



# WINDBLOWN WITNESS

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



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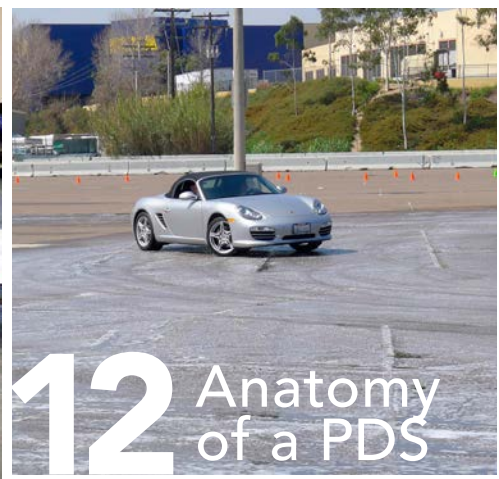
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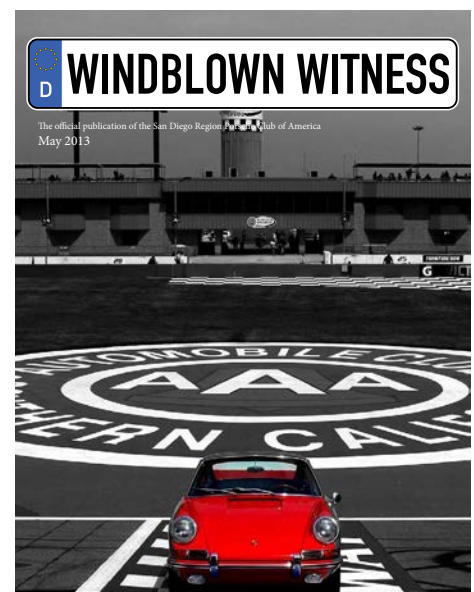
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## On the Cover



911 at the California Festival of Speed. Photo by Sunny Chamblee

# WINDBLOWN WITNESS

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2013

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58th Annual

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JUNE 23-29

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MARCH 12

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STREET SURVIVAL  
DRIVING SCHOOL  
GOLF TOURNAMENT  
TECH ACADEMY  
AND MUCH MORE

# On The Road

By Bev Gould

Kudos goes out to PCA's Zone 8 California Festival of Speed team! They put on a great event this year with lots of people, vendors, activities and racing! If you missed the festivities this year, make sure to mark your calendar for next year's event—it was first class.

On May 5th PCA SDR is having a Park & Party Car Show, sponsored by Hoehn Porsche in Carlsbad. So what's a Park and Party? It is a social event with your car—just park, eat, drink and socialize. Due to some scheduling issues at the winery, we had to change the venue of the Park & Party Car Show. We are fortunate that the management of the Rancho Guajome Adobe in Vista has been so accommodating. Entrants will park on the grass at historical Rancho Guajome Adobe in Vista. For lunch you have a couple options, eat lunch from the 3 Gourmet Food Trucks and/or bring a picnic lunch. For fun, we are throwing in a competition for the best picnic display and People's Choice for the favorite car parked on the grounds. We are really excited about this event and hope to see you all there. It should be quite the social event!

If you are looking to drive in a Driver's Ed event, we have just the ticket! PCA SDR is hosting a DE at the AAA Speedway in Fontana on Monday May 6th. This is a great excuse to take a day away from work and have some fun. For those participating in the Spring Mountain Club Race, this is your last opportunity to drive a large track on your way home before the season ends.

Krispy Kreme & Cars is on May 11th, we get anywhere from 20 – 40 cars on the 2nd Saturday of every month partaking of donuts and coffee. If you have a little need for speed, SDR is hosting a Zone 8 autocross on the 19th. This is a great opportunity to learn some performance driving or hone those existing skills. Also on the 19th, SDR members are welcome to a complimentary deionized car wash at Porsche of San Diego, check the website for details. On Wednesday May 22nd we are having a Track Data Acquisition Systems and Analysis Tech Session at Black Forest. The last Saturday of every month is Cars and Coffee at the Carlsbad Outlet Center (CBad), we had over 50 Porsche's show up in March!

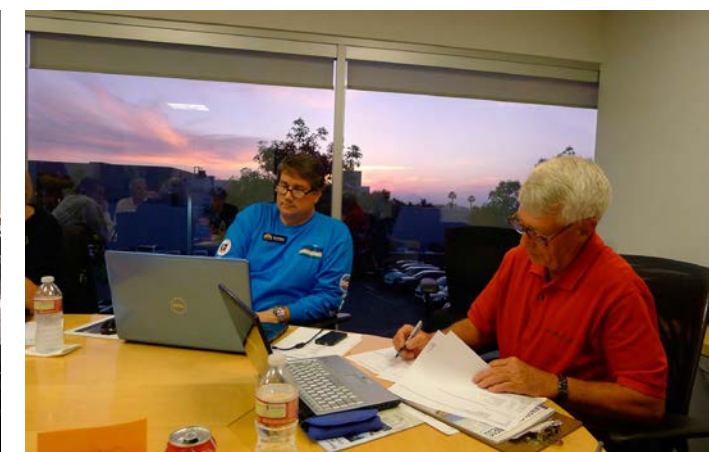
Our Last Tuesday Social is on May 28 at True Food Kitchen in the Fashion

Valley Mall. We'll start with a social at 6:30PM and dinner at 7:00PM. This is a great way to meet with fellow SDR members and try out some new restaurants.

On June 2nd, join us for a car show display at Village Walk at Eastlake in Chula Vista. Car setup goes from 4:00-4:30PM. Display time is from 5:00-7:00PM. A portion of the parking lot will be flagged off specifically for our car club. Just show up!

One last note, we are trying something new. We are getting a group of SDR members to attend the Padres game on September 8th. We will be at the Kona Cove, which is the perfect combination of prime baseball viewing at Petco Park and a lively atmosphere for our members to mix and mingle as we partake of all you can eat food and soft drinks while we watch the game. Even if you aren't into the game, it is a great opportunity to meet with fellow SDR members. Reserve your spot now!

See you on the road.



Board meeting at Porsche of San Diego. Careful! Could be an expensive meeting...



# May 2013

## 01 Wednesday Monthly Members and Board Meeting

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

Place:  
Randy Pickering’s home  
3328 Avenida Obertura  
Carlsbad, CA, 92009,

Details:  
The monthly meeting provides an opportunity to mingle with some of the club’s most active leaders and to watch the Board of Directors in action. Food and beverages (BYOB) are provided before the meeting. All members are welcome.

## 03-05 Friday-Sunday PCA Club Race Z8 Time Trial/DE

Place:  
Spring Mountain

Details:  
See page 15 for details.

## 05 Sunday Park and Party

Time:  
11:00 A.M.

Place:  
Rancho Guajome Adobe  
2210 North Santa Fe Ave  
Vista, CA 92083

Details:  
All PCA members and their guests are

welcome to join SDR at a Park and Party Car Show sponsored by Hoehn Porsche on Sunday May 5. Meet at Rancho Guajome Adobe in Vista with your Porsche.

The event starts at 11am and ends at 3pm. Car staging begins at 9:30am. Award ribbons will be given to the top 3 People’s Choice. This is a non-judged event. Bring your own picnic basket or buy lunch from the gourmet lunch trucks including Bitchin Burgers, Lez Eat, and Tacoteur Puesto.

Rancho Guajome Adobe is a county park and the Adobe is an historical landmark. If you would like to tour the facility there is a \$1 charge per person and you pay upon entry.

Registration is now open at motorsportreg.com. \$10 per car entry to display your car. Registration closes Friday May 3 at noon. After that, it’s \$15 per car (cash only) at the gate, to display your car. Regular parking is \$5 per car (cash only) at the gate. Registration is not required for regular parking.

Cancellations will be accepted until noon on May 3, 2013. After noon on May 3, your credit card will be charged and there will be no refunds allowed.

## 06 Monday SDR/Z8 DE

Place:  
AutoClub Speedway Infield

Details:  
Let’s try this again! Our one and only all-DE event for the year got rained out in March. We are very fortunate to have a great replacement date, Monday, May 6! Take the day off from work and come on out! Drivers attending the GPX Spring Mountain event the weekend immediately prior, stop at the Speedway on your way back from Nevada, make it a long

weekend and take in a second track before heading home!

A one day DE at the Auto Club Speedway Infield Road Course is a great way to get in hours of practice time close to home. It’s our last event before the long, hot, summer break! Novices can participate in our well regarded ground school and performance driver training program. And everyone can test & tune, log more seat time, or just have fun driving on a great, purpose-built course.

## 11 Saturday Krispy Kreme and Cars

Time:  
8:30 A.M.

Place:  
4180 Clairemont Mesa Blvd.  
San Diego, CA, 92117

Details:  
Join your Porsche friends for Krispy Kreme and Cars at the Clairemont Town Square Shopping Center. Use the parking area next to the Outback Steakhouse which is just behind the Krispy Kreme as the rendezvous point. Nothing formal and no RSVP needed.

## 19 Sunday SDR Autocross

Time:  
6:30 A.M.

Place:  
Qualcomm West Lot

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

# May 2013

## 19 Sunday Car Wash

Time:  
11:00 A.M.

Place:  
Porsche of San Diego  
9020 Miramar Road  
San Diego, California

Details:  
PCA-SDR members are welcomed to Porsche of San Diego for a complimentary deionized car wash! This will leave your Porsche spotless - the way it deserves to be. Please provide your own car wash gear and utilize the deionized spray for a spotless finish. First come, first served.

## 22 Wednesday Tech Session

Time:  
6:00 P.M.

Place:  
Black Forest  
8066 Engineer Road  
San Diego, CA,

Details:  
This is the Tech session you track types have been asking for provided by some of our own club members such as Andre Eisenbach and hosted by Black Forest. This Tech Session will provide an overview of available Data Acquisition systems and software to include advantages of using track data acquisition systems, smart phone software, data loggers, creating video overlays, and basic data analysis. Free!

## 25 Saturday Cars and Coffee

Time:  
7:00 A.M.

Place:  
Carlsbad Premium Outlets  
5620 Paseo Del Norte  
Carlsbad, CA 92009

Details:  
PCA-SDR Members and all Porsche enthusiasts are encouraged to join in this event on the last Saturday of each month.

## 29 Tuesday Last Tuesday Social

Time:  
6:30 P.M.

Place:  
7007 Friars Rd, Ste 39  
Fashion Valley mall  
San Diego, CA, 92108

Details:  
Come out and meet your Porsche club social friends for dinner at True Food Kitchen in Fashion Valley mall. At True Food Kitchen, we celebrate simplicity. We practice sustainability. We believe that simple, fresh, pure ingredients create the most memorable and satisfying meals.

**New start time is 6:30 for cocktails and 7 PM for dinner.**



# VILLAGE WALK CAR SHOW AT EASTLAKE



**SUNDAY JUNE 2nd**  
**VILLAGE WALK AT EASTLAKE**  
**878 EAST LAKE PKWY**  
**CHULA VISTA, CA 91914**

PCA members are invited to display their Porsches at Village Walk in Eastlake  
Car setup time is 4pm - 4:30 pm. Display time is 5pm - 7pm  
JUST SHOW UP!

A portion of the parking lot will be flagged off specifically for our car club  
Village Walk is an enchanting village of shops, services, and restaurants  
in the Eastlake/Chula Vista area

CONTACT: MARTHA MCGOWAN  
prereg1@cox.net

let's try this again...



**AUTO CLUB  
SPEEDWAY**

**INFIELD DE**  
**MAY 6 2013**

**\$195 BY APRIL 21st**

REGISTRATION: <http://msreg.us/AAA0513>

4 run groups of 20 max  
instruction available  
(subject to instructor availability)

drivers of all levels welcome  
all sports cars welcome  
garage rental \$30

qualified instructors (who instruct) receive \$25 discount!!



# Legends of Low Riders-Last Chance!

*Text and photos by Michael Harris*

If you have not had the chance to see the Lowrider Legends of San Diego display at the San Diego Automotive Museum in Balboa Park, now is your last chance. The display features many historic and nostalgic Lowrider cars from in and around San Diego. In addition to the cars are many artifacts from the '60s, '70s and '80s including local car club plaques, jackets, photos and videos that many of you will easily recognize from Barrio Logan, East San Diego, and surrounding neighborhoods. What are Lowriders? Perhaps best explained in the words of one of the exhibitors and a SDAM Board Member Carlos C. de Baca: "Following the '40s and '50s custom car designer's lead, Lowriders began to really emerge in the '60s. The Lowrider embraced the '50s custom styles that started with a stock car modified with various elements such as the exotic paint schemes and of course the lowered silhouette. During the '60s, as the Detroit automakers were building high performance 'muscle cars,' many owners were interested in improving the car's performance. Many cars were raised in the back or all around. The Lowrider cars were interested in a low-to-the-ground stance and going slow, so that people could appreciate the beauty of their car. 'Low 'n Slow' was the intention. . . .The 'Hydraulics' were typically constructed out of hydraulic pumps from truck tailgate lift systems and old aircraft landing gear to control the height of the car's suspension. The car is 'juiced' when hydraulic oil fluids are control pumped through tanks to lift or lower the car at each of its wheels." Carlos also explains that now such "hydraulic kits" are commercially available and customizers no longer have to create their own systems. Another major difference he notes from the early days to today is the change from car owners doing their own modifications and painting in the early days of the

movement to professionals during the work of modifications and painting that occurs today.

As museum visitors look at the cars and displays, they will notice a number of local car club plaques, jackets, photos, and other memorabilia of the early Lowrider period. One of the car club jackets that is prominently displayed shows a cartoon-style rooster in bright colors with a jacket and gun belt while the smiling rooster holds a revolver. The jacket contains the word "Los Gallos" which is Spanish for "The Roosters." Los Gallos were an early '50s teen Social Club created by a group of friends in Logan Heights. Although many of the club members owned customized and lowered cars, the purpose of the club was to socialize together and not build and show custom cars together. Such purposes were created in later years. Los Gallos held dances, helped raise money and services for less fortunate neighbors and even lobbied politically to help improve Logan Heights and the surrounding areas. It was also noted that Los Gallos members had some of the best chrome in town on their cars as some of the members worked at a local chrome shop in National City, Duval's Chrome Shop. For those of you who used to restore your 356 Porsches or early 911s with chrome from local chrome shops, you may remember the days in the '60s and '70s when high quality rechroming was available at a number of shops on State Street and in Barrio Logan near where Chicano Park is located today.

We have described many of the cars in previous issues of the Witness, but one of the enjoyments about seeing this exhibit on more than one occasion is to notice the myriad details that one may have overlooked on the initial visit. The 1939 Chevy two-door sedan, for example, has a window mounted air conditioning unit mounted in the back window. Upon closer inspection is a decal that

identifies the unit as a "Firestone Car Cooler." This accessory was available as an after-market purchase in the 1950s. One of the first automakers to offer air conditioning was General Motors. First offered on their Chevrolet brand in 1955 with the introduction of Chevy's first V-8, the unit took up the entire top of the engine and covered most of the open area under the hood and retailed for slightly over \$2,000. This was a huge sum in 1955, when the top of the line Bel Air hardtop with V-8 and Powerglide transmission was about \$2,450.

Another interesting story about one of the cars is a lovely customized 1954 Chevy two-door sedan named "El Mestizo." In Spanish, el mestizo means a person of mixed ancestry. So why is the car so named? If you look at the grill cavity of the car you notice it is different from a stock 1954 Chevrolet. That is because the grill opening on the car has been taken from a 1953 Chevrolet and grafted to the later car.

Several of the cars display the hydraulic systems that have been added to the cars in order to raise them to above stock height or to lower them to the ground. A 1950 Chevy truck in gold has the back truck bed removed in order to display the full and complex hydraulic system. In addition you can see that the tailgate has been customized by cutting a Chevrolet "bowtie" design in the tailgate. There is some custom wood work around the truck bed with the truck's name carved in relief, "La Morena." The name is a tribute to the owner's sister, whose nickname is La Morena. She provided the custom chrome wire wheels for her brother so he could add them for a custom low rider show in Sacramento.

Even though the current main attraction at the museum is the Lowrider display (Executive Director Paula Brandes commented that the last

Free Tuesday in Balboa Park drew 3,500 visitors to the museum in one day-Wow!), there are still many other automobile and motorcycle related exhibits. The 1947 customized and heavily modified Cadillac four-door sedan is one of the main draws. The late Louie Mattar tells his story via video recorder how he bought this car new for his wife. They lived in East San Diego, and after six months he got this fantastic idea that he could modify the car and use it for a non-stop cross-country vehicle. When he first took a power drill to "her" car she was so upset she wouldn't even speak to him. One thing led to another and the car was modified to enable Louie and a friend or two to make several cross-country trips without stopping. Watching a video of someone showering on a small platform attached to the rear bumper while the car is traveling at speed needs to be seen to be believed, as does doing

one's laundry on the built-in backseat clothes washer.

The auto museum has a small but nice collection of 1920-1960 British cars. One of the stars is a 1932 Riley Nine, Plus Ultra Tourer. This four-door, four-passenger, soft top Tourer was very advanced for 1932. The museum's information relates how from the late '20s through the 1930s Riley built some of the best small sporting cars in the world, whether sedans, tourers, or out and out sports cars. The excellence of the engines, and the stylish coachwork and delightful handling all set standards for performance and design throughout the industry at the time. Unfortunately, as with many contemporary car manufacturers of the era, they would not survive past 1938, having to sell out to the Morris Car Company.

A new display will be offered at the

end of May, something completely different. The display will be something for children and adults, or certainly for the child in us all. Toy cars in all forms will be the draw. From gasoline powered bumper cars to soap box derby racers powered by gravity to toy cars made of wood, metal, and tinplate. Also some wonderfully detailed model cars to 1/8th scale R/C (radio controlled) racing cars. Even some pedal cars as well as bicycles will be displayed. The staff also hope to produce a Junior Dragster to display along with old toy catalogues. It sounds like a lot of fun. Please bring your children or grandchildren. But you don't have to. You are guaranteed to have an enjoyable time even without the children. We will have more information and photos next month on the museum's next display offering, "Toy Cars, Scooters and Small Cars."



Business end of hydraulics on 1961 Chevy Impala with 6 industrial batteries linked together for power



Chassis, hydraulics, and cut out bowtie custom features on '50 Chevy La Morena



# Anatomy of a PDS

Text by Mark Bray  
Photos by Greg Phillips

I closed my driver's handbook and picked up the phone.

"Hello, Paul? It's Mark," I said.

"Hi Mark. Are you excited about the PDS?"

"Yeah, I sure am...but I have a question."

"Sure, shoot," Paul replied.

"This part in the handbook about 'knowing your car well so you don't have to think about where things are,' ummm, how's that going to work?"

"Oh, don't worry, you'll be fine."

When I took the course, I owned a 928 that someone on Craigslist gave to me, just to get it out of their driveway. I limped it home and then found that parts for "Leviathan," as I'd named the beast, were way out of my price range. Paul kindly offered to let me use his 911SC "Snickers." The problem was, I'd never driven it. In fact, I'd never driven any Porsche except the "beast." As you might imagine, my fears went way beyond what the event held.

When I decided to write this look at a PDS, I knew my inexperience at the time gave me a skewed viewpoint. So, I sought out a handful of attendees and asked a few questions before the event. Here they are, along with some of their answers (edited for content and space):

## What is your biggest fear?

Bill Best: It WAS that my new (to me), pristine car was going to somehow get scratched up, but since I was just rear ended on my way home from work tonight, I guess I'm over that!

Dallas Mohler: Losing control.

Samantha Razoky: Not being able to pitch and catch. (ed. note: Go Samantha!)

Tom Sharp: Not seeing the perfect turning points.

## What do you hope to gain?

Adolfo Meza: Gaining confidence and to know the limits of my Porsche. Also, having an expert correct years of habits.

Mike Lee: Understanding the limits of our 996. My wife is looking forward to gaining new confidence and familiarity, as she's not driven a Porsche since 2005.

Michelle Smith: I would like to improve my overall driving skills and possibly learn how to drive an autocross so I can drive at PCA events. I also want to learn how to regain control of the car when it goes out of control.

## How will you use what you learn?

Bill Best and everyone else: Using the defensive skills to avoid another accident on California's lovely freeways! At upcoming PCA autocross and Driver's Education track events.

The PDS starts on Friday night with a dinner and "Chalk Talk" at Black Forest Automotive. They have graciously hosted and sponsored the event for years. There is nothing quite like walking in, past rows and stacks (some are

on lifts) of Porsches, as the mouth-watering aromas of Greek food waft through the air. The groups of students, smiling nervously and stuffing their hands in their pockets, like they don't know what to do with them. The energetic and friendly instructors, introducing themselves, making you feel part of the family. The event only gets better from there.

The class time covers much of the same material as the handbook, but takes on depth when presented by a Chief Driving Instructor (CDI). Though there is more information than you can grasp at the moment, each person picks up on what applies best and the opportunity to ask questions is invaluable.

Saturday starts early, with car tech. Pulling into Qualcomm Stadium parking lot, in the semi-darkness, and taking a place in line is enough to set off butterflies in the most stalwart stomach. But soon, chatting with those around you and working through having your car checked puts you at ease. Afterward, breakfast awaits, followed by breaking into groups for the exercises. Skid pad is up first, complete with soapy water from a water truck. You find out what the instructor really meant by throttle steering the night before. Eventually during your turn on the pad the instructor holds the wheel and has you cross your arms over your chest. You steer the car around the slippery circle, using just the throttle. Yes, you read that correctly and, no, I'm not kidding. It is quite the moment of clarity but get used to the feeling as those moments happen throughout the day.

From there it is on to pitch and catch, intentionally tossing the rear of the car into a slide, then catching it without spinning. Once again, this happens on



Business end of hydraulics on 1961 Chevy Impala with 6 industrial batteries linked together for power



Chassis, hydraulics, and cut out bowtie custom features on '50 Chevy La Morena

a layer of soapy water. This is not an easy technique, but is an important one, as it helps you understand that having the car go sideways, does not necessarily mean you are out of control. Of course, spins do happen and that is part of the plan—to find where that limit is, in a safe, controlled environment. In addition, you have the benefit of an experienced instructor in the car at all times. The groups then rotate to several exercises:

Turn Apex. In this, you drive laps on an oval to learn the meaning and results of going into a turn early, at the middle, or late.

Accident Avoidance. At this exercise, you are required to make a last moment turn in an unknown direction or stop without hitting any cones. Once

again, the soapy water makes an appearance, just to make things more interesting.

Slaloms. This is exactly what it sounds like; a series of cones that you weave through repeatedly. It gives you the chance to feel the car shifting weight dramatically, while still maintaining control.

Braking and Control: You and another car start off in two lanes, one ahead of the other, and at some point the lead car brakes hard. Your task is to stop before passing the rear of their car. This is a real eye-opener, finding that you would have plowed into their back seat had it happened on the road. You both then accelerate into part two, long sweeping turns in opposite directions, with soapy water.

A series of cones that you must avoid while finishing the turn complicates the exercise.

Somewhere in the midst of this a delicious lunch is provided, peppered with great conversation, excited laughter and the swapping of "war stories." An unadvertised addition to the event is the friends you make and how those bonds last. Three of us from the group that attended years ago, still stay in contact. When the day ends, most of your fears or worries remain unrealized. In their place is new knowledge and an excitement for the next day—the road course, where all the techniques you've learned are put into practice.

Sunday morning you arrive to a full course, over a mile long. After



breakfast, a CDI leads a track walk, explaining each section and what to expect, in detail. An instructor pairs with you for the day, and guides you through every turn, braking point, and clipped cone with patience and encouragement. By the afternoon you are sailing through areas that seemed impossible earlier, with control you never knew you had. Just when you feel like you have it dialed in for all it's worth, the instructors take laps, in their cars, and you get to ride along. It's then that you realize you've just scratched the surface. Your car, that little Porsche, is capable of much more than you ever imagined. While you've learned a great deal and now carry skills that will save you on the road, if you choose to carry on, there

is so much more available.

So, how did it end for our interviewees? I'll let them speak for themselves.

Mike Lee: Lots of excited happy people with big smiles. Fun putting it all together. Riding with instructors was a blast.

Bill Best: The exercises they had us do were incredibly useful and truly showed the capabilities of the cars. My car came out unscathed.

Samantha Razoky: Learning to target the apexes correctly and just trying to gain speed every round was exhilarating!

Aldofo Meza: The new exercise on brake reaction was great! It pulled together braking with throttle steering, which is a HARD concept to rationalize, although very instinctive.

Michelle Smith: The truly "aha" moment for me was discovering the power and stability of the car during the last run. Everything I had learned throughout the day finally kicked in.

Michelle makes another statement that really sums up what the PDS is all about. "I still think that I need to learn to trust in the car as well as in my ability to control it. Only then will I improve."



Boxster S getting into the spirit of the pitch and catch



Charles Torrez is having a blast



Jan Mellinger is having a great time



Lori Chesley watching the action

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# Borrego Springs Boogie

*Text by Mark Smith  
Photos by Greg Phillips*

My copy of the Windblown Witness arrived on March 6th and, as usual, I scanned through it skimming the articles (and reading a few), looking at the pictures, and reading the events calendar. I joined the club in December after reading about the Wounded Warrior Tour (I've worked for the Navy for over 20 years) and kept thinking that I should at least show up to a Krispy Kreme and Cars event, but hadn't actually made it to one.

When I saw "Tour" listed, I thought that any tour that the PCA arranged might be interesting. When I saw that it was a driving tour, I mentioned it to my wife Anne. Both of us thought that this might be fun, but we'd see how we felt Friday evening before committing ourselves.

Friday night came and we decided that the weather for Saturday looked pretty good. My car, a Cayman S Black Edition, was filthy so I found a few minutes of clear weather Friday evening and gave it a quick wash. Heck, I certainly didn't want my introduction to other Porsche owners to be with a dirty car!

Anne and I got up Saturday morning, ate some breakfast, and headed down to Porsche of San Diego to meet the other PCA members. It wasn't hard to find them. Porsche of San Diego had cleared out most of their front showroom area and set up several round seating tables and a great spread of fresh fruit, bagels, pastries, juice, coffee, and tea. We definitely could have skipped breakfast. The PCA members were walking around examining the cars and socializing.

Like anybody walking into an event where we knew nobody, Anne and I began surreptitiously searching for a sign-in table. It didn't take long for us to meet Robert and Carrieann (and

I'll apologize now for the mistakes in spelling names and the lack of last names, I was lucky just to remember the first names). After talking for just a minute or two, Bev discovered that we were at our first PCA event and began introducing us around. After a few minutes of introductions and 10 minutes or so of socialization, Dan, our leader for the tour, began the driver's meeting.

This is where I got my first surprise of the day. I had expected a fairly sedate drive up to highway 67 and then to 78 and 79 before dropping down into Borrego Springs. Reading the route directions, I was excited to see roads that I didn't know even existed. Dan gave us some words on controlling our speed, being polite, introduced Peter who would be bringing up the rear, and we were off.

The first part of the drive was a short meander over to Carroll Canyon Road where we took a quick stop to let everybody catch up. We ended up about 1/3 of the way back between a beautiful blue Carrera 4S and a very nice 914. After winding through Poway on Pomerado Road (and making another stop to get everybody back together), we turned onto Highland Valley Road and started our first stretch of rural driving.

This is where my second surprise came in. I'll admit that, despite Dan's words on controlling our speed, I had expected to end up towards the end of the pack as the drive turned into an exercise in rally driving practice. It may have been the weather, but the actual drive was much more sedate, much to the chagrin of the San Diego Police Officer we passed who saw 28 Porsches go by and couldn't give any of us a ticket. The High Speed Warning Device seated in the right seat never activated once, and while I would have been happy driving a little faster, the entire drive was comfortable without being boring.

We proceeded up Highland Valley Road until we met Highway 67, and then headed over to Dos Picos Park to take a badly needed restroom break and admire the cars some more. There we met Felix, the driver of the 914, and Kate who was driving a very nice 1970's vintage gold 911.

Exiting Dos Picos, I ended up about 2/3 of the way back behind a cream color turbo cabriolet. We drove through Ramona, turning a lot of heads in the process, and then turned right on 3rd Street so we could meet up with Old Julian Highway. This was another new road for me, and while the speeds were probably appropriate for the conditions (there were several water hazards on the road), we did spend much of that section of the drive at well below the posted speed limit. After impressing a lot of cows and having some great fun on some switchbacks, we met back up with 78 before heading for Dudley's Bakery in Santa Ysabel, where we arrived just after the Miata Club.

After loading up on carbs (and another restroom break), we headed up Highway 79 before turning off on San Filipe Road and S22 to drop down to Borrego Springs. On this stretch I ended up 4th in the string of Porsches behind Dan, Kate, and a black Carrera. This wasn't a position I thought I was going to be comfortable with because I expected the speeds to pick up as the roads dried out and we dropped into the desert. I was right that the speeds did pick up, but again, Anne was comfortable even though we were taking some of the corners a wee bit faster than the posted speed limit. I must say that this part of the drive was the most fun for me. I had been down Banner Grade before in my Cayman, but this was a new road for me and driving with a group of Porsche's on a curvy mountain road was a lot of fun.


After arriving in Borrego Springs, we encountered the trip's only hiccup.

Dan decided to trust Apple Maps instead of his Google printout resulting in a 5 minute detour as we wound around, and through, De Anza Country Club and the surrounding houses. We got more than a few curious looks as a string of 28 Porsches drove well off the normal traffic routes. We arrived at the Country Club to find Peter (who decided he didn't know where Dan was headed, but he wasn't going there) waiting for us. We parked

on the lawn and I'll admit that it was an impressive site to see that string of Porsche's parked there.

We had a nice lunch of burgers, dogs, fries, pasta salad, fresh fruit, and some great cookies. Anne and I sat with Robert and Carrieann as well as Ted and Gloria, got acquainted, learned how we came about buying our Porsches, and had a good time. Eventually it was time to head back.

We saw several members on our drive home (including Dan and Peter who passed us going back up Montezuma Valley Road).

Overall, Anne and I decided that this was a lot of fun, and you can expect to see us on future tours. Heck, now that we've broken the ice, you may even see us at Krispy Kreme. 





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# Zone 8 Judges and Concours School

*Text and Photos by Rich Fatuzzo*

Did you know that PCA Zone 8 has its own form of "March Madness?" But, instead of a competitive sporting event (NCAA basketball tournament) to end a season, the Judges and Concours School that was conducted on Saturday, March 23rd at Tom and Bev Gould's TC's Garage in Vista was intended to help "kickoff" the 2013 season of PCA concours competition throughout Zone 8. And, just like "March Madness regions," our Zone 8 is made up of 13 regions that encompass a large area from the California Central Coast south to San Diego and inland, southern Nevada, and western and southern Arizona.

About three dozen event participants, representing 8 (San Diego, Orange Coast, Grand Prix, Riverside, Los Angeles, San Gabriel, Santa Barbara and Golden Empire) of the 13 regions attended this six-hour event to hear a select panel of six experienced judges elaborate on what they look for during concours competition, what are the best cleaning products to use for what job, and what are the "do's and don'ts" in cleaning your Porsche, including "insider" judge's cleaning secrets. Throughout this event, there were lively discussions amongst the judges and participants and a very informative question and answer period. The school also included a "practice" judging session using Bev Gould's tangerine 1970 911E, and concluded with a very informative professional detail demonstration by Cooper Boggs, hailing from the Orange Coast region.

Although this half-day event was mainly for prospective judges, concours participants who attended were able to learn about the judging of vehicles in the various show categories from the "Wash and Shine" division to "Full Concours," and where points (usually in the 0.1 of a degree) would likely be deducted in each of the sub-area categories evaluated. The

other show divisions referenced were "Streets," "Ubergang," "Unrestored," and "Special Category"—a division category for highly modified Porsches mainly used in racing events, such as Fontana and Coronado.

The event started with a welcome and excellent overview from Bev Gould and Joe Nedza. Joe is the Zone 8 Concours Chairman and he highlighted the judging categories, how someone can become a judge and the importance of judges understanding how participants are trying to get their cars to that "state of excellence." Judges need to respect that they are evaluating people's "pride and joy" and need to be consistent in judging each participant in the respective judged categories. Joe and Bev emphasized that all judges need to explain in their written comments all of their deductions and verbally convey those comments to each participant before moving on to the next judged vehicle.

The next speaker was Mike Mansolino, who went into a detailed discussion on the "Exterior" judged category. This area has the most amount of points (70). It involves all exterior surfaces like coachwork, exterior painted areas, glass and mirrored surfaces, metal, plastic and rubber trims, bumper assemblies, and wheels, tires and hubcaps. Mike indicated that competitors need to be most careful to not leave water spots and wax residue when cleaning their cars as these areas are easiest to fix, but are sometimes overlooked during final exterior cleaning.

Doc Pryor, who has about 20 years of concours judging experience, was the next presenter. Doc discussed the "Engine Compartment" category, which is 65 points maximum, and includes major sub-areas of the engine itself; all belts, sheet metal, pans and radiator, firewall and side panels, oil filter areas, and hoses, rubber and plastic items, wiring and other

electric components. Doc stressed the importance of participants cleaning all exposed areas for judging, but also paying attention to "recessed areas" as well. In engine evaluation by judges, they need to be careful not to dislodge any wiring when looking at those recessed areas.

Karen Nedza was the next speaker on the "Interior". This category is 60 points. Major interior areas for evaluation are dashboard, doors and compartments, side panels, seats, hinges and all interior sealed or glued items, including lights, mirrors and gauges, except the areas directly under the dash which will not be judged, mainly to avoid any critical wiring from being dislodged or disconnected in the judging process.

Dick Douglass then presented the "Storage Compartments" category. This category is 45 points, and the major areas are storage compartment walls, covers, lids, molding floor coverings, batteries and tool kits, etc. Dick emphasized that all storage compartment hinges should not have any grease residue on them.

The event concluded with the "Chassis Category" (40-45 points) presented by Cooper Boggs, and then his very detailed demonstration highlighting "how to achieve a show finish." This excellent demonstration included showing on an attendee's car what products and what applications should be used for wash, interior treatment, exterior treatment, paintwork cleaning and care, and then final inspection.

Unfortunately, missing from this year's event were the two small dogs, "Porsche" and "Sally Carrera," owned by Linda Cobarrubias of the Grand Prix Region. In past judging school events, these two dogs would "bark-out" some very good responses to the participant's questions.

In conclusion, our "Concours



Dick Douglass eliciting laughter from the audience



Bev's tangerine 1970 911E gets a "once-over" from all the judges

Madness" is the love that concours judges and participants have in seeing all these beautiful Porsche cars at these show venues and the competitive spirit of such events. All the judges stressed that the work involved to make a car "show-perfect" can be quite therapeutic, and all involved with concours judging would love to see more participants in all categories, including Porsches such as

Cayennes and Panameras. There are no "slam-dunk" winners and no "underdogs," with everyone having an equal chance of coming away with an award, or at least the admiration you receive from other participants and event attendees. And, most of all, the camaraderie that these concours provide for all those involved.

A big "Thank you" goes out to Tom and

Bev Gould for sponsoring this event at their Vista facility, to Joe Nedza, the Region 8 Concours Chairman, to all the presenters and the experienced judges attending, to Cooper Boggs for his excellent demonstration, and to all the attendees for asking such great questions.

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# A 16 Year-Old's Account of the PDS

Text by Katie Buhai  
Photos by Greg Phillips

I first began driving in May, receiving my license in late November. My mom signed me up for the Performance Driving School (PDS), as she said I would learn a lot about car control and how the car feels during different situations in a safe environment. She felt it was important for me to learn these skills; I was taught neither in driver's Ed. My mom did not want me to learn these the hard way on the streets.

Before I could go to the PDS, I had to learn to drive a manual transmission. That, as you know, is harder than it sounds. With the help of Ralph Linares, a great instructor with the patience of Job, I learned how to shift in his 2004 Boxter. We drove over 200 miles in lessons before the school. After a lot of much needed practice, I became a pretty decent driver. I was ready for PDS.

Friday came and I had not read the given materials, but off we went. I became completely aware of my age upon entering the building for the "Chalk Talk." I was the youngest student, a teenage girl in a room full of grown men. Without any knowledge of the recommended reading, the lessons were completely new concepts. After the lecture my head was spinning. My mom said not to worry, it would all make sense tomorrow. We had to be at the track at 7 am the next day! Not an easy idea for someone used to lazy Saturday mornings.

After a rude awakening by my alarm clock, we were off to start day one. I was a bit nervous when we got there Saturday. The first exercise was the skid pad, intentionally spinning the car. It was scary at first, but definitely fun. Ralph's car is really easy to spin. The instructors kept saying it was really loose. After the skid pad we moved on to pitch and catch. I began to get the hang of this and would be

able to see it in action later in the day. After a great lunch of Mexican food it was back to the 4 remaining exercises.

I had a great rotation with my yellow group. We started with the slalom. I never could quite pick up speed, but always found a way to knock down a couple of cones. Next was the apex. Ralph was my instructor for this rotation so I got to drive him in his Boxter. With some excellent instruction I drove through early, mid, and late apex turns smoothly. My third rotation was the accident avoidance and threshold braking exercise. The flag-man scared me! I bet the cones were scared of me too, after my 'intentional' spin out of the lane...again. Lift, turn, gas. What we had learned on the skid pad in the morning was now being put to practical use. My final station was the newest exercise. This is where it all really came together—threshold breaking, apex of a turn, throttle steering, and slalom. I really enjoyed this one, even though I might have taken down a few more cones.

What I learned here really does have real world applications. Now I know how to judge the turn in point for the freeway on-ramps. Chuck Sharp said on Friday night that within 30 days one of us would use a practiced technique to avoid an accident. Let's hope it's not me. At the end of the day I was tired but really felt like I had learned a lot. I was looking forward to the Sunday AX.

On the way home my mom said the car did not feel right to her. She told me to drive it over to Ralph's for him to check it out. Sure enough an old lingering oil seal had finally blown. I would not be driving in the AX the next day. At least that means I can sleep in, right? Oh no.

At 7 am on Sunday morning, my mom calls my sister to get me up out of bed and come down to the Q to drive. It seems Tony Comeau was insistent

that I drive his 944 in the AX. I reluctantly agreed and am so glad I did. Debbie Sharp was my wonderful instructor. She drives a 944 Spec car, so it was easy for her to help me learn to drive yet another new car. We had two driving sessions, one before lunch and one after. As the day progressed I got more and more comfortable with the car—the speed, the handling and most importantly the clutch. I could see myself progress throughout the day, which was very encouraging. I thought I was doing pretty well, until it was time for fun laps.

At the end of the day we had the opportunity to ride with several different instructors for their "Fun Laps" around the track. I got the chance to watch first hand these amazing drivers tackle so effortlessly what I thought to be a challenging course. There was no comparison of the way I controlled the car to the way the instructors expertly maneuvered what seemed like an extension of their own bodies. I even rode with my mom. It was the first time I had ever been in the car while she was racing, and I know she really enjoyed showing me her favorite past-time. I rode in several different Porsches, a BMW, and a Corvette. It was also interesting to see the different driving styles the instructors have. Chuck Sharp pitched and caught his 911 Targa around the whole course. Others were really loose and felt like a carnival ride. Every single lap was exhilarating! In the end I did learn a great amount of information that I will be able to use on the street. I am looking forward to doing a few AX's in the future.

Parents, take it from me—this is a great school for your new driver. They will learn basic car control skills they would not get anywhere else. It's also a very fun and exciting activity that is sure to make a good impression. I know I am a better driver today than I was last Friday. Yes, my mom was right.



Katie driving Ralph Linares' boxster



Cathy Young keeping an eye on her daughter's turns around the track



Students and instructors gather for the group photo



Yup, mom was right



A bit of trepidation heading into Friday's chalk talk



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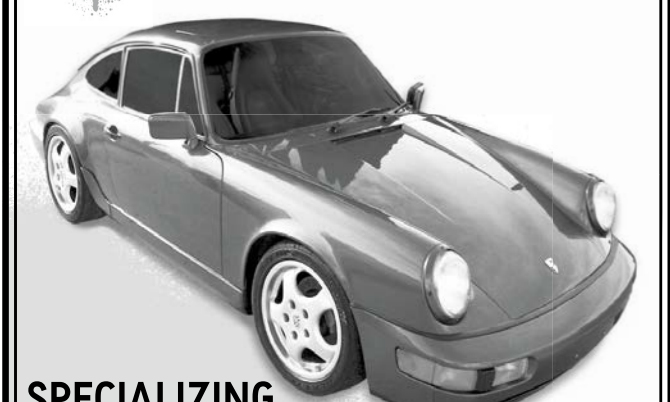
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Trailer for rent Open Carson Car Hauler. Complete system with tie-downs. Special ramps for low-profile cars. Great for track cars. Call for pricing. (619) 889-9331

## Street Cars

01 996tt 6spd Seal Grey, blk leather. Carbon fiber. 90k miles. Excellent condition. 90k service done. new tires. \$35k obo. andrewbarnum@hotmail.com

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

1976 911S w/'84 3.2L engine. Built by Kinninger July 2011. CA DMV approved engine swap, smog & license. New paint, motor upgrades and too many AX/ TT mods to list here. \$30,000/obo. fpowell@ucsd.edu, (619) 985-2997

1978 911SC Targa For Sale Guards Red, tan interior, whale tale, 228K miles, Engine rebuilt at 160K. Serviced at Dieter's since 2000. Upgrades and modifications. Call for more info. Asking \$13k. (858) 200-6770

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

1980 911SC 142K Miles SOLD 3rd owner; lowered, red, good condition, \$4K recent engine work. Nu Michelins, \$10,000. SOLD! Russ or Melissa 404 4333992 619 540 9030

1982 911SC \$20k/OBO Immaculate 911SC. 202k miles. Guards Red/ Tan interior. Registration/ smog good until 2/2014. Looks/ drives like new. Must see. Email for pics. mike.dickun.911@gmail.com

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

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1987 Porsche Carrera Cabriolet Car has been garaged for 12 years. In original condition. Meticulously maintained. 58,400 miles. Midnight Blue/ White. Very strong motor. All Records. \$27,000 (760) 578-4984

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

2000 911 Carrera 4 Coupe Millennium

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

2000 Boxster Metallic Black. Fully optioned, Tiptronic S, Factory Navigation, full black leather power heated seats, 17" wheels, Litronic, 53,700 miles. \$13,995. Call Myrna@ (760) 429-5105

2001 Carrera Coupe 46000 miles, 6 speed, Guards red/ black, sport exhaust, new Dunlop Direzas, immaculate ridiculously well maintained car. \$35k. (760) 436-7556

2003 996TT X50, Tip Mint condition, one of a kind, aero pkg, Silver, Black leather, Good service history, Clean Carfax, 71K mi, \$50K firm, mxnmtber@gmail.com (858) 663-2070

2003 Porsche 996 C4S 28,500 mi Immaculate 6-sp coupe; Arctic silver on black; regularly driven; all records; Bi-Xenons; CD-changer; lots more. \$41,000 negotiable. Marty (760) 746-9468

2005 Carrera Coupe 27500 miles Arctic Silver Metalic, Black Sport seats(heated), Bi-Xenon headlamp pkg., 19" S wheels, 6 Speed manual, PASM, Xlt condition and always garaged, \$40,500 (619)666-6435

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2006 Porsche Carrera S CPO Seal Gray, 6 sp, 32K mi. CPO thru 6/13, 2nd CA owner. 19" Carrera Sports, Sport Chrono, PASM. \$48.5K (818) 914-8516

2007 CAYMAN S (SPORT) Silver /w Tan Interior; Miles 45,600-Automatic & Manual; 2nd Owner; Price \$34,900-Contact Peter at (858) 676-9787

79 911SC Guards red coupe. Cork interior. No accidents. Rebuilt trans. Kept indoors, perfect dash and nice leather. 200k mi, Carrera tensioners. Runs great! \$12,500. Mark Kinninger, 619 733-5500 (619) 733-5500

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2001 911 Carera Coupe Jungle green/ light tan. Most options, well maintained, 6 speed, recent rear tires, 70k miles, \$35K, Carlsbad, CA (760) 602-0664

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1976 911S w/'84 3.2L engine. Built by Kinninger July 2011. CA DMV approved engine swap, smog & license. New paint, motor upgrades and too many AX/TT mods to list here. \$30,000. fpowell@ucsd.edu, (619) 985-2997

914-6 Vintage Racer 914-6 vintage racer built by Patrick Motorsports. Expertly maintained by Wayne Baker Racing. Correct 2.0L, 901 powertrain. Spare gears, wheels, tires included. Excellent condition, ready to race, eligible for all Porsche and vintage events. \$60K. For pictures, info contact Mike, lameisele@hotmail.com (602) 421-9134

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Harness Bar for early 911- \$75 - Bolts to seat belt lug on B-pillar to guide shoulder harnesses at correct angle exiting race seat. (858) 454-5446

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EVO2 body street/track/spares \$3,800, Excellent condition! front, rear bumpers. 4 front, 2 rear fenders. Engine cover, 2 wings. lights, coolers. See Pelican Ad. mgagen@cox.net (619) 660-8000

New BBI Underdrive Pulley Original billet style (similar 2RSS). For all 996/997/986/987 Carrera/ Boxster/ Cayman. Reduces stress on PS pump and Alternator under track conditions and returns ~10-15hp. \$160 Russell@LightningMotorsports.us 858-442-7466

18" 993 Turbo Wheels Factory Porsche hollowspoke wheels, Two 8Jx18ET52, two 10Jx18ET40. Good condition, lightweight, includes valve stems. Also fits Boxster/Cayman/others. \$900 Russell@LightningMotorsports.us (858)-442-7466

DAS Sport bolt in roll bar for 996/997 \$550, 996 GT3 factory wheels and Nitto R rated tires. 50-70% tread left \$1200 set. Set of Fuchs 16x7 and 9" wheels with Bridgestone RE-11 tires. 80% tread left. Wheels polished and excellent. \$2200 set. Set of Fuchs centered wheels by Mirage. 17x8 and 10" wide. Fits 911SC chassis or 930. \$2000. Mark Kinninger kinninger@cox.net (619) 733-5500

Boxster Rollbar Extension Pads BreyKrause R9050, for '97-'03 986 RollBarExtension. 6061-T6 aluminum



with 3/4" high density foam padding. Powdercoated black wrinkle-finish. List\$196, sell\$90. Russell@lightning-motorsports.us (858) 442-7466

IPD Plenum Cayman S Stock cayman s exhaust--no tip--\$350, stock cayman s plenum and throttle body--\$250 (760) 473-6522

## Wanted

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

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

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

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

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

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

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

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

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# Membership

## New Members

Ejaz Ahmed  
San Diego, CA  
2002 911 Turbo Coupe

Kurt Becker  
Carlsbad, CA  
1983 944 Coupe

Bryan Blasutta  
San Diego, CA  
1980 911 Targa

Spencer Burns  
San Diego, CA  
2008 Cayman

George Cairnes  
Cardiff By The Sea, CA  
1982 928 Coupe

Michael Cochrane  
San Diego, CA  
2005 997 Coupe

Roy David  
San Diego, CA  
2007 911 4S Cabriolet

Nordine El Hafidoun & Delanie  
Brewer  
San Diego, CA  
2002 911 Cabriolet

Jeff Eusebio & Alyanna Eusebio  
Chula Vista, CA  
1978 911 Sc Coupe

Fidel Gonzales & Victoria Gonzales  
San Diego, CA  
2008 Cayman S Coupe

Peter Kim & Jean Kim  
La Jolla, CA  
1996 993 Coupe

Frank Mearns & Barbie Mitros  
El Cajon, CA  
1999 Boxter Roadster

Jeff Raleigh  
San Diego, CA  
2012 911 S Coupe

Mark Thurlow  
Encinitas, CA  
2007 Cayman Coupe

Samantha Yous & Sokchamroeun  
Yous  
San Diego, CA  
2006 Cayman S Coupe

Tony Zarrella & Nicole Sanders  
Solana Beach, CA  
2004 911 Turbo Cabriolet

## Anniversaries

### Five Years...

Andy Depauw  
John Diamond  
John Fornaca  
Michael Kent  
Tero Koivunen  
Michael Lyons  
Bob Rychlik  
Sheri Schmidt

### Ten Years...

Daniel Couttolenc  
Paul Palladino  
Jonathan Parker  
Rod Susman

### Fifteen Years...

Tom Bilhorn  
Michael Mcgeath  
David Stormoen

### Twenty Years...

Steve Cothren

### Twenty Five Years...

Nick Johnston  
Jim Knoke  
Elizabeth Zellmann

### Thirty Five Years...

Lou Milone

## Membership for April 2013

Primary Members:	1457
Secondary Members:	1059
Total Members:	2516

# April Board Meeting

## Board Minutes

The April 2013 Board of Directors meeting was held at Porsche of San Diego. Board members in attendance were: Bev, Jim, Mark, Paul, Jerry, Randy, Don & Greg. The meeting was called to order at 7:00 P.M. and the March minutes and Treasurer’s report were approved.

## Treasurer’s Report

Transition- Next week the transition should happen. They will transfer the computer and signatures at the bank.

## President’s Report

BOD meeting location changes. June at Paul and Ruth Young’s. July at the Gould’s. August at Cathy Young’s. September at Tom and Susan Brown’s. October and November are open.

## Zone Rep Report

CFOS will be bigger than ever. More drivers than ever, more vendors than ever and more to do than ever before. Should be a very large and successful event. 50 years of 911, Swap Meet, Concourse, Vendor Row, Club Racing, Time Trial, AX and more.

## Chair Reports

Autocross: Registration link for classification is fixed. PDS team has been requested to send out a reminder to the PDS attendees to try to get them to attend the AX on the 21st.

Auto Museum: Lowriders are still on display.

CDIs: The event was a sell out with 52 attendees. There was a lot of positive feedback from students and instructors. Budget reconciliation is ongoing and should be ready for next month. The new exercise was received positively. This exercise replaced the mini ax.

Concours & Car Shows: Change of venue for Park & Party May 5th New venue at Rancho Guajome Adobe we couldn’t come to terms with Deer Park. Location is in Vista. 3 lunch trucks will be there or you can bring your own food. Awards will be for top 3 people’s choice & best picnic display. Time will be from 11:00 to 3:00 PM. Event will be sponsored by Hoehn Porsche. Cars will start staging at 9:30. They will need volunteers and radios for the event. Members who don’t want to enter the event can pay \$5 for parking per car.

Goodie Store: The Goodie Store will be at the AX on the 21st

Legal Affairs: The board highly recommends that Jim review all contracts prior to signing.

Rally: Rally School is a week from Saturday and there are 17 teams signed up and they expect attendance to go up.

Sponsor Liaison: Any correspondence should have the sponsor logos as appropriate attached.

Social: Need deposit for Padres Games by end of week. Motion to approve, seconded and approved for 9/8/13 Padres game.

Tech Sessions: Hoehn- New Cayman – time 11:00 AM. Hoehn would like to have 7 to 10 Caymans from the club to stage.

Discount Tire/Falken at Genesee location on June 19th. Tech session approved.

TT/DE: DE at Fontana is rescheduled for May 6th. Gran Prix and Las Vegas will help advertise the event.

Tours: The Father’s Day tour was a big success even with the rainy start. A new member volunteered to write the article. Porsche of San Diego did a great job with the catering for the event breakfast. Next Tour is June 15th starting at Hoehn Porsche.

Witness Advertising: Contract Process. Tom will revise and get to Jim to review.

Witness Editor: Need articles and photos for May’s issue by April 10th.

## New/Unfinished Business

Radios – Update on Programming -> Paul, Don & Jerry – Radios should be done by the 17th.

Martin Lipp has all of the hard cones and will be using them for the festival. Bev suggested that we sell them to members who may need them or want them.

## Adjournment

Thanks to Porsche of San Diego for hosting. Adjournment at 8:21 P.M. The next meeting will be held May 1st at the Pickering Home, 3328 Avenida, Obertura, Carlsbad, CA, 92009.





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