Honda Performance Development ARX-03a, producing up to 550HP, having a minimum weight of 900 kilograms (1,985 lbs.), and can accelerate from 0-100mph in 4 seconds, with a maximum speed of almost 200MPH. P2 cars are similar in weight and appearance but have smaller, less powerful engines. The Porsche factory campaigned a P2 Spyder RS several years ago under the Roger Penske banner, and beat the larger and faster P1 cars, including Audi and Peugeot. A third category of all-out race car is the Prototype Challenge Class, similar in size and weight to the P1 and P2 cars, with the furthur specification that all cars are limited to motors producing 430HP and must ride on specific tires supplied by Michelin. Unfortunately, Audi and Toyota are not contesting most of the series. We will have to wait until the 24 Hours of Le Mans to see who has the fastest and most reliable car in P1.

The most hotly contested class is the GT sports car class. Factory efforts are supported by Aston Martin for their Vantage, BMW for the M-3 GT, Corvette for their C6.R, Ferrari with the F458 Italia, Porsche for their 911 GT3 RSR, and Lotus with the Evora. Aston Martin and Lotus were represented by a single car each, while Corvette, BMW and Ferrari had two car teams. Porsche had a two car team from Flying Lizard Motorsports and single car teams from Team Falken Tire Racing and Paul Miller Racing. The last class was for the GT Challenge class, featuring three types of Porsche 911 GT3 Cup cars. Seven different 911s competed in that class.

Over the past several years, competition has been fierce between Porsche, Ferrari, BMW, and Corvette. When BMW installed a V-8 engine in their M-3 several years ago, they were almost unbeatable, although there were some reliability issues. Porsche protested because the race cars were supposed to be production based at a time when street M-3s were equipped with six cylinder engines. For a period of time BMW was disqualified, as they were not yet

selling V-8 powered M-3s. The V-8 engine is back, and now BMW's M-3s are the class of the field at some tracks, as well as defending GT Champions from 2011. Ferrari, now running the model F458 Italia, has been extremely competitive. Corvette, running their C6 ZR-1 car, has also been a contender for top honors in the GT class. Last year, Porsche was considered to be a little down on power, so over the winter the 911 GT3 RSR was reworked at Weissach. The modifications seemed to enable Porsche to pick up several seconds a lap over last year's car. Unfortunately, the competition has also improved their performance as well.

During a garage tour on Friday, Extreme Speed Motorsports, sponsored by Patron tequila, opened their F458 Italia pit garage to answer questions from fans. The 458 crew acknowledged receiving factory support. "We get the engines direct from the Ferrari factory and install them in the car. We have tweaked the car and suspension a lot but we don't touch the engine." When asked who their main opposition was, the answer was "both BMW and Corvette." During GT qualifying, the answer was prophetic. Aston Martin was the fastest GT qualifier. Second on the grid in GT class was the Gavin/Milner Corvette, followed by the Muller/Auberlen BMW E92 M3 in third position. Fourth grid position was the Flying Lizard 911 GT3 driven by Bergmeister/Long/Lietz, followed by the Magnussen/Garcia Corvette in fifth. Sixth starter was the first Ferrari 458 of Sharp/Van Overbeek, seventh the M-3 of Hand/Mueller, then another Ferrari with Brown/Cosmo sharing driving duties in eighth. Ninth starter was the Team Falken GT3 of Henzler/Sellers, while another GT3 with Miller/Maassen driving was tenth on the grid. The Lotus Evora of Sweedler/Bell and the second Flying Lizard 911 of Neiman/Holzer filled the grid in eleventh and twelfth positions. Two of the drivers interviewed, versatile Townsend Bell, driving the Lotus Evora, and Ferrari driver Johannes van Overbeek, both said that Mazda Raceway was their favorite track. Van Overbeek's reason was due to his success at Laguna Seca, while Bell based his opinion on the challenges the course offered.

Mazda Raceway Laguna Seca is an eleven turn, two plus mile, multi-elevation race track set amidst the rolling hills of Monterey county, behind the old US Army training base of Fort Ord. The most famous segment of the course is "The Corkscrew" described as driving off an unmarked cliff and falling down many stories. In fact, you are driving uphill very, very fast along the Rahal (as in Bobby) Straight to a sharp 90-degree blind left turn, and as you "fall" down the hill, you make an immediate right hand turn while

you corkscrew down through another sharp 90-degree left turn, continuing to descend to level ground at the bottom of the hill, through a fast righthander to the last turn, a sharp left, 110-degree, decreasing radius corner entering the front straight. Weather for race weekend was perfect—warm and clear with just a touch of a breeze. The crowd was rather small on Friday (qualifying) but Saturday saw the hills alive with spectators. The beauty of this track is that you can walk around the course and have a vantage point from every corner and angle. There are grandstands along the pits/start/finish and at the end of turn 4, opposite "the lake." You can also get a panoramic view from the top of the hill behind the corkscrew, or on the hill above turn 2, the Andretti Hairpin. You can also sit along the hill facing turns 9, 10 and 11. There are a number of areas where you can get right up to the course behind the fencing bordering the track. The grandstands behind turn 4 are one of the best vantage points, but after a bit of time in the sunshine, one is ready to move on or pass out from heatstroke.

One of the more unusual race cars was a P2 Morgan with Nissan power driven by Martin Plowman, David Heinemeir Hansson and Antonio Pizzonia. This was not your father's old Morgan with the wooden (sub) frame, but the new aluminum tub version with Nissan power. The Morgan was forced to start last in a 35 car field, but rapidly worked its way up to third overall.

The ALMS series has a lot going for it. For Porsche fans, you will recognize many of the drivers as current or past Porsche drivers. Lucas Luhr, Patrick Long, Jorg Bergmeister, Wolf Henzler, Sascha Maassen, and Cort Wagner to name a few. Not only is there very close racing amongst the GT contenders, the P2 cars and the Prototype Challenge cars, but the tracks are varied and challenging. Venues range from street courses, such as Long Beach, to dedicated race courses such as Mid-Ohio, Mosport and Infineon Raceway. Most of the races are two-hour timed events, but at Laguna Seca it was a six hour enduro, starting at 1:30PM and finishing at 7:30PM. Yet all the cars ran flat out from the drop of the flag. The only P1 cars were the Honda HPD ARX-3a driven by Lucas Luhr and Klaus Graf under the Pickett Racing/Muscle



Porsche Cayman S-RSR race car of the future?

Milk banner, and the Chris Dyson/Guy Smith Dyson Racing Lola B12/60 powered by Mazda. The Muscle Milk Honda was fastest qualifier and odds on favorite to win the race. The Dyson Racing Lola was a pretty car, and fast, but did not have the reliability of the Honda. Muscle Milk won with a three lap margin over the highest placing P2 car in second place. The P2 competition was much closer, with the Morgan holding first or second in class and third overall until late in the race when a transmission problem sidelined the car in the pits. The Morgan was able to finish the race at the very end but had lost 12 laps in the pits and finished second in class and 20th overall.

The Flying Lizard Porsche of Bergmeister/Long/Lietz was competitive for most of the race dueling with the Corvettes and BMWs but could not maintain the pace at the end. With just a few laps to go the Porsche was holding 5th in class behind the Corvettes and BMWs but could not hold off a charging, faster Ferrari. Porsche RSRs have had the reliability but just don't seem to have the pace. Recent comments in PCA's on line commentary and in "Panorama" (May 2012) at page 25 on the "12 Hours of Sebring" state the issue. Quoting Senior Editor Bill Oursler: "... despite the strides in development made by the engineers at Weissach over the winter, the latest 911 GT3 RSR may not be the equal of its rivals." At Sebring, Porsche came fifth behind two BMWs and a pair of Corvettes. And in fact, fifth may be the best result obtainable. As could be seen at Laguna Seca, the Aston Martin is fast but not reliable, while the Lotus is simply not fast enough. Of the main four contenders, Porsche is third at best. Recent discussions point out that the Ferrari is a modern mid-engined car and the rear engined six cylinder Porsche may be at the end of its development. Would not a Cayman with as much power as the RSR be a faster car? PCA mentioned in a recent communication that Don Clarke, driving a Cayman S with 330HP won a recent Intercontinental Trophy Cup Series event at New Jersey Motorsports Park by dominating the competition, including opposing 911 race cars. "It (the Cayman S) could be such a good car that it could possibly beat the Porsche 911 on many tracks." Interesting to think about. Stranger things have happened before. See you at the races.



ALMS P2 Morgan chases Ferrari 458 down the corkscrew

# Tribute to Mom: SDR Rally School

Text by Martha McGowan, photos by Bev Gould

It's been several years since SDR has held a Rally School, but from the size of the turnout, the event, organized by Paul Young and National Parade Rally master Tom Gould, is a prime candidate to become a club standard. Forty participants, including a lot of new faces, arrived for breakfast, which was followed by rally lessons and instructions given by Paul. Eager students listened in rapt attention while Paul explained that a rally is about punctuality, and the goal is to arrive at the various destinations as close as possible to the "perfect time" and thus achieve the lowest score. Participants are penalized equally for arriving at check points early or late. During the classroom discussion, students asked numerous questions, which Paul patiently addressed. After learning common rally terms such as CAST (change average speed to), FLR (follow lined road), DIYC (do-it-yourself checkpoint), WOF (whichever occurs first) and several other acronyms, we thought we were ready.

Paul reviewed the route instructions and provided additional clues that would aid us all later. For many, this was their first rally experience and quite a few couldn't wait to hit the pavement.

Soon enough, we were all assigned our car numbers, provided our instructions and control cards, and were gridded up at the start line. I was partnered with Kathaleen McMurray, who drove while I navigated. One by one, off we went, with cars leaving the start line at one minute intervals. 16 cars headed east through the back streets of El Cajon and out to Lake Jennings and Flynn Springs. We continued out toward Alpine through Harbison Canyon and then on into Crest, where Paul had obligingly selected some really fun driving roads. We left Crest and went back into El Cajon and then returned to Paul and Ruth's house.

The rally took about 70 minutes and we traveled a total of 32 miles, reading instructions, watching our speed, and looking for clues such as searching for signs with the name "Holly" in them. Upon our return we found that Ruth had prepared home-made chili for lunch, which everyone thoroughly enjoyed.

Bev and Tom Gould manned (or would that be personed) the first checkpoint and Paul Young Jr. and Sr. took care of the finish line. Once we had all completed the rally, Paul, Tom and Bev gathered everyone's control cards and feverishly worked out the scores as folks enjoyed lunch, mingled and shared notes and stories about the drive.

Finally, Paul called everyone together so he could announce the results and present the awards. In 3<sup>rd</sup> place were first time rallyists Ed Bregger (driver) and Mario Teran (navigator) in a Black 996 with a score of 125. In 2<sup>nd</sup> place was the husband and wife team of Cory (driver) and Angela (navigator) Homnick, another duo rallying for the first-time, in a Macadamia Metallic Boxster with a score of 108. In 1<sup>st</sup> place were Mike Brown (driver) and Keith Verlaque (navigator) in Keith's Yellow RS America with a score of 102.

Kathaleen and I did very well on the first two legs where we accumulated only 20 points (that's 20 seconds off a perfect time over 26 minutes), but we had a little trouble on the third leg, so we were out of the running for an award. Nonetheless, we had great fun together, had a rehearsal for the rally event at Parade in Salt Lake City, and had a chance to drive some really fun back roads in East County.

This was a great way to spend the day before Mother's Day, hence the Rally School title which was "TTM" which stood for Tribute to Mom.

Thank you again to Paul and Ruth Young for providing their house and the food, to Paul and Tom (both first-class rally champions) who wrote and test-drove the rally route, and to Tom, Bev and Paul Young Jr. for manning the check-in stations. Everyone had a great time and we are all eagerly looking forward to the next rally.



Rally cars line the street



Mike and Keith accept 1st place honors



Kathaleen and Martha with friends



Angela and Cory Homnick finish second



Mario and Ed, 3rd place finishers



Paul and Tom ciphering



Paul Young teaching

## The Grand Prix & San Gabriel Valley Regions & Zone 8 PCA Driver Education Instructor Training

For all PCA Instructors and Instructor Candidates  
Pomona Fairplex  
Saturday, June 30 (gate opens at 7:00am)

Are you an instructor, but feel that you really could use some additional training?  
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Do you know that instructing is a great way of honing your driving skills?  
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\$85.00 includes lunch

For information about PCA's Driver Ed program, go to [www.PCA.org](http://www.PCA.org).  
Login, then go to: Activities | Driver Education | Instructors

**Registration for both Saturday events:**  
**<http://PCAGPX.MotorsportReg.com>**

Information & other help — Suesan Way



## 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:**  
**<http://PCAGPX.MotorsportReg.com>**

Information & other help — Suesan Way  
[SuesanWay@pobox.com](mailto:SuesanWay@pobox.com) or (619) 992-4287

# Zone 8 Happenings

*Text by Tom Brown, Zone 8 Representative*

The 2012 Parade is only one month away now, and it promises to be another great one. All Porsche, all the time, for a solid week; our national convention can't be beat when it comes to PCA camaraderie and activities. There is still time to sign up and make it the best week of your summer. Salt Lake City is a great destination city and is very family friendly. There will be lots to see and do for the whole family. See <http://parade2012.pca.org/> for more information.

By the way, if you haven't already considered it, I highly recommend that each region organize a caravan to Salt Lake City for those driving to the Parade. As they say, getting there is half the fun, and what could be more fun than a cross-country drive with all your PCA friends? It also helps to be in a group should anybody have car trouble. Just remember to plan any hotel/restaurant stops along the way in advance!

Party! Party! Party! There will be a Zone 8 Party at the Parade on opening day, Sunday, July 8. The party will start at 4 PM, as a warm up to the official Welcome Party that evening. It is the perfect time to gather with your Zone 8 friends to coordinate schedules, plan activities and organize your vacation week together. Don't arrive too late so you can be sure to be finished with both hotel and Parade check-in leaving plenty of time to join us and kick the week off in style.

Concours Judges: If you have never judged at a Parade, but are interested in stepping up and giving it a try, please contact Paul Gilbreath, the Parade Head Judge, at: [paulgilbreath@live.com](mailto:paulgilbreath@live.com).

Turning to official Zone 8 business, June is the final month to submit proposals for the Zone 8 event rules for 2013. If you have a suggestion to make the rules better, or have identified a problem with the rules as they are now, here is your big chance to make a difference. Please submit your suggestion, along with a description of the issue (including why it is an issue and how your suggestion fixes it) to [rules@zone8.org](mailto:rules@zone8.org). You may also review and submit comments on other member's suggestions. Please see the rules proposal page on <http://zone8.pca.org> to learn more about the rules process and to see the proposals for next year that have already been submitted.

Have you been wondering what is going on around you in Zone 8? Perhaps PCA doesn't have your email address. Many regions, the zone and national PCA email out notifications about upcoming events and other club news to the email address that you provide to national PCA. If you haven't done so, or if your email address has changed and you have yet to update it with PCA national, then you will miss out on this convenient and timely means of communication. Fixing it is easy, just log in to your account on <http://www.pca.org/> and update your information. If you don't have an account, the friendly staff at our national office will be glad to assist you in creating one.

Don't forget, of course, to make a habit of visiting your local region web site and the Zone 8 website on a regular basis, as these are also great ways to keep up with what is going on. Our Facebook and Google+ pages are also great ways to stay in contact with the club. If you find yourself traveling to another region look them up and drop in on any events that might be happening. Visitors from other regions are welcome to attend most any event. Just be sure to look for any advance registration requirements and pricing information, etc.

While you are on the Zone 8 web site, please take a look in the "About Zone 8" section. Here you will find the Zone 8 History Project unfolding, as well as other information about Zone 8 and its regions. We certainly hope you enjoy it. And don't forget, if you have anything you'd like to contribute, I'll be glad to take a look. Do keep sending me your favorite drives around the zone. We are a car club after all, and everybody appreciates a suggestion for a great place to hit the road in their Porsche.

I can be contacted at [zonerep@zone8.org](mailto:zonerep@zone8.org).

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# The Two-Year Racing History of Porsche 944 GTR 003

By John Straub from his Vintage Racer blog, Along for the Ride ([johnstraub.blogspot.com](http://johnstraub.blogspot.com))

It was 1985 and the Porsche 962's were battling it out on the IMSA circuit in America. However in SCCA racing, Porsche had only the aging Speedsters, Roadsters, and 914's to hold up it's banner. Enter Al Holbert, the American Porsche racing boss, with the idea to run a new car to represent the marque. How about a Porsche 944 GTR Turbo? The factory had no interest, so what to do? Build the new car in the U.S. out of bits and pieces from the Porsche racing parts bin. Fabricator Dave Klym in Tucker, Georgia was contracted to design and build the project.

The car took shape at first as a wide body fiberglass silhouette 944 (the later look was a 944 turbo), all of this built on a square tube frame with coil-over suspension. It used 962 bits, a 928 torque tube, a Hewland transaxle and a specially built 944 Turbo engine. McLaren Engines in Michigan did the development work on the engines but Andial in So-Cal took over and bettered them. The independent teams running the cars were to do the R & D to make them competitive.

Next, enter ex-racer and Porsche dealer in San Diego, Alan Johnson, who stepped to the plate to take on SCCA. A team was put together, including Don Jones, Vic Ofner, Pat Scanlan, myself, with Robbin Herring handling the teams PR. The driver was three-time SCCA National Champion Tom Brennan, from Danville, IL. We were now off to the races.

Our first year, 1986, was filled with plenty of drama. Out of the box we won our first race at Riverside Raceway, however, little did we know, tough times were ahead. The first thing we had to deal with were brakes. The car stopped fine with the 962 units, but there was a brake cooling issue that would take us halfway through the year to solve. Next, the 550HP that the 4-cylinder engine was putting out was breaking 928 torque tubes, and the 2,600 lbs. the car weighed for GT-1 was playing havoc with the 962 front spindles. Don Jones had left the team, but even with these problems, we were able to win enough races to qualify for the National Runoffs at Road Atlanta under the leadership of Vic Ofner. About a month and a half before the Runoffs, we were feeling pretty good about the season, so we decided to run a Northern Division National at Sears Point (now Infineon) just to beat up on those guys. Unfortunately, that decision was to bite us in the butt.



As the car came to us, it was Guards Red.

Turn 10 at Sears is not one to be messed with. Tom had qualified well on Saturday, and on Sunday morning went out for a warm-up session. As I remember, he got loose on the damp track in turn 9 and went off in 10, doing endos in front of us, wadding the car into a ball. Now what? We had qualified for the runoffs and now had a totaled car. We decided to pack the team up and head for Dave Klym's shop in Atlanta to do the re-build. For little more than a month the team worked feverishly to put the car back together, and now with a new car and no track time on it before the event, we decided to take it out on the back roads of Georgia to give it a run!

Avoiding the local law and making it to the runoffs with the new car, we ran well, but not good enough for a podium finish. We finished sixth, with Paul Newman taking first in the Nissan 300ZX Turbo. So, it was off to our next year.

The team made some changes in the off season, we found a new driver closer to home, Jim Warren. We had run against Jim our first year while he was racing a Corvette and noticed how smooth he was. Alan made him an offer and he came over to the Porsche ranks with us.

To start our second year, 1987, we went out and won several races again, racking up the points for Atlanta. The car was running well with many of our previous issues solved. Much less drama this year except for one event at Laguna Seca. Jim was exiting turn 9 at the bottom of the "Cork Screw," passing a Camaro on the last lap, when the other driver ran Jim off into the dirt, costing us a win. They both ended up parked next to each other, and after climbing out, the other driver start throwing punches. I spent the next two hours meeting with SCCA officials filing a protest and having the other drivers license suspended. We were then off to our next stop, the Runoffs.



After our Sears Point crash, 1986.

Making it to Atlanta for the runoffs, we decided to enter a Trans-Am race to be held a week earlier. However, it looked like rain was due for that event, and after practice we decided to withdraw our car at the last minute prior to the race to save it for the GT-1 event that we had worked so hard for.

In the GT-1 race, the car ran well and Jim drove well, however we were hampered by an aluminum plate under the front end that came loose. For the second year, we had finished better, but still off the podium, this time in fourth, with Scott Sharp taking first in a Nissan 300ZX Turbo. The handwriting was on the wall, we were an independent team going against factory supported teams. It was time to retire, our heads held high with our family-like team. We had come a long way and 003 had ended its racing life. One can only wonder what would have happened with some factory support. To this day I still have all the records for every lap that 003 turned on the track.



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Driver Name \_\_\_\_\_ ☐ DE ☐ TT

Phone \_\_\_\_\_

E-mail \_\_\_\_\_

Member # \_\_\_\_\_ Region \_\_\_\_\_

Emergency Contact \_\_\_\_\_ Phone \_\_\_\_\_

Driver Status: \_\_\_\_\_ Instructors, will you instruct? \_\_\_\_\_

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**2005 Porsche 997 S** One Owner, Special Ordered, Arctic Silver, Sport Seats, Sport Chrono, Bose, 6 Disc, Non-Smoker, 12,400 Pampered Miles, Never Seen Rain! \$56,000 (619) 972-6572

**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 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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**1988 944S** Well Sorted Street Legal Track Car. Build sheet available via email. \$10,500 with all spares/ negotiable without. Email mrondeau@cox.net for build sheet/ pictures. (858) 864-3163

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OTHER VEHICLES

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PARTS

Nt01 tires + rims 255/40/17 and 225/45/17 nitto nt01s on 911 offset rims. 1 heat cycle. fits carreras/sc. \$1k obo. 714-280-3608

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Boxster Parts for Sale 2000 Boxster Exhaust System, Air Intake Box & 2008 Boxster S rear taillight lenses. Ted Witte. Click on link: http://www.mastersdiving.org/Boxster/parts.htm (619) 985-7360

928 Parts Factory Workshop Manuals – 9 Volumes; Factory Parts Catalog '87-'91; Factory Service Information Technik – 6 Volumes; California Car Cover Co. Noah Cover for S4/ GT with rear wing; All new or like new; Rear Muffler Bypass-new/never installed; Don Anderson, dladds71@yahoo.com (619) 469-1249

Sebro Fr Rotors Caymn-Boxster (2005-08) New \$152 priced \$120 been on car few hundred feet realizing they were not for the S (760) 840-8832 aeh-rath@hipergames.com

Pagid Fr Br Pads Caymn-Boxster (2005-08) New \$112, my price \$80 been on car few hundred feet realizing they were not for the S (760) 840-8832 aeh-rath@hipergames.com

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

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/late944. \$750 Russell@lightningmotorsports.us (858)-442-7466

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

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

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

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

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

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

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

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2012 Last Tuesday Social

Schedule

June: Wellington (Mission Hills)

July: Tom Ham’s Lighthouse (Shelter Island)

Aug: King’s Fish House (Mission Valley)

Sept: Avenue 5 (Banker’s Hill)

Oct: Yanni’s (Poway)

Nov: Mexi-Cocina (Poway)

Dec: No LTS so join for Breakfast With Santa on Sat Dec 16 at Miguel’s Cocina in Old Town

Watch the Witness and pcasdr.net for updates

Boxster Chronograph watch (black dial, white numbers) with black leather band in original case with box and manual. Collector’s item in excellent condition. Can send pictures if interested. \$400. gotz@cox.net

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# May Board Meeting

## Meeting Minutes

The May 2nd meeting was held at the home of the Kinningers. Greg, Bev, Don, Terry, Cathy, Carl, Araceli, and Leigh were present. The meeting was called to order at 7:00 P.M.

President’s Report: The Parade is coming! The Porsche parade and pizza meeting was successful, with several new members attending. The California Speed Festival was a fun event. Also, 2013 Board nominations are due to the nominating committee by June 1st.

Treasurer’s Report: Cathy provided her final report and transitioned responsibilities to our new Treasurer, Don Middleton. The board approved purchase of an upgraded computer.

Zone 8 Rep: Parade registration is open and will continue until the middle of June. Tom Brown recommended that club members convoy to Salt Lake City. The Zone 8 party will be held on July 8th at 4pm. Approved by the Board.

Chair Reports:  
Archivist: No Report

Autocross: The Autocross was a great event with 101 attendees. The preregistration men will start on their own soon, so please give them a lot of encouragement. FAQ’s will be updated and on the website soon.

Auto Museum: Michael Harris–Focus on Steam Punk Mobiles. It is a mix of Last century vs. Modern.

CDIs: There are 52 attendees registered for the Performance Driving School. It should be a well-attended event. Instructors should please update their email to keep in contact. The lights at the stadium will be lit for evening driving. No loud cars.

Charity: No Report

Concours: Budget and check request submitted. Event will be at the same location as last year, Shelter Island. Security needs to be implemented. Trophies are in the works. Judges are being recruited. Promotional flyer is being produced. The Concours prep school is set for July 21<sup>st</sup> — come and get some great tips from the Concours Judges. Approved by the Board.

Goodie Store: No Report

Historian: No Report

Insurance: Coverage in place for May.

Legal Affairs: No Report

Membership: Club membership is at an all-time high! 10 new members added as of 5/1/12

Military Liaison: No Report

Rally: Paul Young–the Rally School is set for May 12, everything is on track and check points are being checked!!

Policy/Procedures & Region Rules: No Report

Safety: No Report

Social: Cathy called (as asked) for dates for the Installation Dinner. January 12 is the best date. Encinitas classic car show has asked if we would like to participate.

Tech Sessions: May 23rd, June 20th. Porsche San Diego is planning a Boxster Tech Session before Parade (Refer to SDR PCA calendar of events for dates/times).

TT/DE: Cash reconciliation was submitted.  
Tours: Next Tour to be scheduled for Father’s Day weekend, Saturday the 16th.Starting in South San Diego.

Vintage Racing: Coronado Speed Festival is happening this year during Fleet Week.

Web Team/eMaster/ Web/Forum: Facebook, Marc has been posting and making the page more updated with events. Goodie store is now online!

Witness Team: No Report

Unfinished Business:  
- July Board Meeting canceled.  
- Cars and Coffee program is still in the works.  
- Equipment Chair- inventory: Martha sent out an email to all Chairs to check in their inventory.  
- Auto show: minimal cost and minimal effort. There should be some classic cars but mostly newer models.  
- The PCA Trailer needs re-branding.

New Business:  
The costs to host our website are reducing, but there may be additional costs associated with possible server upgrades.

The Kinningers’ were thanked for their hospitality. The meeting was adjourned at 8:44 P.M. The next meeting will be held on June 6th.



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## Advertiser Index

356 Services	25
All German Auto	43
Amato's Auto Body	IFC
Autos International	35
Black Forest Porsche/BMW Service	IBC
BumperDoc	22
C2 Motorsports	33
Charlie's Foreign Car	34
Dieter's Porsche & BMW Service	38
Digital Ear	36
European Motor Sports	33
Grand Prix Classics	34
Konig Motorsport	32
La Jolla Audio	22
Mirage International	30
Modern Image	43
Motor Works, Inc.	34
Ocean Beach Upholstery	34
Pelican Parts	35
Personalized Autohaus	30
Pickering Insurance	32
San Diego Porsche	BC
Roger Roberts, Realtor	35
SpeedZone Paint & Bodyworks	35
TCsGarage	32
Velvet Touch Wheel Services	25
Wheel Enhancement	34

---

## Special Event Flyers

Porsche Parade	9
SDR Concours D'Elegance	15
Instructor Day & Training	20
DeutschFest	26
Concours Prep School	30
SDR DE/TT Series	31
Concours Prep School	30
Fallbrook Summer Nights	33

---

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

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