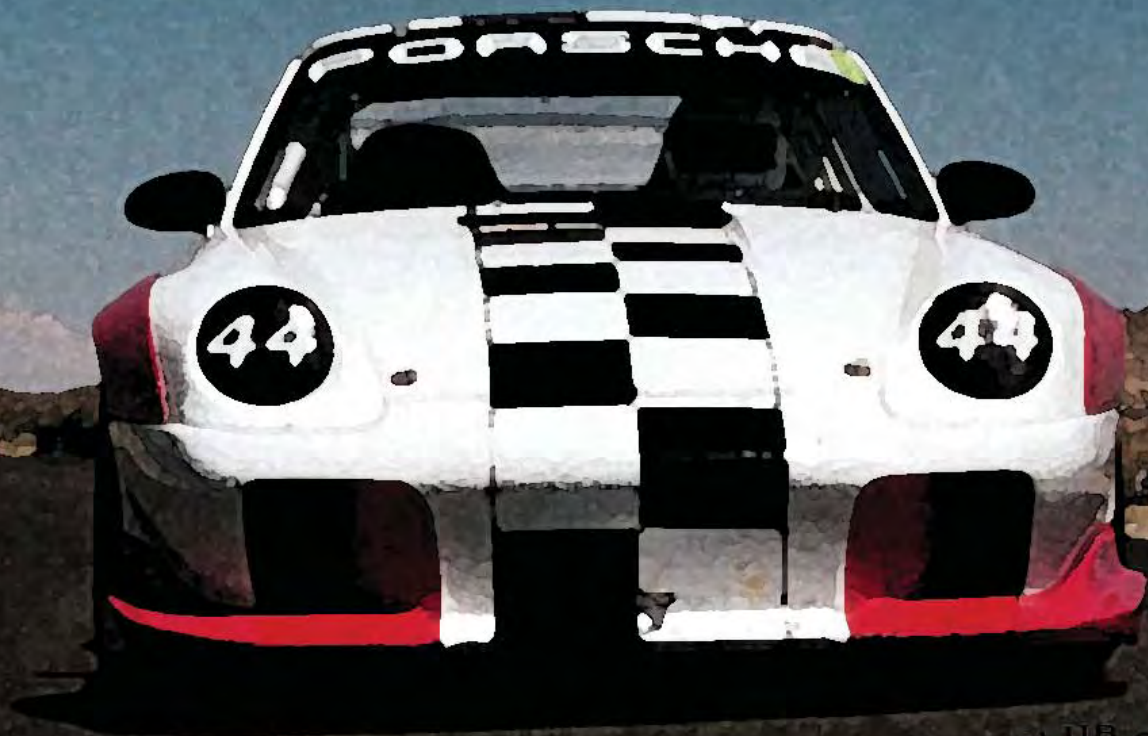


WINDBLOWN WITNESS



Autocross Results
Tech Session
Daytona Grand-Am





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Sat 10-6 Sun 11-5



PORSCHE



WINDBLOWN WITNESS

Porsche Club of America, San Diego Region

Volume XLVII No.4

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SAN DIEGO REGION CALENDAR

Check www.pcasdr.org for last minute changes

Web Sites:

San Diego Region: <http://www.pcasdr.org>

PCNA: <http://us.porsche.com/national/>

Porsche AG: <http://www.porsche.com>

Zone 8: <http://www.pca.org/zone>

PCA National: <http://www.pca.org>

For email notification of events please contact: emaster@pcasdr.org

April

1	Sat	SDR Rally, April Fool's Rally
1	Sat	RIV Z8 Rally
5	Wed	SDR Monthly Meeting San Diego Auto Museum
7-9	F/Sun	SDR Performance Driving School
7-9	F/Sun	Long Beach Grand Prix & Porsche Corral
8	Sat	PCNA Warehouse Parts Tour (page 7)
9	Sun	Z8 Autocross, Orange Coast Region
15	Sat	SDR Autocross, SE Lot (page 63)
15	Sat	Z8 Concours, San Gabriel Valley Region
22-23	S/Sun	SDR hosts Z8 Time Trial (page 63) Streets of Willow
25	Tues	SDR Last Tuesday Social Visions (page 6)
29	Sat	Z8 Rally, Santa Barbara Region
30	Sun	SDR Tour

May

3	Wed	SDR Monthly Meeting, Szielenski home (page 59)
6/7	S/Sun	SDR Social, Mystery Weekend (page 6)
6	Sat	Z8 Concours, Southern Arizona Region
7	Sun	Z8 Autocross, Southern Arizona Region
13	Sat	SDR Autocross, West Lot (page 63)
14	Sun	SDR Social, Mother's Day Brunch at the Q (page 7)
14	Sun	SDR QDE West Lot (page 63)
15	Mon	Z8 Autocross, Gran Prix Region
17	Wed	SDR Tech Session
20	Sat	Z8 Autocross Golden Empire region
21	Sun	Z8 Concours Grand Prix Region
25-28	T/Sun	Fiesta del Porsche
30	Tue	SDR last Tuesday Social

June

3-4	S/Sun	SDR hosts Z8 Time Trial (page 63) Buttonwillow Raceway
4	Sun	Z8 Concours Orange Coast Region
7	Wed	SDR Monthly Meeting Hoffman home
10	Sat	SDR Social, Day at the Spa (page 7)
11	Sun	Z8 Concours, Los Angeles Region

18	Sun	SDR Tour with Father's Day Brunch (page 7)
21	Wed	SDR Tech Session
24	Sat	SDR Rally, Summer Solstice Rally
24	Sat	Z8 Autocross, Riverside Region
27	Tue	SDR Last Tuesday Social

July

1	Sat	SDR Autocross, West Lot (page 63)
4	Tue	SDR Social, 4th of July Pool Party
5	Wed	SDR Monthly Meeting, Allen Home
8/9	S/Sun	SDR Social, Dana Point Weekend (Pageant of the Masters and 356 Club concours and car show)
14/16	F/Sun	Z8 Hearst Castle Tour, Orange Coast Region
15	Sat	SDR Autocross, West Lot (page 63)
16	Sun	SDR QDE, West Lot (page 63)
16	Sun	Z8 Concours, CA Central Coast Region
19	Wed	SDR Tech Session
25	Tue	SDR Last Tuesday Social

August

2	Wed	SDR Monthly Meeting, Dente Home
4/5	F/Sat	Z8 Rally to the Parade
6/11	S/Fri	PCA Porsche Parade
16	Wed	SDR Tech Session
18/20	F/Sun	Monterey Historics
26	Sat	SDR Social, Progressive Dinner
29	Tue	SDR Last Tuesday Social

September

6	Wed	SDR Monthly Meeting, Brown Home
10	Sun	Z8 Concours, Santa Barbara Region
17	Sun	Z8 Rally, San Gabriel Valley Region
20	Wed	SDR Tech Session
22/24	F/Sun	SDR Z8 Concours Weekend
26	Tue	SDR Last Tuesday Social
30-1	S-Sun	SDR hosts Z8 Time Trial, (page 63) Spring Mountain



AT THE WHEEL

by Margi Knight, President



The Board has selected the charities that the club will support for the 2006 year. We will support Children's Hospital of San Diego and Alta Vista Academy thanks to a well thought out plan presented by Katina Gonzalez, Charity Chair. The determining factor is that we believe that children are the most precious resource who deserve our support. Many of you know we have provided many years of support to Children's Hospital in recognition of their significant need to provide quality health care to children of San Diego County. The Club, along with Pioneer Centres, will continue our successful partnership in support of Children's Hospital.

Alta Vista Academy is our new benefactor. Katina Gonzalez has first hand knowledge of the Academy as she teaches at the school. The Academy serves children between the ages of 12 & 18 years who require specialized residential treatment and education. We are excited to be supporting this worthy school. Look for more information on these charities in an upcoming newsletter.

We were honored to have two of our Time Trial Chairs at the last Board meeting to present their proposal for changes to the current SDR TT Rules. Jack Miller and Robert Baizer attended the March Board meeting where they gave a well-prepared presentation. Making changes to Club rules is not an easy process and the Board recognizes the amount of work required by our event chairs and especially our rules chairs. The group will meet with Steve Grosekemper to assist with coordinating the exchange of information with our Zone 8 rules committee. We will provide more information on this as the process proceeds. Any rules change requires the approval of the Board and we are committed to assuring that the safety of our members comes first.

Congratulations are in order to Jack Miller who will be the Time Trial CDI and Kary Clements, Time Trial Safety Chair. I thank them for stepping up to help the club.

We had some great events in February. The autocross events were successful thanks to the efforts of our

fabulous AX chairs. The Valentine Social put on by Pat Allen and Kendra Correia was a blast. We also had our first Tour of the year put on by the esteemed Tours team of Keith Verlaque and Jan Mellinger. Over 50 cars showed up for the well run and fabulous twisties. And ...don't forget to join us for another Tour on April 30.

Looking to future events: check out the Mystery Weekend for May 6 & 7. This event is very popular and always sells out. Since it is limited in space, you will need to register early to assure your place in one of the most popular social events of the year. May 14 will be our first DE of the year. If you have the desire to develop your driving skills beyond autocross, do not miss out on this event. Our goal is to assist our members in honing their driving abilities to move to the next level of Time Trials. One more benefit available at the DE is a gourmet Mother's Day brunch to be served at the Q.

Rain, Rain, Rain had been pouring down at the beginning of March. This resulted in the need to cancel the March 12 membership fair. Please watch for this to be rescheduled. Thanks to all the chairs and members who showed up anyway at the autocross. Sorry for the inconvenience as I did try to notify members by mass email and posting on the website. Next time you see rain, check your email and our website for the most recent announcements.

Our volunteers of the month are all the chairs who organize and work at the monthly autocrosses. We all cannot appreciate or understand the amount of work that goes into planning these events unless we are involved. From pre-registration, to event logistics, to track design, to corner working assignments, to safety, to timing, to insurance, to tech inspection, to beer mastering..... You are the best! I can only say "you got to love it to do it." Thanks to: Chuck, David, Curt, Stephanie, Rikki, Jackie, Martha, David, Steve, Kim, Christy, Glen, Jerry, Tom, Tom, Tom, Al, Bob, Bill, and Bill. And to everyone else who chips in at the first and last minute I appreciate your dedication to the Club!



UP FRONT



(WHERE THE ENGINE BELONGS)



It must be that time of the month again as I try to get the Witness ready for the printers. This month I am trying to get finished before heading off to California Speedway for the Zone 8 Festival of Speed. The weather looks good, at least no rain in the forecast, and my car is ready thanks to Dieter's and Steve Grosekemper. New brakes and new tires should make this a fun time, but I am still a little nervous.

My karma at Fontana has not been the best. The inaugural year my clutch decided it was time to die and the pedal would stay down until it was pulled back manually. Not an easy thing to do on the track, although I did rig up a wire hanger to pull the clutch pedal up for the drive home that worked well. The next year I was driving and a power steering hose decided to die at the track. They did not appreciate the fluid and smoking and that track day was cut short again; although I was able to patch it up to get it home again. Last year I was waiting on the grid for the first run group and when I went to start the engine it backfired and blew the intake manifold up and dented the hood! At least this time Steve was able to replace the manifold and I only missed a run session and finished the week-end (although we did have that rain problem). I like the track at California Speedway, but wonder if it is jinxed for me. I will let you know next month.

Now for a note about address changes and the Witness. We do not keep a separate mailing list. Our mailing list comes from the PCA National database, so all address changes need to go through PCA. You can do this online at www.pcasdr.org and when PCA has your new address then our mailing list will also be updated.

And now a note about the Witness classifieds. I take the information for all of the classifieds from our website classifieds. I usually update the information about the 15th of the preceding month of publication. So if you have an ad on the website by the 15th of the month it will be in the next month's Witness. And if

your item has been sold, please go to the website and log into the website classifieds and cancel your ad.

Thanks to the many contributors who have helped with this month's Witness. We have reports from Daytona to Stuttgart and vintage racing in between. There are several first time authors and contributors and the submissions are appreciated greatly. Keep sending in your photos, articles, drawings and artwork to editor@pcasdr.org. And check out the story on page 50 to see the impact of PCA.

Although Fontana is just around the corner, it is also time to start planning for the following time trial at the Streets of Willow on April 22 and 23. The spring weather should be great and Steets is a great training track. If you are thinking about doing your first big track event, now is the time. If you are not sure you are ready, there will also be a QDE on May 14 (along with a Mother's Day brunch) to get your tires wet before driving off the deep end.

ON THE COVER

This month's cover was taken by Paul Young's tail mounted 35mm film camera of Bob Ehrman. I added a watercolor filter in PhotoShop.

Greg

WINDBLOWN WITNESS



SAN DIEGO
April 2006

LAST TUESDAY SOCIAL

April 25, 2006 6pm



555 Market Street San Diego, CA 92101
 (in the Gaslamp District)

Parking across the street at "Park it on Market" for \$3 after 6pm
 – OR –

Valet parking from Bluepoint next door, also \$3.

Contact Alyson Kelly (858) 488.3697 for more information.

It's coming! Mystery Weekend 2006!

May 6-7

Register now!

?

?



?



?

?



Where in the world will we go??

Cost: \$350 per couple, \$224 for single
 Registration Deadline: April 23, 2006

Start packing those bags!

Send payment via credit card or checks made payable to PCASDR to
 Kathy Alnwick, 7961 Laurelridge Rd. San Diego, CA 92120

For further info contact Kathy at (619) 229-1515, imthekaps@yahoo.com





Mother's Day Brunch at the Track



Sunday May 14, 2006, 10am to Noon
At the Qualcomm Stadium DE

Treat your favorite mom to a gourmet brunch!
Cost is \$10 per person, reservations required
Send payment by May 8th payable to PCASDR to
Kathy Alnwick, 7961 Laurelridge Rd.
San Diego, CA 92120



For further info contact Kathy at
619-229-1515 or inthehapp@yaho.com



PORSCHE

Welcome PCA!

3rd Porsche Parts Distribution Center Tour Porsche Dealer Swap Meet

April 8, 2006 -- Saturday
9:00 A.M. - 12:00 P.M.

- 9:00 A.M. Gates open for Porsche Dealer Swap Meet
- 9:30 A.M. VIP Tour of Our "New" Porsche Distribution Center*
5100 Ontario Mills Parkway
Ontario, CA 91764 Ph: 909-937-3155
- 10:00 A.M. Technical Training on Porsche 2006 Cayman
- 11:30 A.M. VIP Tour of New Porsche Distribution Center*

* After each VIP Tour, participants will receive a limited edition Porsche poster

Be sure to ask your Porsche dealer about the \$25 Special Porsche Mystery Poster Set

&
20% off on all Porsche parts sold from Porsche Distribution Center
between 9:00 A.M. and 12:00 P.M.

2006 Porsches will be on display

PCNA Representatives will be available to answer your questions--look for their white Porsche shirt

Free coffee and doughnuts will be available

PCASDR
Day at the Spa



The Lodge at Torrey Pines
11480 N. Torrey Pines Road
La Jolla, Ca. 92037

Saturday June 10, 2006
Appointments available from 10:00-1:00

Join the Porsche club for a day at the Spa! The Lodge at Torrey Pines overlooks the Pacific Ocean, adjacent to the 18th green of the Torrey Pines Golf Course. This award winning spa offers a wide range of treatments including massage, facials, body wraps, water therapies, exfoliation and rituals. A complete listing of services and prices can be found at www.spatorreypines.com. With your treatment, you will have access to all the Spa amenities including herbal infused steam, dry sauna, inhalation room, and co-ed relaxation lounge with a fireplace. There is also a beautiful swimming pool and Jacuzzi hot tub outside overlooking the golf course.

Something for everyone....Whether it's a day at the spa, golf at the municipal golf course, walking historical tour or a meal at one of the restaurants, there's something for everyone at The Lodge. Our morning begins with Special guest leading a walk tour around the site of the old Torrey Pine Race Track then onto the spa for those with appointments.

Agenda

- 9:00 Meet at the valet area at the front of the hotel
- 9:00-9:45 A beautiful walk through Torrey Pines Reserve and former site of the old Torrey Pines Race Track. We'll provide some history, photos and information on this legendary track. Everyone is welcome to join the walk. All fitness levels
- 10:00-1:00 Appointments based on availability
- 1:00 Lunch at The Grill Restaurant (optional) RSPV to Denise 858-829-7441 for lunch reservations

Appointments: Call Leanne Stanoff our group coordinator at 858-777-6631 to schedule all appointments. Services are first come/first served and based upon availability so call early.

Club Contact: Denise Dente- 858-829-7441

Mother's Day Gift Certificates: May 14th is Mother's Day. Call the Spa at 858-777-6690 for a Mother's Day Gift Certificate. June 10th those can be redeemed during our PCASDR day at the spa.



By Hal Prewitt
Photos by Tom LaFleur

I was invited by my friend and PCA member Hal Prewitt to help out at this year's Rolex 24 hr of Daytona... He would be one of the drivers of car number 81 from Synergy Racing <http://www.synergyracing.com/index.html> The car was a 2004 GT3 Cup, Grand AM Grand Touring racing in GT class, Synergy also was racing a Porsche-Doron Daytona Prototype and 3 other 996 and 997 GT3's <http://www.prewitt.net/>

Here is his story... Tom LaFleur

The Race

The Rolex 24 hrs of Daytona is the largest and most challenging endurance sports car race driven in North America. The 2006 race was run before an estimated 50 thousand fans (excluding TV audience) and arguably the most talent-rich field in the 44 year history of this auto racing marathon. Drivers from more than 20 countries including super-stars from NASCAR, IRL, INDY and many other series were competing. More information on this year's event can be found at GrandAmerica.com.

The Plan & Results

The game plan called for 5 drivers and a car built far more for reliability than speed. Each was to drive a tank

of fuel, in a disciplined manner, avoiding self-inflicted wounds and then in the morning determine a tactical plan to complete the race with the best finish possible. An objective lap time was conservatively set and resulted between 2 and 2:05 minutes. The drivers and rotation were John Pew, Ben McCracken, Hal Prewitt, Steve Marshall and Danny Marshall.

The car was set up for high bank oval which limits negative camber in the outside rear wheel to the 1.5 range. That's always the tire to worry about at Daytona. The infield portion of the track is not as comfortable as a result and drivers are left to do the best they can through the infield in order to be good in the banking. As the track temperature cooled we started to double stint tires and the car loosened up as a result. Front cold tire pressures were increased and rear cold tire pressures were decreased to compensate. Even though we used a hard compound brake pad we changed the front pads twice and the rear pads once during the race.

The plan was carried out very well and the team became the 5th overall most improved by moved up 28 positions from where the race started. After 589 laps



(2,097 mile), 24:2:21.873 and 145 laps behind the leader, the #81 car finished 17th of 36 in the GT class and 32nd overall of 66 that started the race. It was the highest finishing Synergy car of the 5 in the race. Driver John Pew qualified the car 60th with a lap of 2:00:887. The fastest lap of 2:00:191 in the event was run by Hal Prewitt in the practice 2 session.



Each driver drove 4 stints during the race averaging around 60 – 75 minutes per stint depending upon yellow flags and wave-by situations. Mishaps were kept to a minimum, although if avoided the car would have likely finished in the top 10 of its class. The 1st track off excursion occurred just after 4 hours into the race and at the start of Steve's first stint. The short trip in the



grass without damages was necessary to avoid the collision between the SunTrust Pontiac Riley #10 who made contact with BMW #10 in turn 4.

A few laps before the end of Ben's 2nd stint at approximately 7:45pm in lap 200; he hit a pothole at the edge of the track resulting in the car's 1st trip to the garage (40 mins.) to repair a broken wheel and shock. During the evening stints the drivers began to report some difficulty with smooth shifting of the transmission. In Steve's stint about 9:30pm something struck and damaged the center of the windscreen when on the tri-oval requiring an unscheduled pit stop for tape up. The next garage repair (30 mins.) was necessary before Steve's 3rd stint at approximately 3:30am when the right side header cracked and then broke half way through Hal's stint. After the sunrise and John's last stint the officials required the windscreen be replaced resulting in the 3rd and last trip to the garage (20 mins.).



Through the night and into morning hours the shifting problems increased and required the team drivers to work harder and more vigilant when changing gears. With the end in sight, worn-out drivers made last-ditch pushes to improve positions and racing conditions became more challenging.



The high point of risk for the team occurred during Hal's last stint at about 8:30 am when the rear tire blew out while entering the braking zone in turn 1 at about 170mph. He avoided contact with the walls, then spun and stopped the car in the grass without sustaining any damage. After driving and following a path in the grass past turn 2, then across the track through the paddock to the pits for a quick inspection and tire change, the car was again racing. Near the end of Hal's stint and to avoid contact, he was pushed off into the grass and spun when a prototype exited the bus stop. Lucky there was no damage.

With less than 2 hours till the end and in Steve's last stint, he suffered contact with another car which caused minor damage to the right front fender and a track off event. After a quick unscheduled pit stop, all tires were changed and the car was backing racing.

Danny had the last stint and took the checkered flag. During the race 19 driver changes were made, approximately 23 pit stops and 1 $\frac{3}{4}$ hrs used for unplanned garage repairs (rear shock/wheel, broken exhaust, replaced windscreen and blown tire). 52 tires and almost 400 gallons of fuel were used.

Driver Rotation:

- John lap 1 to lap 26 for 26 laps about noon to 1:15pm
- Ben lap 27 to lap 57 for 31 laps till about 2:30pm
- Hal lap 58 to lap 88 for 31 laps till about 3:45 pm
- Steve lap 89 to lap 115 for 27 laps till about 4:15pm
- Danny lap 116 to lap 145 for 30 laps till 5:30pm
- John lap 146 to lap 176 for 31 laps till about 6:45
- Ben lap 178 to lap 200 for 24 laps till about 7:30
- ** Out till about 8:15pm repair shock/wheel
- Hal lap 201 to lap 226 for 26 laps till about 9:10pm
- Steve lap 227 to lap 258 for 32 laps till 10:25pm
- Danny lap 259 to lap 288 for 30 laps till 11:40pm
- John lap 289 to lap 317 for 29 laps till about 1:00am
- Ben lap 318 to lap 355 for 38 laps till about 2:20am
- Hal lap 356 to lap 387 for 32 laps till about 3:30am
- ** Out till about 3:50am replacing exhaust

- Steve lap 388 to lap 412 for 25 laps till about 4:45am
- Danny lap 413 to lap 442 for 30 laps till 5:40am
- ** Out till about 6:00am for windscreen change
- John lap 443 to lap 472 for 30 laps till about 7:10 am
- Ben lap 473 to lap 505 for 33 laps till about 8:20am
- Hal lap 506 to lap 534 for 29 laps till about 9:35am
- Steve lap 535 to lap 562 for 28 laps till 10:50am
- Danny lap 563 to checker at 589 for 27 laps till 12:18pm

Crew:

- Sam White – Crew Chief GT Coordinator
- Garth Finley - Engineer
- Chris Smith – Lead Tech
- JC Mathis – 2nd Tech
- Bobby Babcock – Swing Tech – shared with #80
- Billy Youngman – Fueler
- Tony Allen – Fireman
- Rocky Hall – Fuel Rig Deadman
- Chris, Charissa and Megan all worked with hospitality and driver assistance. There were also several spotters used through the race.
- Charlie Berch and Tom Fuentes went back and forth to Hoosier having tires mounted/balanced and setting pressures.
- The Joe and Johnny Show went back and forth to the gas pumps keeping the rig full



Hal Prewitt and Synergy 996



OPERATE THE ROOF ON THE GO...



996 Carrera

smart^{TOP}

Boxster



NEW PRODUCT
Operate the top with your key remote!
remote^{TOP}



EASY ONE TOUCH CONTROL

- Speed monitor - up to 25mph/40kmh
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- Close all windows with key / fob remote ('04 996)

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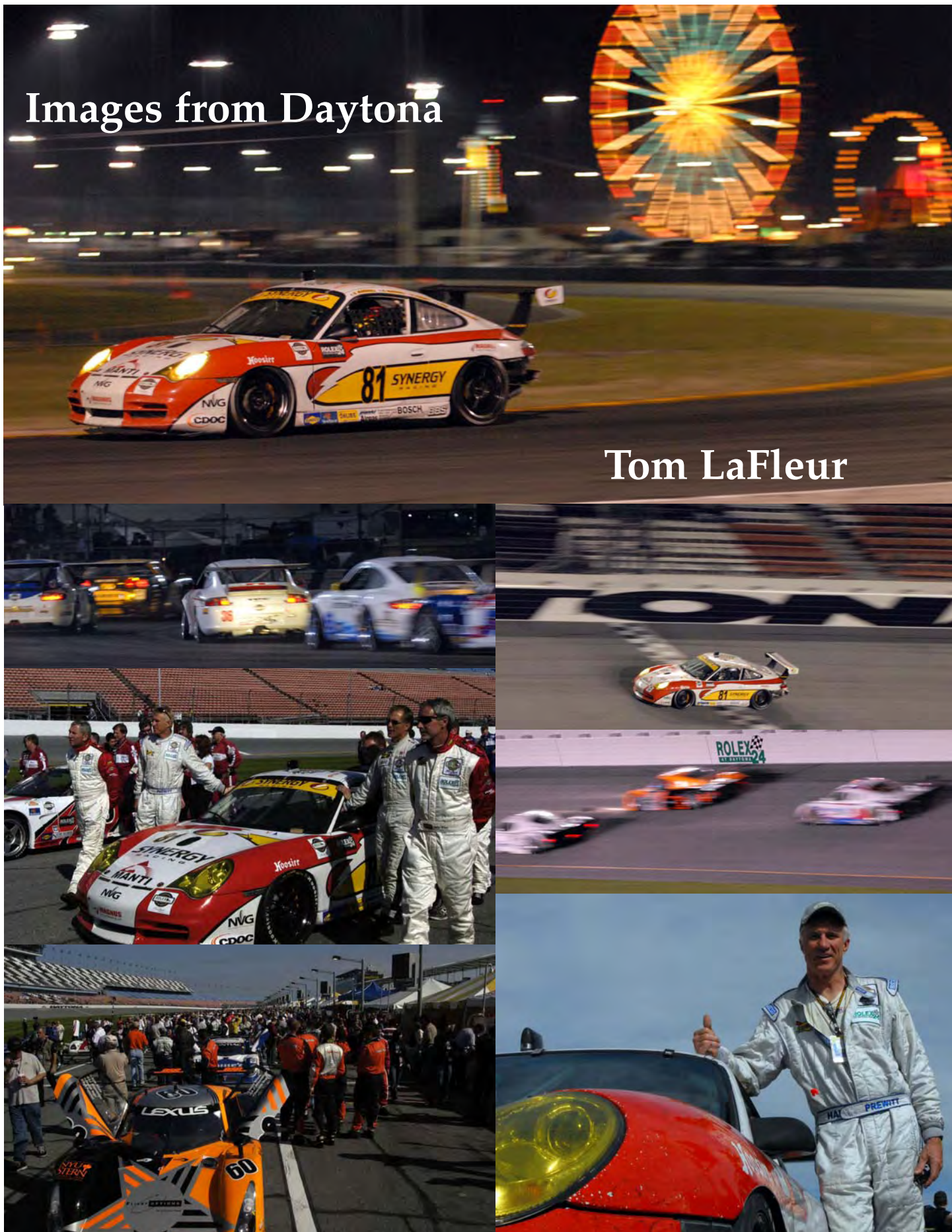


Children's Hospital Donation

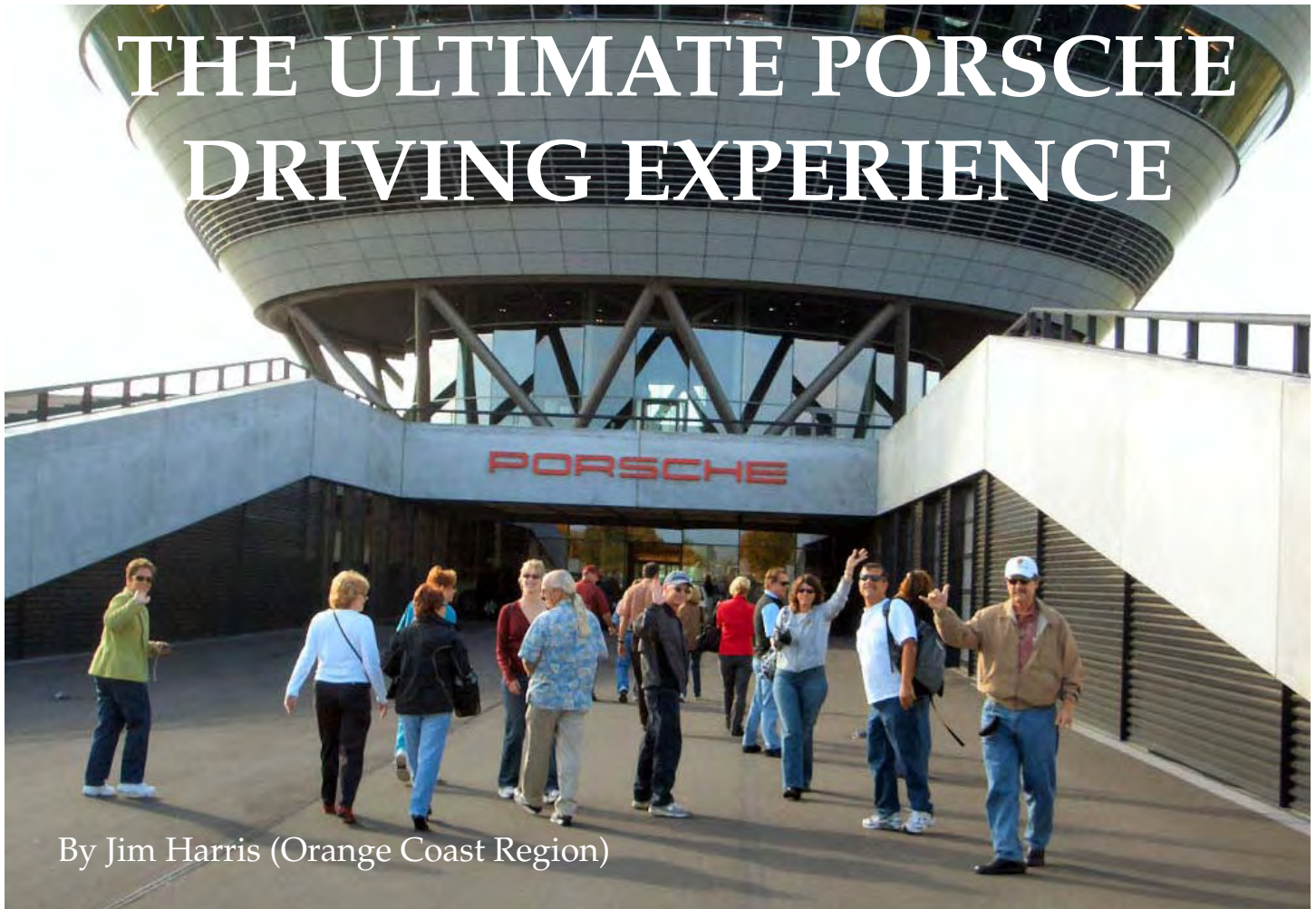


Images from Daytona

Tom LaFleur



THE ULTIMATE PORSCHE DRIVING EXPERIENCE



By Jim Harris (Orange Coast Region)

I want to tell you about one of the most memorable times of my wife, Patti, and my lives...our trip to Germany last year. Why do I want to tell you?...because it was the best vacation of my life (my wife said it was tied for best with a romantic transatlantic crossing on the QE II). We spent 2 weeks in a beautiful country on a tour with 20 other great people seeing some awesome sites and driving a great car. The stars of the trip...13 new Porsche 997 Carrera S.

The story goes something like this.

For as long as I can remember, I wanted to drive on the Autobahn. As a teenager, the type of car didn't matter. Later, after owning my own Porsche, driving a Porsche on the Autobahn was preferred. Late one evening, while reading the Pandemonium newsletter, I saw an ad for Autobahn - Adventures. I started ranting and raving to my wife (asleep on the couch in front of the TV as it was 12:30 am) "I finally found the trip to Europe I want to take". The thought of visiting Europe





to look at old buildings and old churches and old buildings and old churches...didn't exactly thrill me, but a chance to drive a Porsche on the Autobahn without speed limits, that was a trip I could deal with, including the old buildings. We contacted Mark and Tina Trewartha (www.autobahn-adventures.com) and we were all set to go.

On the first morning of the tour (we took delivery of the cars the night before) we, along with our new acquaintances, John and Joanie, set off on our first drive. The goal was to drive to Saabruchen, walk across the border and step into France, tour the area (looking at just a couple of old buildings) and drive to our new hotel in Nurburg. The driving was incredible. The roads are engineering marvels. As a practicing Civil Engineer, I can attest to the fact that the German highway system (Autobahn) is superior to most of our freeways in the States. They are smooth and designed for high-speed travel. Patti was a little nervous at first about the higher speeds (I was ecstatic) but she soon got used to them. In general, speeds of around 170 to 200 kilometers and hour (100 to 120 mph) can be maintained for significant periods of time. Much higher speeds are possible for a limited duration. The Germans

spend a lot of effort maintaining their roads. The real nice part, you're never looking for the flashing red lights behind you as it is all legal. In between our rides on the Autobahn (e-ticket for those that know what the saying means), we took tours of the Stuttgart (Zuffenhausen) and Leipzig Porsche factories to watch them build the cars we love so much, visited wonderful (in spite of being old) castles and churches, shopped at interesting stores and boutiques (according to Patti) and of course drove.

Another highlight of the trip were the laps in the Carrera GT at the Porsche test track in Leipzig. For those of you without a spare \$450,000 this is a once in a lifetime experience you will not forget. Lunch in the dining facilities at both factories was absolutely fantastic, especially in Leipzig where you overlook the track and can watch the Carrera GT being put to the test while you eat.



Although the itinerary included suggestions as to the sites to see and events to attend, the trip is set up to be as structured or as flexible as you like. There were lots of activities for all. If you choose, however, you can drive to other places during the day and then meet with everyone at the hotel for dinner. Driving around Germany was easy with the full navigation systems provided with the cars. At the end of each day, simply punch in the hotel and you were there. All of the hotels, food and activities were truly first class.

On two of our free days, we drove through the countryside looking for the brown signs (tourist attractions) indicating interesting places to see. We would then input the names into the navigation system in the car, which led us directly to the point of interest. One





of the many locations we visited, King Ludwig's Neuschwanstein Castle, was absolutely stunning.

Probably the best thing about this trip was spending a lot of time with Patti doing things that we both enjoyed. At the end of every day, we would gather at dinner to fellowship and share our experiences (war stories) of the day. The food and the company were great. This was one of my favorite times on the trip, in spite of not being a "group" or "tour" kind of guy. A wonderful time was had by one and all.



As I said before, our trip to Germany was the best vacation of our lives. We saw and did too many things to discuss in a short article. The country and people are great, there is no language barrier, the activities and touring are wonderful and the Porsche driving was truly outstanding. Tina and Mark do a great job setting up the trip and taking care of everyone. We did not encounter a single problem. **WE JUST HAD A BLAST!** For anyone who likes to drive fast and enjoy adventures, this trip is for you. We enjoyed the trip so much we are going back in September, 2006. For more information check out www.autobahn-adventures.com or call (714) 964-0280. You will not regret it.

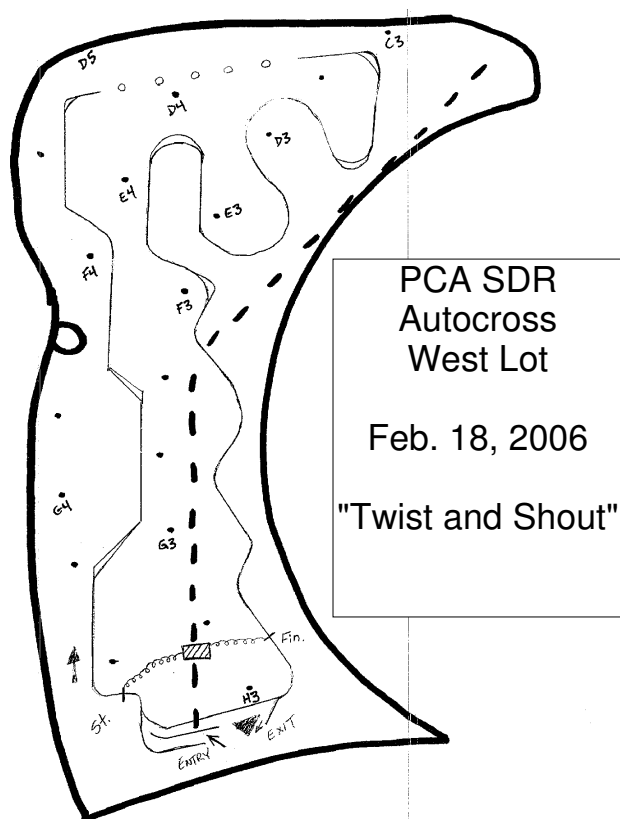


February Autocross



Photos by Paul Silver

Class	Car Number	Name	Car Year	Car Model	Best Time	BRI Position
AM	295	Kinninger, Erik	1984	911	79.99	1
PS	186	Eguina, Steven	2003	GT2	80.83	3
PS	17	Dente, Steve	2004	GT3	81.96	8
PS	136	Dente, Denise	2004	GT3	83.38	15
KI	975	East, Burl	1993	911 RSA	83.69	16
KP	83	Duncan, Jad	1988	944 Turbo S	83.77	5
KP	4	Brand, Bob	1993	911 RSA	83.98	7
JI	178	Millikin, Pete	1986	911	84.36	20
KP	491	Ibbetson, Bill	1994	968	84.88	11
KP	594	Reinhardt, Martin	1990	911 C2	85.19	13





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VINTAGE RACING - REVIVING OLD HEROES



By Kaid Marouf
Photos by Greg Phillips

Take a Porsche 917k that was driven by Vic Elford or Brian Redman, and you've got a very important car. Now if you take that car and race it, well then you've just revived old heroes, and that is one way to define vintage racing. The beauty of the cars coupled with the success these talented drivers achieved makes car fans idealize the bygone eras. And vintage racing, in a way, brings back those times. But what exactly is vintage racing and how do the various organizations differ. The following article is meant to give a basic introduction to vintage racing for anyone who has ever thought of participating in historic sports car races.

Today vintage racing is taken for granted, however, in the 1970's cars that are now considered classics, where

old cars that had been replaced by something better. A lucky owner of a 904 surly had pleasure owning the beautiful car, but could not race it competitively anymore against faster newer cars. So when vintage racing clubs started organizing races in the early seventies, it was a great avenue for car collectors and gentleman racers to enjoy their cars. One of the first promoters of vintage racing were Steve and Debbie Earl. With their now famous event, The Monterey Historic Races, they could be considered the parents of vintage racing as it is today. The Monterey Historic Races held every August at Laguna Seca Raceway, are an international event that brings the finest of all types of cars to race against each other. To own a car that is eligible to race at this event is considered an honor.

Vintage racing is all about the cars! The emphasis is not on winning, but on showing the car in its natural environment. Although most vintage races do not attract large numbers of spectators, drivers are able to enjoy racing their cars without the pressure of winning. Vintage racing is for the pure enjoyment of the participant, and anyone who enjoys beautiful old cars roar by.

In California we currently have 3 organizations to participate in. HMSA, HSR-West, and VARA. All three organizations employ the same basic rules. Most importantly, don't hurt the cars, and race them in as



Ted Myrus's 356



Grid at Clifornia Speedway

close to their original specification as possible. The difference between these organizations is that some are stricter on rules than others and with different model year cut off dates. Some organizations require the entered car to have original race history. But whatever level of car you may race, it will not cost you to upgrade to modern parts, as all cars need to stay as original as possible. Once you have race prepped your car and installed all the necessary safety systems, you simply need to maintain and enjoy your car. This is not to say that vintage racing is inexpensive, it's not, but it is a level of racing that is meant to be enjoyed and accessible to anyone with the desire.



Curt Plavan

Cars are categorized by age and displacement, however sometimes there can be large discrepancies in speed between cars. Grouping cars from the early 1900 all the way to the 1970's in only eight race groups, it can be hard for organizers to create a completely level racing field. But again, the emphasis is on being able to drive the car, not winning the race.

If you where to get your vintage racing license with any of the current clubs, you would need the following: A property maintained car, a fire system, a fuel cell, catch tanks for engine fluids, a 6 point racing seat belt, roll bar, a drivers suit with gloves and shoes, and of

course a helmet. Those would be the basics to get you onto the track. It would also be a good idea for anyone to first attend one or two vintage races and talk to the tech inspectors and competitors with like cars as the one being planed to race. Sometimes you learn things that you don't think of and it can make your first day of racing a good one rather than a bad one. VARA for example offers a racing school every year, which is a great way for anyone to get a good start.

Below are the web sites of the above mentioned organizations. You will find lots more information on each club along with their rules and race schedules for this year.

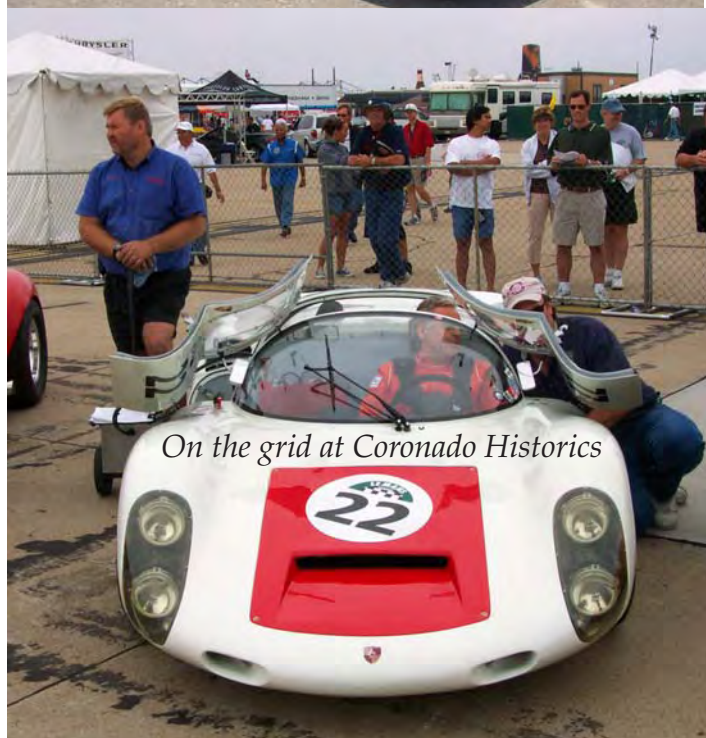
HMSA: www.hmsaUSA.com

HSR-West: www.HSR-WestRacing.com

VARA: www.VaraRacing.com

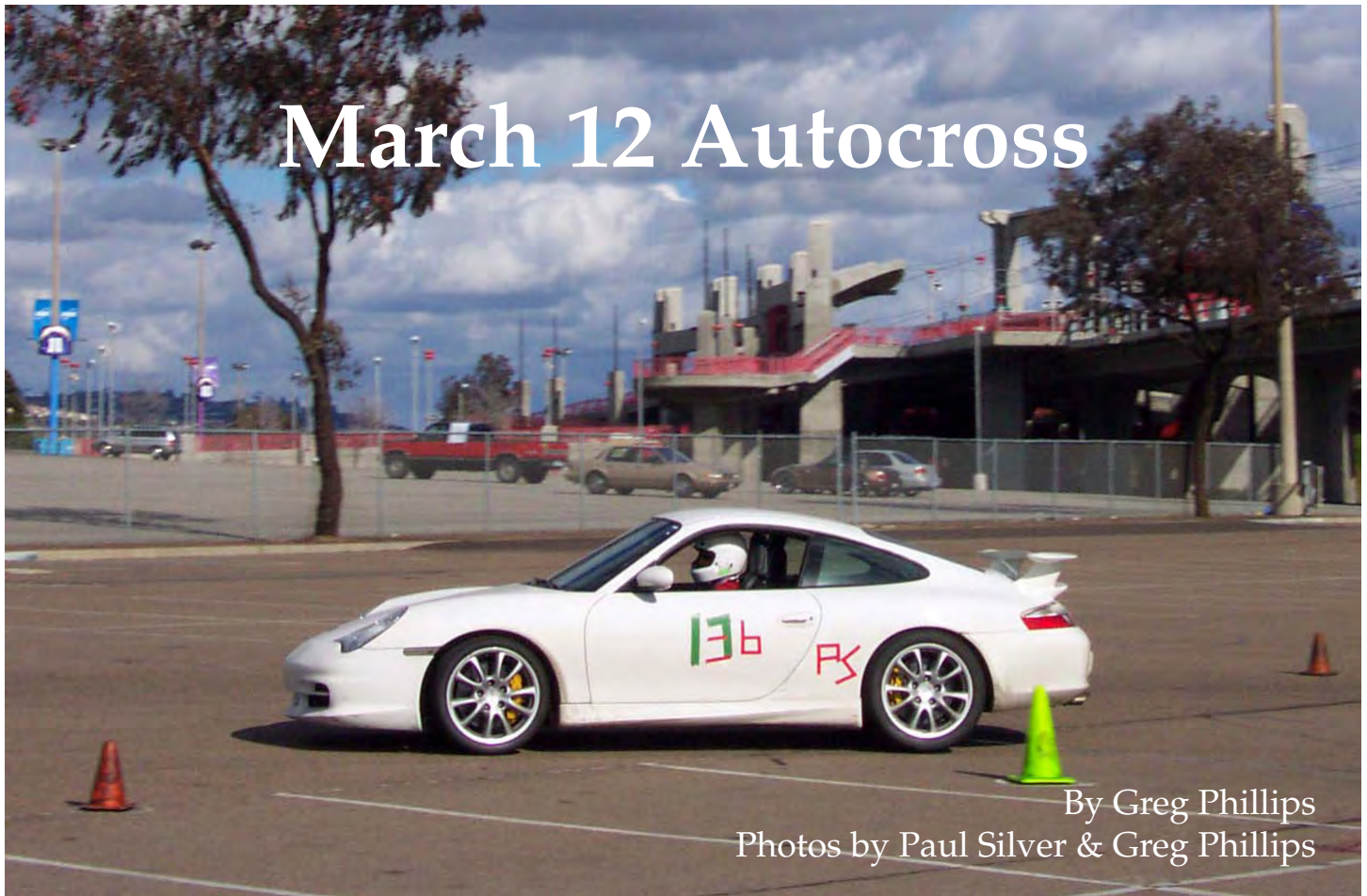


John Rogers



On the grid at Coronado Historics

March 12 Autocross



By Greg Phillips
Photos by Paul Silver & Greg Phillips

Once again, you could not convince the San Diego Region that we were in the middle of a drought this winter. Although still several inches below average, the prospect of the March 12 autocross was looking grim. We had snow in the mountains, hail in Coronado and waterspouts and tornados along the coast on Saturday. But once again our luck held on Sunday. Although there was a short sprinkle as they were throwing the track the day started out bright and sunny, but cool

bring my '89 928S4 to the Q, and there I was with the black 928 on Sunday. Although this car is also a 5 speed, it has no limited slip and has a stock suspension. I had planned on running KSS, but remembered that I had a set of Falken Azenis in the front and would have to run KS so I mounted up the 235/40/18 Michelin Pilot Sport Cups I got from John Payne on the rear and was "ready" for KS.



928 Tech

I was pessimistic enough about the weather that I had taken my '86 928S track car into Dieter's on Friday to get it ready for Fontana. I figured if it cleared I would



Track mob

Although the track walk started out with several hairpin turns, after the swale the track opened up well and looked like it might be a bit faster and more open than the last few. After the drivers meeting we had time for a parade lap to help drying up the track and the first run group headed out. I was running in orange; I had skipped instructing as I was on call for my group and needed to make a hospital run in the middle of the day. Red run group was out first and they finished the track drying process.



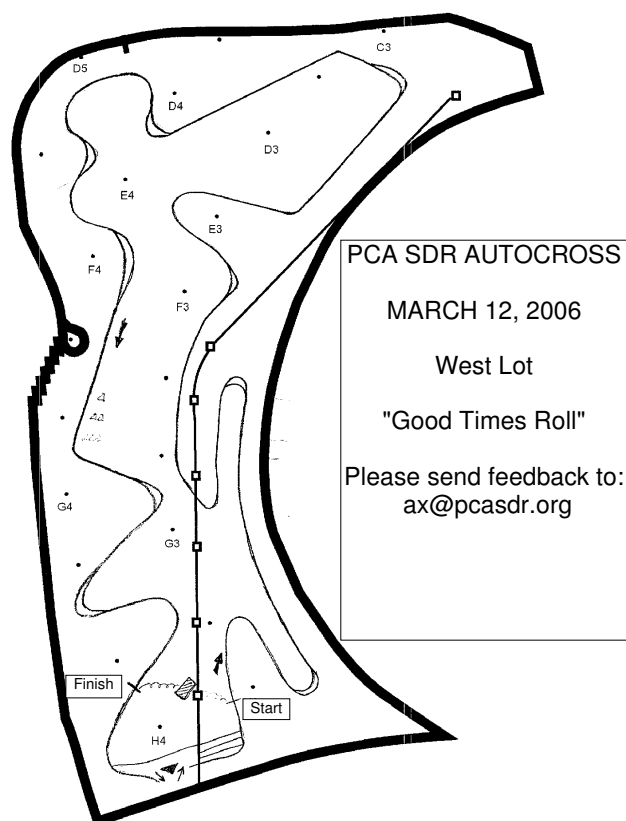
Curt Yaws

Orange was up soon and I put on my helmet and buckled up and remembered why my seat is mounted so low in the track car as my head was bent over to fit under the sunroof. The first run was to find the track, but with the cold tires and no limited slip I had wheelspin out of each of the hairpins. The overall grip was not bad, but there was more body roll with the stock springs. The next lap was better as the tires had some heat and I was more careful about my throttle inputs. There was a good bump across the swale as the outside tires were loaded when crossing, but not too bad. My next lap was still faster, but I now smelled the stock brake pads and after the last lap of the session they were smoking so I headed out and took a cool-down lap around the Q and then made my hospital run.



On the grid

I got back from my hospital run and my run group was up next but the track was on hold as they were changing the swale crossing. Our group was the test subjects, and after the first run they made some further



adjustments to the crossing before sending us out again. The track started with a short acceleration and then a tight hairpin to the right with another short acceleration before an increasing radius hairpin to the left that led onto a short straight that ran along the fence before hard braking and an off camber left hairpin before the swale. The track now ran along the swale before braking into a sharp right where you turned in before the swale and accelerated across the swale. Less bumpy, but very slow as you accelerated out into a sweeping right hander and then was a fun uphill left that was faster than it seemed due to the camber. Next was braking for a right and then downhill and accelerating into the NE corner of the lot before braking into a sweeping left that started across the top of the lot and then braking into a sharp right and then quick left as you started accelerating



Kevin Adair MSS winner



Greg Phillips KS winner

down the hill again. This led into a tight right and left combo and then more acceleration down the hill before hard braking into a left and then a quick right that then swept back to the left before braking for a tight left with short acceleration before a sharp right and then accelerating (smoking one tire) through the timing lights. Since the track had changed, you could not directly compare my first times from the next session, but since the swale crossing was slower and my times were still improving I felt better. The last practice laps went well, but smelly and then smoking brakes and another cool-down lap after coming off the track was in order.

I now had a long gap as orange was going to be the last run group on timed runs and I had time to take some pictures of the other run groups on track, including Mark Vaden and his new Cayman S that was out for its inaugural track day. There was also a Cayenne S driven by Brian Harnish that was having no problems with the swale crossing and also turning very quick times overall.



Mark Vaden NSS winner

Next up was corner working for the timed runs. I ended up working the first set of corners, and had very little action, but some of the other corners were not so lucky. The TTOD competition was another wide open affair with Erik Kinninger, Steve Grosekemper and James Gunn-Wilkinson as no shows. The KP boys were hoping to step up and snatch it and the Dentes were

also optimistic but the surprise of the day was John Straub's AM 914-6. He has turned that car into a very fast machine, and slid in under radar for 2nd TTOD at 99.36. The TTOD belonged to the Dentes with Steve at 98.5, but Denise under a second back at 99.45 for 3rd TTOD.



John Straub AM winner

The KP boys had to settle for 4th, but they did get BRI TTOD with Jad Duncan's 944 Turbo S at 100.27. They also rounded out the top ten with Martin Reinhardt's C2 at 101.71, Bob Brand's RSA at 101.79 and Bill Ibbetson's 968 102.28 for 8, 9 and 10. Bob Brand was especially happy as he had earlier in the day stopped on course and unable to shift gears. They were able to "McGuyver" the linkage with tape and straps and he ran timed runs that way. The rest of the top ten included Tom Tweed's AM 911E in 5th at 101.17, followed by George Taylor's HI 911 at 101.19 and Pete Millikin's JI 911 at 101.68.



Jad Duncan KP and BRI winner

After I finished my corner working I had another break before running at the end of the day. Thankfully the days are getting longer and although it was cooling down quickly, the light was still good. The warmup lap was slippery on cold tires, but I hoped the tires were now warmed up for the first timed run. Traction was good through the first couple of corners and I nailed the hairpin before the swale as the rear stepped out



Pete Millikin JI winner

under trial braking and I was able to catch it without much wheelspin. I did have to slow for the swale crossing, but continued the rest of the run well; at least until catching a cone just before the finish. My raw time was under 1:50 at 109.52, but that cone made it 111.52. The next two laps were not quite as quick, but almost identical at 110.12 and then 110.13 which was good enough to win KS over John Broderick's 968 at 113.

Back in JP, Bob MacLaughlin was enjoying the faster track in his 944 Turbo and ran a 105.73 to beat Martha McGowan's 944S2 at 112.5. In JS, Christy Copeman's 911 was ahead of Tom Galkowski's 911 110.65 to 127.65, and Cathy Young was the winner of JSS at 118.84.



Herb Meeder AI winner

The 914s were out in force with Larry Bevins taking CP over Steve Abrahams 112.35 to 112.41 and in CS Jess Osterberg was ahead of Sean Molloy 108.56 to 111.92. In FI Bob Holzinger's 911T at 109.75 was just ahead of Rod Taylor's 911T at 111.55 and Jim Hicks' 924S 111.59. In FS, Joseph Elumba was ahead of Ken Garrett 106.45 to 113.71.

For the 944 brigade, in GS Thomas Hofmann at 109.03 was ahead of Doug Briggs at 110.71 and in GP

Dan Chambers was an unopposed winner, but his 107.39 was good enough for 4th in BRI! HSS was the Schroeder class, Dick just nipping Rikki 114.4 to 115.65.



Don Middleton

IS was another competitive class of 911SCs with Paul Young beating Don Middleton 105.53 to 105.83 and Paul, Jr. next at 107.22. In BRI, Paul was second and Don fifth! In ISS Ryan Tyson was ahead of Michael Monaco 112.75 to 113.37.

In KI Tom Comeau was the winner at 102.85 and just missed the top ten by 0.6. For the Boxster boys in LSS Charlie Kleinhans at 106.39 was ahead of Kim Crosser's 107.25 and Curt Yaws' 110.42. In MS Al Slocum beat Russell Shon 103.74 to 105.08 and in MSS Kevin Adair used his leprechaun magic to beat David Robertson 105.43 to 106.76.

N class is an eclectic mix with 911 Turbo, 993, 996 and 987s competing with the Cayman S. In NS Mike Furnish turned in his 911E for a 987 (106.43) and beat John Ross's 993 (106.6) and Peter Czajkowski's 993 (107.63). In NSS, Mark Vaden took his Cayman S to top honors with a 107.75 ahead of David Kohaneck's 993 at 108.81 and George Bollendorf's early 911 Turbo at 109.17. NP was the Gardner's class with DJ beating his dad David 10.638 to 106.56!

In PSS Tripper Dressler took top honors in his GT3 at 103.27 over Marc Sexton (Turboman) in a 996TT at 105.5 and then Brian Wulff's 997 S at 108.07. And finally in QSS was Brian Harnich's Cayenne S turning a 115.41 (and wishing the swale crossing had stayed the same)!

After the track was picked up and Stephanie Steiner assisted in handing out the ribbons, it was time to start getting ready for the next track days at California Speedway at the end of March and then the next autocross in April.





Dick Schroeder



Steve Grosekemper & daughters



John & Monique Straub & Denise Dente



Jad Duncan & Dan Chambers



Kexin Adair & Lucky Charms



Martin Reinhardt



David Kohaneck



John Kinkaid



Denise & Steve Dente TTOD



Jad Duncan with BRI trophy



Kevin Adair



Cathy Young JSS winner



Bob McLaughlin JP winner



Dan Chambers GP winner



Joseph Elumba FS winner

TECH QUIZ

1. Top speed of the Cayenne Turbo is estimated to be:
 - a. 110 mph
 - b. 200 mph
 - c. 120 mph
 - d. 165 mph
2. Before Porsche settled on the name "Cayenne" on June 8, 2000, "Colorado" was used as shorthand for the automobile by both Volkswagen and Porsche. Other names considered by Porsche for the Cayenne included:
 - a. Roxster
 - b. Bugatti
 - c. Verera
 - d. All of the above
3. Similar to the 964 series automobiles, the Cayenne used a multiple-disc clutch to lock the front and rear differentials. Engaged by an electric motor, the clutch was electronically controlled over the range from fully open to fully locked according to driving conditions.
True or False
4. The Porsche GT2 has a 64-liter fuel tank and full size spare wheel and tire.
True or False
5. What is the name of the company in Finland that assembles Boxsters?
 - a. Giugiaro
 - b. Valmet
 - c. Pininfarina
 - d. Karmann
6. A longer stroke brought the displacement of the 911 Carrera's flat-six to what size in the 2002 model year?
 - a. 3,385 cc
 - b. 3,790cc
 - c. 3,596cc
 - d. None of the above
7. Horsepower ratings for the 2005 Boxster and Boxster S (987's) are:
 - a. 225 bhp and 250 bhp
 - b. 245 bhp and 285 bhp
 - c. 200 bhp and 240 bhp
 - d. 240 bhp and 280 bhp
8. The Porsche 911 Carrera (996) was available in Europe and the U.S. with an optional factory installed sport suspension listed as option code:
 - a. M051
 - b. P 996 Sport
 - c. Z51
 - d. M030
9. Designed in cooperation with Getrag, the new manual transaxle for the 996 carried all six of its ratios within a single housing.
True or False
10. The 997's optional dash-mounted stopwatch interacts with:
 - a. The sound system
 - b. Porsche's Active Suspension Management (PASM) system.
 - c. The limited-slip differential
 - d. None of the above

1. D Panoram, 7/02-d
2. D Excellence, Vol. 3, page 1440-d
3. T Excellence, Vol. 3, page 1433-T
4. F Panorama 4/01, page 9 F
5. B Excellence, Vol. 3, page 1363-b

6. C Excellence, Vol. 3, page 1399-c
7. D Panoram, 11/04, page 18-d
8. D Panoram 4/02, page 52-d
9. T Excellence, Vol. 3, page 1387-T
10. B Panoram, 8/04, page 7-b

TECH SESSION

Automotive Reconditioning Night! Brought to you by BumperDoc Inc.

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Then you can check out shop manager Ryan Logan as he provides info on plastic bumper repair; as well as traditional spot repairs. You'll be pleased to learn how much time and money they can save consumers on repairing their bumper before replacement. Plus, they warranty paint jobs for as long as you own your vehicle. Club members will receive 10% discounted rate cards at tech session. Additionally; they'll provide food and drinks, as well as giveaways for participants. Bumper Doc, Inc. has been doing business in San Diego for the past nine years; and members of the BBB since 2000.

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For further information contact : Your 2006 Tech Session Committee, Jason Mills, Joe Hofmann or Rocky Kuonen at techsessions@pcasdr.org

SDR- THE WAY WE WERE

John Straub, Archivist

Before I get started with the History of San Diego continuing with the last half of 1972, I received some sad news that I want to share.

I normally don't talk about this in my articles, however, few members have had the impact on our Region in the past like this gentleman, Tom Hauseur, Sr. Tom recently passed away.

Tom became a member in the early 60's. I'm sure you have seen his name many times in my past articles. That is only because of his dedication to helping and participating in our club. Over the years he chaired countless events, but I think the thing he really did for San Diego Region was to put it on the map by chairing the 1977 Porsche Parade held here. This was a first for San Diego Region. It was the largest Parade to that date, the best Parade to that date, the only Parade to introduce a new Porsche Model to the US (the 928 at the Rally Banquet at Sea World), and the only Parade to give away two new Porsches to the Parade goers. It was also the last Parade his long time friend Dr. Ferry Porsche was to attend. Yes, Tom truly put San Diego on the map. He will be missed; we had good times in our Region with his leadership. Our hearts and blessings go out to Nat, his wife, and to Tom Jr. and Grace.

I'm asked some times by members about writing these articles for the Witness and my response is usually the same. I feel so very lucky to have known and to have shared times with so many neat members, like Tom Sr. That is why I feel it's important to tell you about our history and the members that helped shape the club for what we have now.

Now, after that, it's kind of hard to get into the remainder of the events for 1972. But here we go.

In August of that year, we held what we called the "McKeon 500" Rally. The chairs for this event were Dave Rogers and Chuck Dana (I see Chuck at the La Mesa Hot Rod Shows now). Drivers passed nine McKeon residential developments on the rally course. The event was free and McKeon hosted a beer-beef-

beans barbeque for all the participants. Don Anderson and Janee George got a second in the seat-of-pants division, Tom Gould Sr. and Tom Gould Jr. won their division and Nat Hauseur and Bea Cole won the ladies division.

That month we also had a "Hare and Hound" Rally put on by Jerry Freeland with fifty Porsches making the trek from El Cajon to Crest, from Harbison Canyon to Jamul and from Shadow Hills to Mount Helix into La Mesa. Some of the members participating were Richard Wozniak, Rug Cunningham and Carol Paschoel.

In September, we had Alan Johnson as a guest speaker for a General Membership meeting (this was before he opened the Porsche Dealership here in San Diego). Alan gave a lecture on competition driving. We had around 100 members listen to the four-time SCCA National Champion. In order to participate in POC events, you had to attend one of these lectures.

At the end of September, we had a Wine Tasting Party held at Ferrara Winery, with 100 members tasting 24 different wine samples; this event was put on by Joe Ramos.

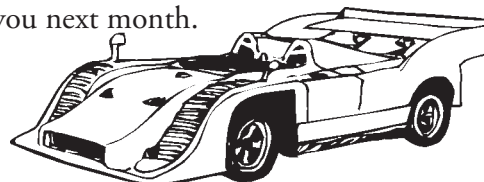
Around this time we had a tour from Tecate to Ensenada for a weekend. Fifteen Porsches took the trip with plenty of hills, curves and good straightaways.

In November, San Diego Region held its first Porsche Swap Meet. Held at Wavetek, it was free for sellers and buyers. Richard Wozniak and Dieter Vongehr were the chairs.

And to end the year, was our Christmas Party held at the Sheraton Inn, Harbor Island. Cost was \$7.35 per person for prime rib. And that included a live band!

Oh, one last thing. "Dick Barbour Porsche Audi" became "Mesa Porsche Audi" at the same location in La Mesa. This is Carl Burger Dodge now.

See you next month.



MARCH SOCIAL @ Fiddler's Green Restaurant on Shelter Island



By Michael Harris
Photos by Paul Silver

"It was a dark and stormy night, a shot rang out, a woman screamed and . . ." Charlie Brown's dog, Snoopy, has started many a novel with this opening line. Although no shots rang out, everything else happened at Fiddler's Green for SDR's St. Patrick Day's Party and Dinner on Shelter Island this March 17th. Despite a rain storm, 26 intrepid Porschephiles braved heavy rains to drive to Shelter Island for an exciting evening of food, fun, good cheer and uplifting conversation with fellow enthusiasts. Social Chair Kathy Alnwick planned

a traditional Irish dinner of corned beef, cabbage, boiled potatoes and vegetables, washed down with a glass of beer, wine or soft drink. She had favors consisting of small green beer mugs that were worn from a green string from one's neck. The Social Team of Kathy, Paul Davis, Alyson Kelly and Paul Silver all helped host the evening. Jack and Ginny Case drove down from Oceanside. Newer members Steve Smith and Jo Whiles talked about motorcycles, Porsches, and "The World's Fastest Indian." Bonnie and John Rickard brought John's cousin Dirk to meet the group, and President Margi Knight and Board Member Ted Myrus talked up the upcoming Speed Fest. Sue and I had a chance to get some information on Le Mans from Eleanor Myrus, as she and Ted spent six months in Europe two years ago and attended many of the F-One events and the Le Mans 24 Hour Race in France. As we want to attend this year, we had a chance to get some information from them, as well as critique the cuisine. Joe Hofmann and Jim Monday arrived later to add more zing to the party and make sure that the ample spread did not go to waste. Carl Scragg and Pat Seitas brought us up to date with their happenings, and Carl is already working hard on plans for this year's driving events.



The evening seemed to rocket by, and as “the Green” became really crowded as the evening wore on, we left for the drive home. The rain had stopped, and the evening was beautiful, as only San Diego can be in the cool waning days of winter. Thank you Social Team for another outstanding evening. Hope you can join us for the next event.





Modern Image Graphics Tech Session

By Jason Mills, 2006 Tech Session Committee Co-Chair
Photos by Ted Witte

Modern Image was our setting for the January 25th Tech Session. 35 members enjoyed a great evening of tech-talk and demonstrations of Modern Image's various products and services. Modern Image has several specialties with its focuses being on automotive Clear-Bra installation and automotive graphics design and installation. Enrico Delmar, Modern Image's owner, was our knowledgeable and gracious host.

Modern Image is a top local pick for the Clear-Bra product. This product provides a durable, almost invisible layer of protection for your car's paint. It can be installed virtually anywhere that is exposed to road debris or bugs and does an excellent job of protecting your car's finish without compromising on the aesthetics of your vehicle by using a traditional bra. It's not just for the car's front bumper and hood but is frequently installed on rear-view mirrors, rocker panels, 911 "hips" or rear-fenders, etc. Clear-Bra is a 3M-brand product with a 5-year warranty. The "kit" that you choose to use will vary in cost based on the amount of fitment that is needed for the install. It seemed most members viewed this as a very cost effective and aesthetically pleasing way to protect one's finish. The film has been tested to protect your car from a 1/4" stone traveling at 120 mph without damage to the paint. It is

recommended that it be installed when the car is brand new or has just been repainted for optimal results but can be applied at any time to provide protection. It is especially effective visually on dark colors—nearly invisible and is barely visible on light colors such as silver or white. There was a white 911 and a dark blue 911 in the shop and both cars looked fantastic. Clear-Bra is also very easy to remove and/or replace and if applied correctly should cause no damage upon removal with proper chemical and heat treatment. Modern Image can have the car detailed at the customer's request. Also, multiple layers can be applied for additional protection to create a thicker barrier.





Although the Clear-Bra was the evenings focus topic, Enrico moved everyone around the shop to view demonstrations in different “stations”. We saw an expert dent/ding removal on a beautiful tan 911 SC. We saw an amazing, one-of-a-kind full-body-length robotic ninja decal being applied to a brand new Civic Hybrid. Members were very interested in all specialties being discussed and asked a lot of great questions.

Custom and pre-fabricated graphics were also on the menu. Modern Image can provide great results for members on anything from simple magnetic or adhesive car/race numbers for auto crossing to all out graphic design and installation for your racing car to very clean decoration or advertising for a car-trailer.

If you are looking into any of these services for you car, please stop by or give Modern Image a call. I think everyone that attended this event was very impressed with Enrico, his staff and his shop. They’ve been in this location for nearly seven years and are growing in

popularity and have a solid reputation of quality work. They have been a consistent advertiser in the Witness and supporter of our club.

Congratulations to Kathy Spiegel, the lucky member who won the top raffle prize of \$150 of a Clear-Bra installation! This was one of about 20 gift certificates that Enrico gave to our members in the raffle so almost everyone came away with a prize.

See you at the next tech session! It’s a fun way to get to know your local Porsche shops and other club members.

Modern Image

Contact: Enrico Delmar

8656 Production Ave. (Miramar Rd. area)

San Diego, CA 92121

(858) 408-0744



The Porsche Cayman S

Hoehn Tech Session

By: Steve & Araceli Lopez
Photos by Paul Silver

On a brisk and clear evening night, the new Porsche Cayman S was presented by Hoehn Porsche at 6800 Avenida Encinas in Carlsbad by Matt O' Berry Service Manager and Terry Wells Regional Parts Manager, Porsche Cars North America Inc.

The following is a brief overview of some of the highlights reviewed and discussed that evening.

In keeping with Porsche's methods in the past, the Cayman S is an Evolutionary rather than a Revolutionary step in their product line based on the Boxster platform. The 911's evolutionary development is one of the longest lived and most successful examples of this

concept and we all know how well that turned out. The Cayman S engine combines the bore of a 997 engine with the stroke of a Boxster S to result in a 3.4 liter engine with 295 HP and 251 lb. ft. of torque @4400 RPM and a redline of 7300 RPM. (up from 258 HP and 229 lb. ft. in the Boxster S). The engine, like the 997 and 987 is equipped with a variable intake system with a switching tuning flap as well as Vario-Cam Plus to insure a smooth idle as well as better mid-range and high-speed power plus improved fuel economy and reduced emissions all at the same time.



Checking out the Cayman S

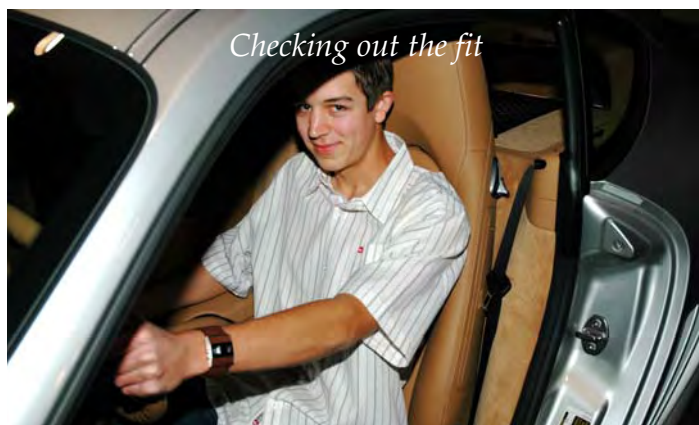


Matt O' Berry



Terry Wells & Matt

The engine cooling system employs the “Infinite Fan Control system” that accurately adjusts the fan speeds to whatever the cooling system requires rather than the previous two-speed system. This optimizes the use of the cooling fans and reduces electrical load and ambient noise. Engine air intake is on the left side of the vehicle through the redesigned side vents. The new “vertical slat” design increases air volume while decreasing drag.



Checking out the fit

It employs a labyrinth intake system that separates water and particles from the intake air prior to introducing air to the air filter. The right side intake supplies the engine compartment with air to reduce engine compartment temperatures. New gear ratios have been adopted to take advantage of the additional power and torque, as with the 997 and 987 “Porsche Active Suspension Management” will be optional and “Porsche Stability Management” will be standard. The vehicle comes standard with 18” wheels with 19” wheels also available as in option. The vehicle does not come with a spare tire; it comes with a sealing compound and an air compressor in order to increase luggage capacity.

The braking system is the same as the Boxster S with new, improved second generation “Porsche Ceramic



Attentive crowd

Composite Brakes” available as an option. This is, in my opinion, the most important option to consider. They afford faster response, are fade free and their 50% reduction in un-sprung weight greatly improves handling.

The Cayman S body style is instantly recognizable as a Porsche but has a number of characteristics that are distinctive. The rear quarter panels are reminiscent of the earliest racing Porsches but the opening rear hatch transforms this car into a far more user-friendly car for everyday use. Sophisticated air ducts throughout the front of the car aid in engine and brake cooling as well as the reduction of wind resistance and lift at the front of the car. The dual-element rear spoiler deploys @ 75 MPH and retracts under 50 MPH and is reminiscent of the one used on the Carrera GT. As with all other Porsches, the glass is coated with a water repellant coating to assist with better vision in wet weather.

Storage capacity is greatly improved over the Boxster S with 14.7 cu. Ft. in front and rear trunks. The rear hatch opens by a switch in the interior or on the key remote. There is a large glove box and additional storage in the center console, door pockets and the right door sill. One of my favorite options is the “matching paint interior design package” featuring interior high-lights that match the exterior color.



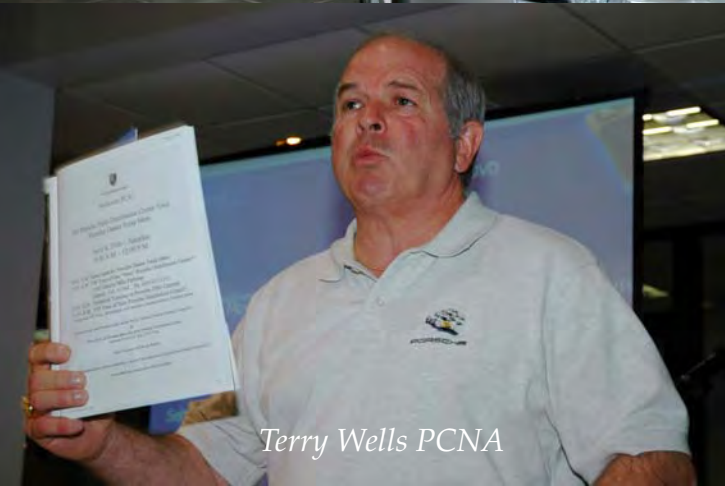
Tech session chairs

*Ginny & Jack Case**Ginny with Terry Wells*

As you can see, a considerable amount of effort has been put into not only the driving dynamics of this new car, but also the accommodations and functionality as well, in an effort to appeal to a younger, more active market. With the Cayman S you can have the best of both worlds.

As with all Tech Sessions featuring new Porsches, a great crowd was on hand to view this unveiling of the new Cayman S.

As always, a big Thank You to Hoehn Porsche and Matt O' Berry for hosting the event and Terry Wells with his in-depth presentation and viewing of "Instantly Porsche Going the Extra Mile." Thanks to the 2006 Tech Session Committee for this event.

*Terry Wells PCNA**(Greg Phillips photo from Cayman S intro)*



PORSCHE WOMEN & WINE



Text & Photos by Jackie Corwin

Downtown San Diego provided a perfect setting for 35 Porsche Club members who attended the Women & Wine Event Friday, March 10th. Despite the challenges of weather and parking, everyone found their way to the San Diego Wine & Culinary Center on Harbor Drive. We settled in at our assigned tables and were greeted by John, co-owner and our host for the evening. He confidently guided us through background information needed to initiate basic wine tasting and elaborated on the planned “hands on” blending activities. Our task was to evaluate the wines at hand and blend them into a palatable table wine appealing to a mass market. The tables buzzed with activity, conversation and competitiveness. The wine blends were complemented by the varied members assembled. Newcomers were introduced to established members, including attending board staff. Several men participated as well as tour drivers, social couples and racers. One couple in attendance had their 1st date on the last moonlight tour and are now engaged! Over \$200 was raised for

Children’s Hospital in the Spa raffle. The evening continued next door as the majority enjoyed dinner at Galileo’s. Thanks to Denise Dente for organizing a creative event designed to include more women comfortable access to our club. This experience was “full bodied and maintained a nice finish.”





Laura Manz & John Komer

Jackie,

Laura asked me to send you an email telling the story of how we met and our first date; I hope this reaches you in time. Laura and I had moved to San Diego in April of 2005, within one week of each other, I got here first to set things up for us to meet! I had retired from Racing Porsches and closed my car shop in Arizona to move to San Diego and get out of the heat and back into Technical Sales of computer networks. Laura was moving here to help "Keep the Lights On" in the Utilities business. I was missing competition and starting playing professional pool, 9 Ball, in tournaments.

I was playing 9 Ball for practice in a pub in San Diego and Laura walked in, I heard her voice and knew we should meet, her voice said New Jersey and Porsche! It turned out that Laura was from New Jersey; I had worked at the World Trade Centers doing the communications systems and spent time in New Jersey and liked the people I met there. I also found out that Laura had a Boxster S and had taken driver training at Watkins Glen; I knew it was love at first Porsche for me!! I finally asked Laura out the modern way via email to have dinner with several friends of mine and their wives. The reply I got back read, "I don't want you to think I don't want to meet your friends, but wouldn't you rather go driving?", and attached to the email was the Porsche club flyer for the "Full Moon Tour" put on by the San Diego Porsche Club! Our first date was set a San Diego Porsche Club event.

I was really floored and excited as I read the flyer description of the picnic and then a drive up to Palomar on the famous winding road!!! I was in as soon as I read it and was trilled to go. I was a Porsche Club member in Arizona since 1996 and it felt like coming home when I saw all the Porsches lined up at the park. Laura had her beautiful Boxster S and when the driving begun she handed me the keys saying to herself, "It's insured, there will be cars in front and back, sound safe". Laura was not sure if I really could drive race cars, after all she met me in a Pub. I was surprised but this was my first chance to drive a Boxster S, I raced and drove 911's, and I was not going to say no!

We went down the road with the club and once we got near the curves I let the cars ahead go and then ran hard through the turns expecting to see Laura holding on and saying slow down, instead she smiled and said, "I finally found a man that would rather go driving than out to dinner". I felt the same way and continued to push hard up the hill, proving you can get a Boxster in a four wheel drift with the rear tires smoking!!! We are now engaged spending our favorite Sundays chasing over the mountain to get an apple pie and believe that everyone would drive two hours to get a apple pie if they had a Porsche. We are now trying to decide if we should blow off our plans for our honey moon and go to the Porsche Parade instead; we are so in love, with our Porsche!!

John Komer



Margi Knight & Bill Ibbetson



Kaid Marouf, Tami Ibbertson, Margi & Denise Dente





ST. PATRICK'S DAY PHOTOS BY ELEANOR MYRUS

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AUTOCROSS — May 15 Day Away From Work



Streets of Willow



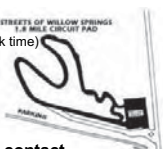
Spring "Day Away from Work" Autocross Monday, May 15 at Streets of Willow Raceway

3 practice sessions of no less than 20 minutes plus 3 timed laps. Run groups determined by experience and performance. Instructors available and required for all student drivers. Helmets and long sleeved, natural fiber shirts or jackets required. Shorts allowed. Some loaner helmets available.

For entrants driving up the night before, reduced rates are available at the Park Plaza Hotel, 4916 10th St. Lancaster (661 948-0961). Mention "Willow Springs" when making a reservation to obtain the reduced rate of \$60.00 (single occupancy). There are many restaurants of all types within 10 minutes of the hotel.

Tech inspection and track walks will begin at 7:15 am
Mandatory drivers meeting at 8:30 am
First run group on the track will be no later than 9:15 am

Each entrant will receive:
Custom event T-shirt
Goodie-bag
Lunch
Water
(and lots of track time)



For more info contact
Michael Dolphin
Carrera3@msn.com or
(213) 248-4743

To avoid late registration fee, mail completed form and entry fee by April 24
PCA GPX %Suesan Way, 362 N. Westwind Dr, El Cajon CA 92020 (check made out to PCA GPX)

Driver Name: _____	PCA instructor?: Y N	Shirt Size: S M L XL XXL
2nd Driver Name: _____	PCA instructor?: Y N	Shirt Size: S M L XL XXL
Email address: _____	PCA Region: _____	
Address: _____	City/State/Zip: _____	
Phone: (best) _____	Experience at Streets: None Low Medium High	
Car and Model: _____	Year: _____	Zone 8 Competition Class: _____
Entry Fees:	Early registration	postmarked after Apr 24
Driver	\$100.00	\$25.00
2nd driver	\$75.00	\$25.00
TOTAL AMOUNT ENCLOSED \$		

Note:
Drivers not pre-registered on day of event will be charged \$50.00 above the early registration fee



PCA Cal-Inland Region Present:
Porsche Club of America Zone 8
Lost In the "Other" Desert Rally



A Time-Speed-Distance Rally

WHEN: Saturday, March 18, 2006

Registration Opens: 9:00 AM. First car leaves at 10:01 AM.

WHERE: Cinemark Theater across from Clear Channel Stadium
Exit Ave I from Freeway 14, West to Valley Central Way, turn left, then right to get to theater parking lot

COST:

\$25 per car at the start, \$20 per car if you pre-register by March 11, 2006

EVENT:

Under 4 hours. Variety of Los Angeles and Kern County roads: fun for all.

CLASSES:

Novice (E), Tour (D), SOP (C), NAV (B), Expert (A). See <http://www.pca.org/zone8/>
Click on Competition Rules, and then click on Rally. Standard Zone 8 Rally Classes.

NOVICES:

No experience required. Good stuff to bring: Navigator, time-of-day watch, clipboard, paper, pencil(s), water bottle. You will have fun, even if you leave any of the above at home. You must have a driver and navigator.

INFO:

Richard @ 661-816-8667 for additional info. Or email: rmjapare@yahoo.com

This event is hosted by the Cal-Inland Region of the Porsche Club of America. You do not have to be a PCA member to participate. We welcome all cars with a driver and navigator, regardless of make. Bring a friend.

PRE-REGISTER

To SAVE \$5.00, pre-registration MUST be received by March 11, 2006. (Make checks payable PCA/CAI)

Send this form to Zone 8 Rally, 3460 Granite CT, Rosamond, CA 93560.

Driver: _____	Navigator: _____
Address: _____	Address: _____
City, St., Zip: _____	City, St., Zip: _____
Phone: _____	Phone: _____
Class: _____ (see web site)	Email: _____

BOARD MINUTES

Greg Phillips, Secretary

PCASDR BOARD MEETING

March 1, 2006

Meeting called to order at 7:05

Board Members Present: Margi Knight, Bob McLaughlin, Martha McGowan, Greg Phillips, Denise Dente, Ted Myrus, Tami Ibbetson and Michael Harris

Calendar: March 2006

01 -SDR Monthly Meeting, Myrus Home

10 -PCA Parade Registration Day

10 -SDR Social Women & Wine (for all members!) - San Diego Culinary Center

11 -PCA Z8 Concours/Judging School

12 -SDR SDR hosts Z8 Autocross, Qualcomm SE Lot/Membership Fair

15 -SDR Tech Session - Modern Image

17 -SDR Social, St. Patrick's Day Party - Fiddlers Green

18 -Z8 Rally, Cal Inland Region

24-26 -Z8 Speed Festival: Club Race, Time Trial, Autocross, Concours and more!

28 -SDR Last Tuesday Social - Dave & Buster's

Minutes Approval: MSP

Treasurer Report: Martha

McGowan reported. 19K expenses and 11K income results in 35K in the black. Goodie Store taxes of \$753. Treasurer's info sent to accountants. Discussion of using interest bearing accounts.

President's Report: Kudos to Ted & Eleanor for hosting the Board meeting. Discussion of new Region of the Year submission requirements

by PCA. Criteria for Region of the Year have changed, no yearbook but 10 pages of content for submission of accomplishments

Deadlines for Speed Fest (Vince) and for Parade Reg. (March 10).

Vince reported on Speed Fest, registration is going well, volunteers needed. LBGP Porsche corral.

Jack Bair's position at PCNA was eliminated.

Sign Waivers all events

Get ads in on time (10th of month) to Witness and Web Site.

Chairs reminded to have waivers for all events.

Budget requests may not have more than \$100 in miscellaneous category.

Chair Reports:

Time Trials: Jack Miller reported on his proposal of changing the region time trial rules. Reviewed changes and updates- Rationale for updating rules

Taste of the track -Review RPM for insurance.

HANS device recommended but not required.

Hot weather requirements for clothing. Number of run groups

No change in passing rules

Discussion of Zone 8 feedback.

Steve Grosekemper reported on proposal for changing Zone 8 rules and the board and TT chairs recommended deferral of changing region rules until later in the year.

Appointments of 2 new Chairs were approved by the Board:

Jack Miller, CDI for Time Trials

Kary Clements - Safety for Time Trials

Archivist: No report

Autocross: Charles Sharp presented the budget request for March 12
MSP

Reconciliation for previous events presented and discussed. Discussion of doing budget requests as schedules are done.

Auto Museum: Michael Harris reported on his meeting with Bob Swanson about plans for the museum.

Charity: Katina Gonzalez presented the 2006 Charity Plan for Children's Hospital and Alta Vista Academy. Discussion of raffles for charitable events. Calendar of events presented. Tax issues discussed. **MSP**

CDI: Carl Scragg presented for PDS plans are going forward and need instructors.

Concours: No report

Corner Working: No report

EMaster: No report

Equipment: No report

Goodie Store: No report

Insurance: Tom Golich presented on the different waiver forms required, the regular form and two minor forms whether they are driving or observing.

Legal Liaison: No report

Membership: to be sent

Parade: Paul Young reported on 2007 Parade planning. Reminded to attend Parade in Portland

Rally: No report

Region Rules: Steve Grosekemper reported on plans for updating Region Rules.

Safety: Steve Dente reported there were no problems

Social: March 12 Membership Fair sponsored by MOM. Chairs requested to attend or have representatives.

Proposed Gala Site and Budget Estimate \$1000 requested for deposit MSP

March Budget requests (St. Patrick's Day) \$500 to guarantee MSP

Sponsor Liaison: Keith Verlaque reported on meeting with Mark Smith of Pioneer Centres, Concours, Cayenne Tours and Tech sessions were the sponsored events for the year.

Meeting planned with Hoehn.

Tech inspection: No report

Tech Session: Rocky Kuonen reported on Modern Image and Hoehn Cayman Tech Sessions and upcoming Only Yesterday in March.

Time Trial: Presentation and Discussion of Proposed Rules (First Report)

Timing: No report

Tours: Keith Verlaque reported on a 46 car tour to Julian.

Vintage Racing: Kaid Marouf reported an upcoming article is ready.

Web Team: results are now being posted, web going well

Witness Editor: Witness is at the printer, looking for new editor.

Witness Business: Two problem accounts, otherwise doing well. Aging presented.

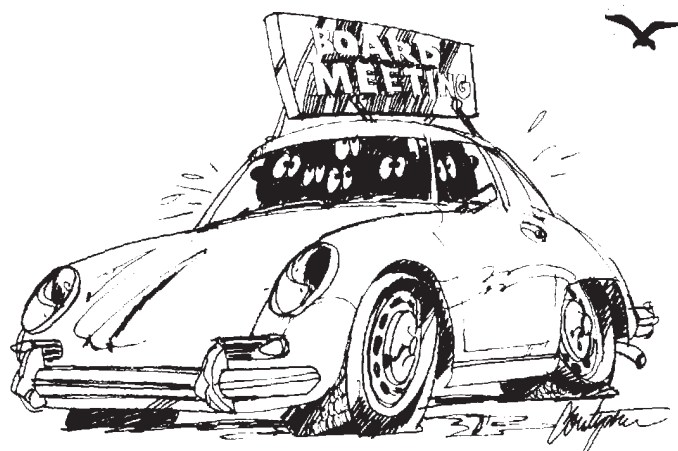
Witness Sales: No report

New Business: Denise presented budget request for Women in Wine event. MSP

Old Business:

Adjournment:

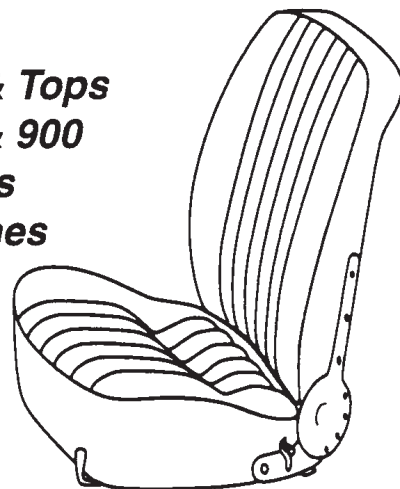
Next Meeting: April 5 - San Diego Auto Museum



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**1236 "B" Simpson Way
Escondido, CA 92029
(760) 737-3565 (760) 735-9909 (fax)**

Monthly Meeting

Location: Ziggy & Inca Szielenski

3272 San Helena Dr, Oceanside

760-433-3699

Thomas Bros: 1086-J7

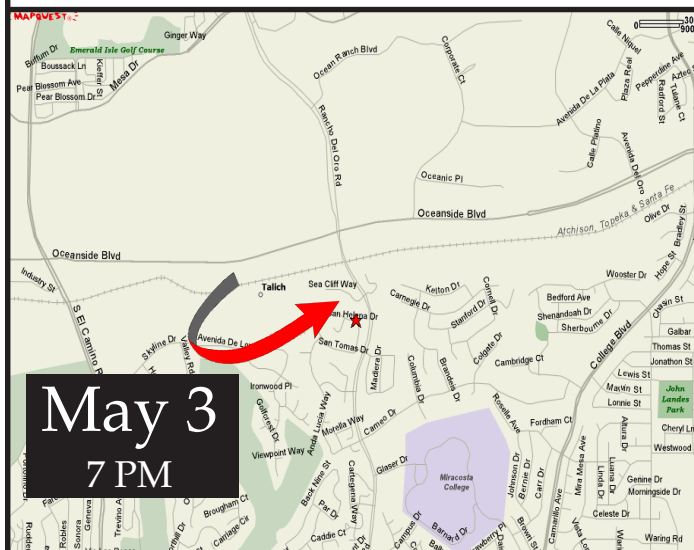
Directions: I-5 North to Oceanside Blvd

Turn Left on Oceanside Blvd and go East for 3.3 miles

Turn Right on Rancho Del Oro and go South for 0.4 miles

Turn Right on Vista Del Oro

Turn Right on San Helena Dr (comes quickly)



PCASDR AUTOCROSS QUALCOMM-WEST LOT

Saturday Apr 15 (Must show proof of membership)

Stadium Schedule

6:30-7:30	Tech Inspection
6:45-8:00	Registration
7:25	Track Walk
8:30	Driver's Meeting
9:00	First car out

Autocross

Curt Yaws
Charles Sharp
David Kochanek

Time Trial

Jack Miller
Robert Baizer
Mike Dougherty

Check the San Diego region website for more info: www.pcasdr.org
Save \$20 by pre-registering (AX Registration \$60 at track)

For more information, please contact the SDR Autocross team at ax@pcasdr.org

Stadium Policy

1. Car must be completely empty, tires changed and ready to go when you arrive at the Tech Inspection line
2. You will be assessed a \$10 Late fee if your car is not in tech line by 7:30 AM
3. You will not be allowed to register if you do not show proof of membership or if your car is not in the Tech Inspection line by 8:00AM
4. All cars must have car numbers and class designation on both sides of the vehicle at all practice and timed laps. Shoe polish not allowed.
5. Snell SA 95 or M95 or newer helmets required

Check www.PCASDR.org website for complete rules

Driving Event Calendar

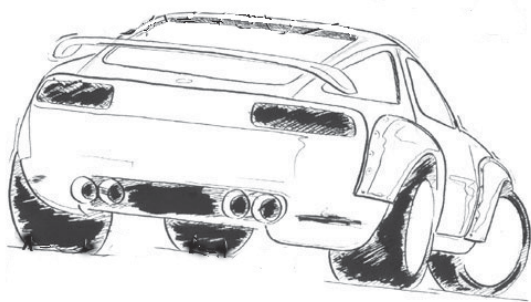
April 8-9	Driving School	West Lot
April 15	Autocross	West Lot
Apr 22-23	Zone 8 Time Trial	Streets of Willow
May 13	Autocross	West Lot
May 14	<i>QDE</i>	West Lot
Jun 3-4	Zone 8 Time Trial	Buttonwillow
July 1	Autocross	SE Lot
July 15	Autocross	West Lot
July 16	<i>QDE</i>	West Lot
Sep 30-1	Zone 8 Time Trial	Spring Mountain

Classified Ad Policies

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

Non-member, business, or commercial ads \$.40 per word.

To place ad, go to the website: www.pcasdr.org



Commercial Ads

Full page	(7.5 x 9.5)	\$200 /month
1/2 page	(7.5 x 4.5)	\$125 /month
1/4 page	(3.5 x 4.5)	\$75 /month
Business card	(3.5 x 2)	\$50 /month
Key position		\$325 /month

Ad includes free banner ad & link from our website:

Material Submission: It is preferable that materials are submitted electronically in either .JPG, .TIF, .EPS or .PDF format. Photos will only be returned if accompanied by a stamped and self-addressed envelope. We reserve the right to edit or refuse to print any ad.

Deadline for submitting new ads or making changes to existing ads is the 10th of month preceding the month of publication.

Business Manager
Royce-Ann Myrick
619.475.1199

WitnessBusiness@pcasdr.org
Imperial Beach, CA 91932

Artwork & Photos to:
Greg Phillips, Editor
707 Palm Ave.

Editor@pcasdr.org

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'06 Bugatti Veyron W16.4



'06 Bentley Cont. Flying Spur



'06 Lambo. Gallardo Spyder



'03 Porsche Twin Turbo



'03 Benelty Arnage R



'06 Lotus Exige



'04 Ferrari 360 F1 Spider

2006 Bentley Arnage T...New...Tungsten / Portland
2006 Bentley Continental Flying Spur...New...Choice of colors
2006 Bentley Cont. Flying Spur...900...Silver Tempest / Portland
2005 Bentley Cont. GT Mulliner...6,100...Black / Portland
2005 Bentley Cont. GT...1K...Silver Tempest / Ochre
2005 Bentley CGT Mulliner...7K...Silver Tempest / Black
2005 Bentley CGT...11K...Moonbeam / Beluga
2005 Bentley Arnage T...3K...Black / Black
2003 Bentley Arnage T...9,100...Black / Black
2003 Bentley Arnage R...15K...Black / Black
2001 Bentley Azure...8K...Black Sapphire / Magnolia
2000 Bentley Arnage...(3) 14K - 20K - 33K...Black - Black - Silver
2000 Bentley 420R...8K...Wildberry / Cotswold
1999 Bentley Azure...12K...Ascot Green / Parchment
1997 Bentley Azure...25K...Rosewood / Magnolia
1996 Bentley Turbo RL...29K...Black / Black
1996 Bentley Turbo R...6K...Black / Tan
1995 Bentley Brooklands...47K...Black / Cream

2006 Rolls-Royce Phantom...New...Choice of colors
2000 Rolls-Royce Silver Seraph...21K...White / Oatmeal
1987 Rolls-Royce Corniche...(2) 19K & 40K...Blk / Cream & White / Tan

2006 Lamborghini Murcielago...New...Choice of colors
2006 Lamborghini Gallardo...New...Choice of colors
2005 Lamborghini Murcielago...New...Choice of colors
2004 Lamborghini Murc. ...(2) both 2,500...Silv / Cream & Blk / Blk
2003 Lamborghini Murc. ...(2) 3K & 7K...Jade & Blue
1996 Lamborghini Diablo...35K km...Blue / Snowcorn

2005 Spyker C8...New...Black / Tan

2004 Ferrari 360 Modena...6,600...Red / Black
2003 Ferrari 456 GTA...3,750...Titanium / Tan
2002 Ferrari 360 F1 Spider...8K...Dark Green / Cream
2001 Ferrari 360 Spider...2K...Titanium / Gray
1999 Ferrari 360 Coupe...7,900...Yellow / Black
1999 Ferrari 355 F1 Spider...14,800...Silver / Black
1997 Ferrari 456 GTA...14,700...Black / Black
1997 Ferrari 355 Spider...30K...Red / Tan
1992 Ferrari Testarossa 512TR...26K...Red / Black
1991 Ferrari 348TS...(2) 19K & 33K...Red / Tan & White / Red

2006 Lotus Elise...New...Choice of colors
2005 Lotus Elise...New & Demo...Choice of colors
2001 Lotus Esprit V-8...(2) 8K & 17K...Bordx / Cream & Titanium / Blk

2004 Maserati Spyder 6-Speed...2,800...Black / Black

2005 Mercedes-Benz SL500...10K...Black / Cream
2001 Mercedes-Benz CL600...51K...Black / Black

2003 Porsche Twin Turbo...15K...Black / Black
2001 Porsche Turbo Coupe...27K...Yellow / Black

1993 Land Rover Defender 110...19K...White / Black
1991 Chenoweth Off-Road Buggy...tmu...Matte Black (Military)



'05 Ferrari Superamerica



'06 Maserati Quattroporte



'05 Ferrari F430 Coupe F1



'05 Ferrari 612 Scaglietti F1A



'06 Lambo Murcielago



'06 McLaren SLR



'01 Porsche Turbo Coupe



7440 La Jolla Boulevard, La Jolla, CA 92037

858.454.1800 • symbolicmotors.com

S7



To:



MOVING? Send change of address for Windblown Witness to:

PCA Executive Office, P.O. Box 5900, Springfield, VA 22150 or submit change via www.pca.org.

©2006 Porsche Cars North America. Porsche recommends seat belt usage and observance of all traffic laws at all times. Prices good through April 30, 2006



Cayenne tequipment wheel specials

**Cayenne 20" Sport Techno Summer
Wheels & Tires with 10" rear wheel width**
Was \$5656.47 Now \$4395.00

**Cayenne 20" Sport Techno Summer
Wheels & Tires/Set of 4**
Was \$5529.89 Now \$4295.00

**Cayenne 17" Wheels & Tires/Set of 4
New Takeoffs**
Was \$2813.24 Now \$795.00

**Cayenne S 18" Wheels & Tires/Set of 4
New Takeoffs**
Was \$3389.56 Now \$1395.00

**Cayenne Turbo 18" Wheels & Tires/Set of 4
New Takeoffs**
Was \$3538.29 Now \$1495.00

**Cayenne Design 19" Wheels & Tires/Set of 4
New Takeoffs**
Was \$3884.00 Now \$2195.00

Pioneer Centres

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San Diego, CA 92126
pioneerporsche.com
Parts and Service
Mon-Fri 7:30AM-6:30PM



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