

# WINDBLOWN WITNESS

Zone 8 Festival  
Tech Session  
Performance Driving  
School



May 2006





## The thorn in the side of ordinary.

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PORSCHE



# WINDBLOWN WITNESS

Porsche Club of America, San Diego Region

Volume XLVII No.5

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# SAN DIEGO REGION CALENDAR

Check [www.pcasdr.org](http://www.pcasdr.org) for last minute changes

## Web Sites:

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

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

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

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

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

For email notification of events please contact: [emaster@pcasdr.org](mailto:emaster@pcasdr.org)

## May

- 3 Wed SDR Monthly Meeting, Szielenski home
- 6/7 S/Sun SDR Social, Mystery Weekend (page 7)
- 6 Sat Z8 Concours, Southern Arizona Region
- 7 Sun Z8 Autocross, SAR (page 48)
- 13 Sat SDR Autocross, West Lot (page 63)
- 14 Sun SDR QDE West Lot (page 63)
- 15 Mon Z8 Autocross, Gran Prix Region (page 48)
- 17 Wed SDR Tech Session (moved to the 20th)
- 20 Sat Z8 Autocross Golden Empire region
- 20 Sat SDR Tech Session (page 38)
- 21 Sun Z8 Concours Grand Prix Region
- 25-28 T/Sun Fiesta del Porsche
- 30 Tue SDR last Tuesday Social (page 6)

## June

- 3-4 S/Sun SDR hosts Z8 Time Trial (page 37)  
Buttonwillow Raceway
- 4 Sun Z8 Concours Orange Coast Region
- 7 Wed SDR Monthly Meeting (page 59)  
Hoffman home
- 9 Fri SDR Social, Hot Summer Nights (page 11)
- 10 Sat SDR Social, Day at the Spa (page 10)
- 11 Sun Z8 Concours, Los Angeles Region
- 18 Sun SDR Tour with Father's Day Brunch (page 6)
- 21 Wed SDR Tech Session
- 24 Sat SDR Rally, Summer Solstice Rally (page 7)
- 24 Sat Z8 Autocross, Riverside Region
- 27 Tue SDR Last Tuesday Social

## July

- 1 Sat SDR Autocross, Qualcomm South East Lot
- 4 Tue SDR Social, 4th of July Pool Party (page 11)
- 5 Wed SDR Monthly Meeting, Allen Home
- 8/9 S/Sun SDR Social, Dana Point Weekend (page 48)  
(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 hosts Z8 Autocross, Q West Lot (page 63)
- 16 Sun Z8 Concours, CA Central Coast Region
- 16 Sun SDR DE, Qualcomm West Lot (page 63)
- 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 Sat SDR hosts Z8 Time Trial, (page 63)  
Spring Mountain

## October

- 1 Sun Z8 Autocross, Riverside/Orange Coast Regions
- 1 Sun SDR hosts Z8 Time Trial, Spring Mountain
- 4 Wed SDR Monthly Meeting, Straub Home
- 7 Sat Z8 Concours, Golden Empire Region
- 7 Sat Z8 Rally, Golden Empire Region
- 8 Sun Z8 Autocross, Golden Empire Region
- 7/8 S/Sun Coronado Historics
- 9 Mon Z8 Autocross, Gran Prix Region
- 15 Sun Z8 Concours, Riverside Region
- 18 Wed SDR Tech Session
- 20 Fri Z8 Tour to ALM, Orange Coast Region
- 28 Sat SDR Social, Halloween Party
- 31 Tue SDR Last Tuesday Social

## November

- 1 Wed SDR Monthly Meeting, Scragg/Seitas Home
- 4 Sat SDR Social, Cooking Extravaganza
- 4 Sat Z8 Concours, Arizona Region
- 5 Sun Z8 Autocross, Arizona Region
- 11 Sat Z8 Presidents meeting
- 12 Sun Z8 Rally, Orange Coast Region
- 15 Wed SDR Tech Session
- 17/19 F/Sun Palm Springs Revival
- 28 Tue SDR Last Tuesday Social

# AT THE WHEEL

*by Margi Knight, President*



The Performance Driving School, held April 7, 8 & 9 was a remarkable success. Thanks to Los Tres Amigos, Carl Scragg, Dan Chambers and Gary Burch for organizing and conducting another great school. There were over 50 students who benefited from the expertise of our instructors. Thanks to our instructors and all the other volunteers who came to help put on this event. A big thank you to John Rickard of Black Forest, who not only sponsored the school, but also worked it. We could not have done it without you.

The CDIs are looking for input on the administration of the event and will give consideration for modifications to the next PDS. It takes a lot of time, effort and volunteer power for this terrific weekend and I cannot thank everyone enough!!

I appreciate input from membership after each event. Some of our events garner praise and huge attendance. Others are not so well attended and we do get some criticism for our efforts. However, I think we need to offer a variety of events and activities, for we all have varying interests, except for our obsession with driving a Porsche. Let me know what you like and do not like. This helps us plan for our events and it certainly gives insight into our members' wishes.

I attended the Zone 8 Speed Festival on March 23, 24 and 25. I volunteered to work at the credentials building with Cecelia Knauf. She and Bonnie Rickard are to be applauded for their effort and organization on behalf of Zone 8. They certainly know what to do and were able to communicate their expertise and knowledge to all of us newbies.

Working registration provided me with the ability to recognize all the support PCASDR members who volunteer for the Zone. Notably, Vince Knauf and Ron Mistak who chaired this event, along with Michael Dolphin. Bob McLaughlin did a superior job supervising those volunteers who directed vehicles entering the Speedway. After a Speedway official chastised us for the actions of some drivers for their excessive speed on the road, Bob was able to get everyone to slow down and behave.

Jack Miller put on a fabulous TT and Chris Huck continued his success at bringing in sponsors for the

event. Gary Peterson helped to organize all of the individuals who volunteered their services. I cannot tell you how many PCASDR members showed up to continue their support of this annual event. In fact, there were times that Club members just came to watch the event and ended up directing traffic. I know Bev Giffin-Frohm and all the Zone 8 staff appreciate our continued support. Congratulations to all the champions from our Club who competed. Check out the Zone 8 website for a complete list of results.

For those of you who remember the Stedronky's .....how could you forget Irv and Brenda? I was so happy to see them that weekend. Brenda, as usual, did a terrific job of organizing banquets as well as the hotel accommodations that were "awesome." We all know how terrific she is at working social events. Irv returned to driving after having been off for a few years and said he was having a blast. They are active in the Sierra Nevada Region with Brenda as Secretary and Irv as the resident advisor. I am hoping they will return here soon for a visit.

I would like to remind everyone to check the Club website: [www.pcasdr.org](http://www.pcasdr.org) on a regular basis for calendar changes. This is where you will find the most recent schedule additions and deletions. Due to mailing delays of the Witness, there may be an event at the beginning of the month, so check the website often to avoid missing out on an event.

The volunteers of the month are those who work on the Windblown Witness. Our Editor, Greg Phillips, has done an exceptional job on producing this newsletter; I cannot even begin to express the Club's appreciation. He has put in an enormous amount of time and effort producing an excellent and award winning newsletter for over three years. And he has not even asked for a raise!! Our business team of Gary Peterson, Chris Huck and Royce Ann Myrick are fabulous. They sell our newsletter, bill our advertisers, keep them happy and know when to knock on their door for payment. I applaud the rest of the team of photographers, writers, and proofreaders. You deserve our gratitude and respect.





# UP FRONT



(WHERE THE ENGINE BELONGS)



My plan was to have written this over the weekend at Willow Springs, but Jack Miller gave us so much track time that after dinner each night it was back to the room and sleeping shortly thereafter. So no writing got done until Sunday night after getting home. Look for the full story in next month's Witness.

This issue has coverage for a pair of three day events; the Zone 8 Festival of Speed at California Speedway and the San Diego Region Performance Driving School. The fact that both of these large events were able to get done in a short period of time is a credit to the volunteers in the Club who organize and run these events. Kudos to co-chairs Vince Knauf, Ron Mistak and Michael Dolphin along with Zone 8 representative Bev Giffin-Frohm for the Festival of Speed and the Chief Driving Instructing Team of Gary Burch, Dan Chamber and Carl Scragg (Los Tres Amgos).

I know that club members are passionate about cars in general and Porsches in particular, but I found out they can also be passionate about their computers. A lot of my time in preparing the Witness each month is spent in front of the computer, reading e-mails, downloading file attachments, editing text and photos. So when my computer started crashing programs when I tried to save files, it got my attention. I first noticed it in my e-mail program Microsoft Outlook, but then it was also happening in Microsoft Word, and then I noticed the same behavior in Adobe Photoshop Elements! Then I remembered that there had been a recent Windows Update a couple of days before I noted the problem and so I went looking for a solution. After a midnight browse of the Microsoft support site (oxymoronic) I found a reference to a reported problem with the newest update and certain HP software. After checking, I did have the HP software installed and after unloading the HP Share-to-web software my computer was working well again.

But the passion did not start until I posted my story on the Forum in case there was another computer user who might have the same problem. I apologized to the Mac and Linux users for the posting, but they still were interested to read about the Windows problems and recommend that I might consider Linux instead. This led to several other posts regarding Linux and Windows and their suitability for proper computing. The Mac users stayed above the fray. It almost sounded like an air-cooled vs. water-cooled debate, but was not as serious as the front-engine vs. rear-engine debate.

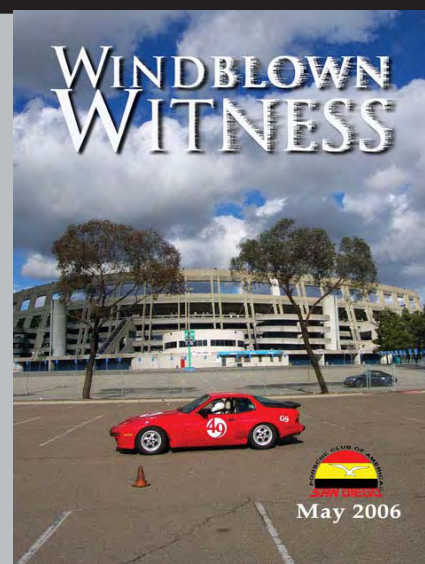
We have a couple of new advertisers this month in i-Zon glasses and Speedzone Paint & Bodyworks in Santee. I would also like to thank all of our advertisers and remind you to support your local advertisers whenever possible. Until next month, keep driving those Porsches.

GL

## ON THE COVER

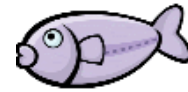
*This month's cover was shot of Jackie Lu's 944 at the Q during a recent autocross after the rains had cleared our skies.*

Greg





Last Tuesday Social  
May 30, 2006  
6pm



The Fish Market  
640 Via De La Valle  
Solana Beach, CA 92075  
858-755-2277



Take I-5 to Via de la Valle, head west

For info contact Paul Silver  
[psilver@san.rr.com](mailto:psilver@san.rr.com) or 858-481-8646



Father's Day Tour and Brunch  
Sunday June 18th  
9:00 am sharp



Meet at North County Fair Parking Lot by the Macaroni Grill.  
Enjoy an invigorating tour of back country roads followed by  
a delicious brunch at the Palm Canyon Resort in Borrego Springs  
221 Palm Canyon Drive, Borrego Springs, CA 92004

\$18 per person

Send payment by June 9th payable to PCASDR to  
Kathy Alnwick, 7961 Laurelridge Rd., San Diego, CA 92120  
For info call Kathy at 619-229-1515, [imthekaps@yahoo.com](mailto:imthekaps@yahoo.com)  
Tour info: Keith Verlaque, [tours@pcasdr.org](mailto:tours@pcasdr.org)



## The San Diego Region Presents:

# SUMMER SOLSTICE RALLY

## A European style regularity rally

### Saturday June 24, 2006



### START TIME

Registration: 9:00 am  
Drivers Meeting: 9:30 am  
First Car Out: 10:00 am

### START LOCATION

All German Auto  
1327 Simpson Ave.  
Escondido  
760-738-4626

**Only \$10 per car**

**All cars are welcome. The  
rally should run about 3.5  
hours**

**For more information call 858-204-  
3914  
Or  
eMail Rally@pcasdr.org**

**Finish in the Escondido area**

**Watch for further details in next  
month's Witness**

Directions to Start can be found at [www.allgermanauto.com](http://www.allgermanauto.com)

PCA insurance rules allow minors to ride or navigate, provided (1) the minor must sign an Assumption of Risk Acknowledgement, and (2) BOTH parents must sign a separate Waiver and Release of Liability for the minor who is riding. Forms may be found on the PCA-SDR website ([www.pcasdr.org](http://www.pcasdr.org)). Click on Forms and find Insurance Waiver Forms.



Porsche 356 Concours and Pageant of the Masters  
Weekend Extravaganza  
July 7-8



We will meet up Saturday July 7 at 12:00 noon at locations to be announced to convoy up to Dana Point

To enter your 356 in the concours or to park your car on the grass, contact Kathy for the entry form

Cost is \$370 per couple or \$260 for single and includes:

- Hotel stay
- Saturday dinner
- Transportation to Laguna Beach for the Pageant of the Masters
- Tickets for the Pageant of the Masters at the Festival of Arts Laguna Beach
- Sunday Brunch
- for family cost, please contact Kathy Alnwick (info below)

Deadline for reservations is June 25, and no refunds after June 19

For info contact Kathy at:  
➢ 619-229-1515 or  
➢ lmtiekaps@yahoo.com

Send payment payable to PCASDR to Kathy Alnwick at:  
7961 Laurelhidge Rd., San Diego, CA 92120



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 Laurelhidge Rd. San Diego, CA 92120



## 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 18<sup>th</sup> 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](http://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 over looking 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) RSVP 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 services and based upon availability so call early.

Club Contact: Denise Dente- 858-829-7441

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

## HOT SUMMER NIGHTS in FALLBROOK



PORSCHE

Friday June 9  
4:30 to 8:00 pm

In the downtown "village" area



Join our fellow sports car enthusiast clubs for a night of cars, food, music, and fun!

***Trophies for the best sports car and the best club!***

From Interstate 5, turn East on Route 76 at Oceanside. Travel about eleven miles to Bonsall and turn left (North) on S-13 which is S. Mission Road. Go another five miles to reach Fallbrook. After arriving in the town area, fork to the right onto Main Street and go until you get to the 200 block where the road is closed and you will be guided to club parking.

From Interstate I-15 take the Mission Road exit and travel West on S-13 which is E. Mission Road about five miles. Turn left on Main Street and you will be directed to club parking.



***Please RSVP so we can give them a car count and so you can find out where we will meet!***

Contact Paul Silver, 858-481-8646, [psilver@san.rr.com](mailto:psilver@san.rr.com) OR  
Margi Knight, 858-456-2826, [margiknight@sbcglobal.net](mailto:margiknight@sbcglobal.net)



## Fourth of July Barbeque and Pool Party

2:00 pm

Come celebrate our nation's  
independence with your PCA  
friends, enjoy some good food,  
swimming, and fireworks!

At the home of Kathy Alnwick, 7961 Laurelridge Rd., San Diego, CA 92120  
\$15 per person, BYOB -- Please RSVP to Kathy by June 25th  
Send payment made payable to PCASDR to Kathy at the address above.



For info call Kathy at 619-229-1515, [imthekaps@yahoo.com](mailto:imthekaps@yahoo.com)

# OPERATE THE ROOF ON THE GO...



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smart<sup>TOP</sup>

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## Armed Forces YMCA Donation



# Three Days in the Valley Zone 8 Festival of Speed



By Greg Phillips  
Photos by Greg Phillips  
& Steve Grosekemper

Although this had been one of the drier winters in Southern California, spring had been trying to make up for it. So as the weekend for the Zone 8 Festival of Speed approached, we were checking the long-term weather reports closely. Thankfully, we had better luck this year at California Speedway. the local mountains were covered in snow, and except for a sprinkling of rain on Saturday, the weather was dry and very nice overall. And for the first time, my luck at Fontana was also good.

I was able to get off early on Thursday and headed up the 15 to the track. Although it was later than I had hoped, even my traffic luck held and I was able to get to the track by 5 PM to check in at registration, find my

parking space and also attend the final volunteer's meeting before heading to the Marriott for dinner.

Friday was an early day as I was checking the readiness of the track safety workers and ambulances before heading to the pits for the TT driver's meeting with



*Jack Miller KI winner*



*Snow-capped peaks and fast Porsches*

Jack Miller. Turnout for the TT was great with almost 100 drivers for the two run groups. California Speedway was a veritable 3-ring circus on Friday with POC run groups, PCA Club Racers and the TT run groups all sharing track time. Over the course of the weekend, even more rings would be added with vendors and exhibitors in the vendor village, a Concours on Saturday and an autocross on Sunday along with the noon track tours each day for spectators. There was literally something for everyone who enjoyed cars.

At the driver's meeting I was introduced to my student for the weekend, Armand Gastelo. This was his first time at California Speedway and he was driving the ex-Frank Offenstein 914-4. We would have plenty of time to talk on the oval. But my run group was first off on Friday and we headed for the grid after the driver's meeting.



*Armand Gastelo CS winner*

I was hoping for better times as I was running a new set of shaved Toyo RA1s along with new brakes and rotors. Unfortunately, there was a delay in getting everything organized for the first run group and we were late being sent out. With the larger than usual run groups, we were being gridded by expected times to try and minimize the need for passing and congestion and I was near the back of the fast group. We were finally flagged off and headed out on a yellow flag lap. We were expecting to have two laps under yellow, but as we came by the starter he was waving a green flag and we were off. I was trying to get a feel for how the car would do on the new rubber and was waiting for it to warm up before pushing, but still there was some slower traffic already. Not sure if the early green flag threw them off, but it took a couple of passing zones before we were able to get pointed by and pick up speed. The extra grip from the tires felt great and although we were not pushing the oval yet, the infield section was a lot of fun.

The only surprise of the session was on lap three which was the first time we came into turn 3 off of the oval at speed and full braking and I experienced green fade from the new pads (despite having driven from San Diego and two laps of braking). The escape road was looming up before the brakes finally slowed the 928 down and we were able to turn in a bit late. It was a few more laps before I completely trusted them, but the brakes were great the rest of the weekend. The checkered flag was soon flying and we headed into the pits.

After a short time, we were headed to the grid in Armand's white 914. He also has a 993 but wanted a track car he did not have to worry about and ended up buying Frank's car as he was no longer racing. We started near the back of the grid and were soon flagged onto the track. Armand handled the car well on the infield, but there is not much he could do with my extra weight and the lack of horsepower from the 914-4 on the oval. We stayed on the bottom of the track and waited for everyone to come by. We would sometimes close up in the tighter sections, but the straights, even on the infield section are long, so he concentrated on driving the line and on his car control and on keeping an eye out for the cars coming up behind. But the weather was nice and we had a good view of the track and the other cars as they came by and then the checkered came out for us.

Since there were several other run groups, we did have some time between to take a break and get the cars ready. I was poaching a parking space and some shade in the garages of Jeff Schmidt, Carl Scragg and Jad Duncan. Steve Grosekemper of Dieter's Motorsports was providing mechanical support, even though he was not running after his 2.7 liter motor ate a valve at Willow Springs. Without his car to drive and fine-tune, he started fine-tuning our cars. He had brought an air-fuel meter and had hooked it up to my exhaust with the meter inside for my student to read on the long full throttle sections of the oval and see if our fuel mixture was optimal. The results were OK, but not optimal and would allow for further fine-tuning with the fuel regulator.



*Carl Scragg JS winner*

Carl Scragg's car was next to get hooked up to the AFM for his run group. He had a little problem as the exhaust probe came loose and required a trip to the pits to remove. Although he was able to get some readings, there was an unintended consequence of having the



student looking at the air-fuel meter. During the session, the student commented that not only could he measure the air-fuel ratios under full throttle, the meter would also tell him when the driver lifted, feathered, breathed or some other verb describing less than full throttle on the oval. The student now had a “girly meter” with appropriate apologies for the politically incorrect terminology.

Jeff Schmidt and Jad Duncan also had their cars instrumented, but it was Jad’s Turbo that seemed to have the greatest benefit. After optimizing the fuel mixture for the Turbo, Jad had GPS readings for his top speed on the oval and they had increased from 132 mph to 138 mph. Some of the improvement may have been a result of cooler temps and more track familiarity, but tuning was likely a big part of the improvement.



The next session on Friday was a little longer, and I was without my student. Unfortunately, we were still gridded in the same order and there were a couple of slower cars ahead of me. As we got the green flag, I saw that one of the cars I needed to get by was just ahead on the straight. Although I was not able to make up any ground on the straight as we turned in for turn 1, I started gaining and was drafting behind him at turn 2 and then was able to drop under and pass him before the braking zone for turn 3, mission accomplished. I did not have too much traffic after that until the fastest cars started coming through the field at the end of the session. The cup cars were a blur as they went by on the oval, but my times did come down from a 2:07 in the first session to a 2:03.

Next we were out again in Armand’s car. He did well with traffic, but since he was running in the 2:30’s, we looked like a chicane to the faster cars. Our nemesis was Bo Buchynsky and his GP 944. We were running similar times, but he had more oval speed and would pull away on the oval and we would spend the entire infield section catching up to him before he would pull



away on the oval again. The good news is we did not have to slow to let cars by and our lap times were not affected by traffic as much. The bad news was that people would become impatient and pass before he could point them by, or as happened on one occasion, under a yellow flag!

But karma has a way of evening things out. One Spec 944, who will be nameless, passed us in the short section before the second chicane without a point-by and sped on. But at the end of the straight, she (I did not say genderless) lost it and spun; which gave her a great view as we motored past and onto the oval.

Our first day went well, but others were not so lucky. Ethan Dahlkamp was running in the first PCA Club Race practice session and as he turned into turn 3 off of the oval was T-boned in the driver’s side by another car with an apparent stuck throttle and his weekend was done! Not sure how you could total a Boxster built from two previously wrecked Boxsters, but he will need some more body work on the FrankenBoxster before it is ready to run again.



After finishing at the track, it was time to head back to the Marriott and get ready for the staff dinner and a preview of the Mardi Gras theme for the weekend. It was an interesting time and I had the pleasure of meeting some of the PCA stewards and staff that had made the trip from back East. Brenda Stedronsky had traveled from Reno (with husband Erwin) to help the Zone 8 and arranged a very nice dinner and decorations.





*Coming through the chicane*

Although Saturday was another early start for the TT group, I ended up watching some of NCAA March Madness games before finally getting to bed around midnight. After another nice meal at the Marriott (thanks Brenda), it was off to the track. We had another short driver's meeting and after Robert Baizer had reviewed the previous day's times, he rearranged the run groups as well as resetting the grid positions.

My student and I drove to the grid, but ran into another glitch. My armband from registration was not an instructor's armband and now they would not allow both of us onto the grid. My student was kind enough to get out and did eventually track down a new instructor armband I could wear. Unfortunately, it was not in time for the first run session and I was running solo. There were new cars around me on the grid and we were all fairly close in times so it was fun trying to reel someone in, without being caught from behind by someone else. In the cooler morning air I had some good times and ran a 2:01 and then a 2:00.8.



*Chad Metten- Clipping some grass off-road*

With my student onboard and warmer temps, I spent the rest of the day trying to get under 2:00, but most of my best times were in the 2:01. There was also some

interesting weather on Saturday. When we went out for our last practice session of the day, halfway through the warm-up lap we started to get some rain drops. It was heavy enough to turn the wipers on but seemed to lessen and by the time we entered the oval was just a fine mist. I kept my speed down and it seemed fine until we came through turn 2 and as we headed for the braking point for turn 3 it was raining heavily! Thankfully, the rain diminished and, after the first few laps, it stopped and the track was dry again, but I ended the day with 2:00.8 as my best.

My student had also been doing well and for the afternoon sessions he was running solo and continued to do well. Without me in the 914, his times dropped down and he ran a 2:23.8!



My car ran well all day, but Carl Scragg's Euro Carrera had some problems with a leaking oil line and Martin Reinhardt's C2 would only run well at full throttle. Steve Grosekemper was able to get both of them back on track and running well, and still had time to take many pictures!



*Bob Brand*

This was important for the KP boys as it was going to be another dogfight during the timed run session. Jad Duncan's 944 Turbo was running 1:55's with his student; father Jim Duncan, in the car. Bob Brand's RSA had a 1:56 and had not mounted his Hoosiers yet. Mats Lindstrom was down to 1:54 in practice and Martin Reinhardt was running 1:57's with instructor Otto Obrist onboard pushing him on the oval.

In my JP class, Otto Obrist was not running due to a mechanical issue, but Paul Barnes was running some quick times and was down to a 1:59.3 and Tim Souza had a 2:06.



*Jeff Schmidt*

Another big class was NS. Jeff Schmidt's 993 was stuck just above 2:00 like I was and his best was a 2:01.1. Chuck Hasel's 996 was under 2:00 with a 1:57.8 and Joe Gehman, from the Golden Gate Region, had his 996 with a 1:56.4 on Saturday. In NP, Robert Baizer's Turbo had a very quick time of 1:53.9, but his transmission decided to pack it in and he was done for the weekend. Forrest Walker's NP 993 was also stalled at 2:00.1 for the first two days.

After the track went cold, it was again back to the hotel to clean up for the Driver's Dinner. This was another well done meal with more Mardi Gras decorations to go with some excellent food and company. There were also several sets of tires for door prizes, but no luck for me. Lots of bench racing was going on with discussion of proper lines through the oval, turn-in



*Martin Reinhardt- Bench Racing*

points, braking zones and other lies and tall tales mixed with nuggets of information.

After dinner, I again got caught up in more March Madness to keep me up late. The good news was that we could sleep in some as we were running later on Sunday.

Although we only had one practice session on Sunday, it was still a busy day as we finally had some time to see the rest of the racers. POC had a Cup race and PCA Club racers had sprint races and then a sixty minute Enduro after the lunch break. There was also time to do some shopping for bargains in vendor village, but I did not get over to the Z8 autocross being run in the adjacent parking lot.



*POC Race group Copp leads Payne*

For the morning practice session, the weather was still cool on Sunday but there was more sunshine and I had my tire pressures set. After a couple of slower laps to warm the tires, I started pushing harder and had my first lap under 2 minutes with a 1:59.8. I had a few laps with traffic and had a good dice with Neil Heimburger's Twin Turbo until he pulled away and then passed Jeff Schmidt's 993. I found trying to pass cars that were running similar times on the oval was much more interesting as the drafting and turbulence was greater when we were running in close proximity. Near the end



*POC Joseph Fan's 928 & John Payne's Killer Bee*





*Greg Phillips 928S JP winner*

of the session I had some clear track and turned my best time of 1:58.8 and then a couple of 1:59s before the checkered flag dropped.

I had some more time for photos and took some shots of the POC qualifying and Cup race, as well as getting some shots of my student's TT group. There were also the PCA Club sprint races. San Diego Region was well represented in both the POC and PCA racers and several would also be running in the timed TT sessions in the afternoon after they finished their races.

At the lunch break we had our final meeting to discuss the timing of sessions and they posted the grid positions for the now three run groups. The good news was that I was in the fastest run group; the bad news was I was the last car on the grid! It was also a bit misleading as the racers who would be competing and had fast times would be running in the second group to allow them time to prepare after their races.



*Neil Heimburger checks for grid position*

Once I had my tires and oil checked and was ready, we had more time to watch the Enduro and climbed up on the top of the VIP suites to have a good view of the track from the oval and back into the infield. At the

drop of the green flag, there was the sound of acceleration as a phalanx of GT3 Cup cars pulled into the lead followed by Bill Dawson's 1977 930! Michael and Jim Copp were also running well and ended up 11<sup>th</sup>, just ahead of the solo Behr Salehi in 12<sup>th</sup> and David Quesnel was 16<sup>th</sup> also in a solo drive. Bill Dawson ran near the front throughout the race and ended up 5<sup>th</sup> overall with a best lap of 1:44.9. Great driving in a 30 year old "vintage" car! Mike van Zandt also ran and ended up 20<sup>th</sup> with co-driver Russakov.



*PCA Enduro - David Quesnel (HI winner) & Jim Copp*

I missed the end of the Enduro as the first timed group was on the grid. There was a slight delay as they finished and cleared the track but soon they were sending out the cars. As I was last, I thought I would not have to worry and could take an easy lap to get my tires up to temp and then push. That was not to be. Instead of sending them out and letting the faster cars pull away and create space naturally, the starter was trying to create space and holding each driver a few seconds. It did create some space, but as I was coming off of the oval onto the infield I could already see the first cars into turn 2! So I turned up the wick in hopes of staying ahead. I was able to get onto the oval before Bob Ehrman caught up and he was able to go by me without my having to lift and now it was time to keep pushing. A little longer on the throttle, deeper into the braking zones, trying to gauge how fast the leaders are



*Bob Ehrman*





*Kary Clements MI winner*

coming and where I can let them by with the least slowing. John Simone passes in the other checkered car and I have a couple of laps without traffic. Kary Clements' MI 993 has now appeared in my mirrors as we come onto the oval. This is a good place for cars to pass, but with his wing, his acceleration down the straight is about the same as my 928 and we hold positions past the start-finish line. I stay a little lower than usual, but don't lift and as we turn in for turn 1 he starts to come by on the outside and pulls away. Another couple of clean laps and then Jack Miller appears on the oval and goes by. The checkered flag drops before I find any other traffic and we come into the pits.



*Greg Phillips chased down by Jack Miller*

The next group goes out, along with most of the racers, and then the final run group is on the track and we are done for the weekend. There is a little suspense as we wait for the results to come over from the timing area in the main tower and then Robert is posting the preliminary results.

It was not a big surprise as Bill Dawson's AR1 930 was TTOD with a 1:46.8. After his Enduro, he ran a few fast laps and was done. Bob Ehrman's AR1 911 was 2<sup>nd</sup> with a 1:48.8 and then John Simone's AR1 911 at 1:51.1. John Payne was not able to join the rest of the Simone Posse as he had a crankshaft bolt loosen in an earlier race. Kary Clements' MI 993 was 5<sup>th</sup> at 1:51.7



*John Simone*

and Jim Copp's AR1 911 was 6<sup>th</sup> at 1:51.9. Rounding out the top ten and all in the 1:53's were Jack Miller's KI C2 at 1:53.3, Alan Straub's PS GT3 at 1:53.4, Don Kravig's NP 911 Turbo at 1:53.5, John Risvold's AM 911 at 1:53.8 and finally Mats Lindstrom's KP 944 Turbo at 1:53.8. Jad Duncan's Turbo was right behind at 1:53.9 in KP and he was closely followed by Bob Brand at 1:54.1 and Martin Reinhardt at 1:55.7. Jim Duncan had his best laps and turned a 1:59.8.



*Mats Lindstrom KP winner*

I just nipped his time with a 1:59.1 to win JP. In FI, Jan Mellinger beat Randy Blaesi in his own 911 2:08.6 to 2:10.6! In JSS, Carl Scragg's 911 had his best time at 2:00.9 to beat David Ray's 944S2 at 2:03.



*Jan Mellinger 3-wheels to FI win*

Class	Car Number	Name	Car Year	Car Model	Best Time	BRI Position
AR1	275	Dawson, Bill	1977	911 Turbo	1:46.8	<a href="#">13</a>
AR1	44	Ehrman, Bob	1974	911	1:48.76	<a href="#">21</a>
AR1	244	Simone, John	1978	911 SC	1:51.08	<a href="#">30</a>
MI	113	Clements, Kary	1997	993	1:51.7	<a href="#">7</a>
AR1	352	Copp, Jim	1976	911 S	1:51.87	<a href="#">35</a>
KI	640	Miller, Jack	1992	911 C2	1:53.28	<a href="#">11</a>
PS	444	Straub, Alan	2004	GT3	1:53.36	<a href="#">16</a>
NP	686	Kravig, Don	1983	911 Turbo	1:53.54	<a href="#">8</a>
AM	255	Risvold, John	1973	911 E	1:53.79	<a href="#">5</a>
KP	151	Lindstrom, Mats	1989	944 Turbo	1:53.81	<a href="#">1</a>

In NS, Joe Gehman's 1:55.19 was ahead of Chuck Hasel at 1:58.7 and Jeff Schmidt's 2:00.7. In NP, Herman Carstens took 2<sup>nd</sup> and also just missed the top ten at 1:53.9. They were followed by Kevin Wilson at 1:57.5 and Forrest Walker at 1:58.2. In PS, Neil Heimburge was 2<sup>nd</sup> at 1:57.5 and Charles Sharp took the 944 Spec win at 2:05.6. Armand's 914 turned a 2:24.6 as he made marked improvement through the weekend but Bo Buchynsky was just a bit faster in GP and ran a 2:22.6. There were also some other fast 914s as Jim Steedman's AM 914-6 turned a 1:54.6 ahead of Andrew Schermuly's 914-6 at 1:56.8 and Jeff Hollander's HP 914-6 was the winner at 2:06.6.

As we packed up for the drive home, I was happy to have run my fastest times and also to have broken my streak of bad luck at Fontana. That track seems more enjoyable the faster my times get. The other great thing is that without traffic on Sunday, the drive home was only a couple of hours. Jack, how about another date there, even infield only could be fun!


But until then, it is time to get ready for Streets of Willow at the end of April and then Buttonwillow in early June. Start planning your tire budgets now.



Jim Steedman's 914-6

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*OOPS!*



*Steve Grosekemper fixes antoher 914*



*Lunch track tours*



*Aubrey Eyer's 993 SuperCup Car*



*Robert Baizer leads Bob & Jad*



*Alan Straub's GT3 - PS winner*



*Simone Racing Posse*



*Lots of volunteers to make it all happen*



*Jack gets started early*



*Tiffany Avitt with track tours*





Photos by Paul Silver & Greg Phillips

**CHIEF DRIVING INSTRUCTORS**  
CARL SCRAGG, GARY BURCH  
DAN CHAMBERS

The San Diego Region Spring Performance Driving School was just recently finished (my sunburn and right elbow abrasion are almost healed... Ed.) The CDI team asked the students for feedback with the e-mail below and these are some of the (edited) responses.

Students,

We were pleased that you were able to attend the driving school, and hope that everyone felt the experience was both an enjoyable and worthwhile learning experience. We are continually striving to make the school even better, so we would appreciate it if you could take a few minutes to let us know what you especially liked or disliked about the school, the exercises, and the instructors. What should we do differently, and what should we leave unchanged?

Thanks

Carl, Dan, and Gary

2006 Chief Driving Instructors

*I think that the school was awesome. I really liked the toss and catch exercise. The mini autocross was also very cool and educational. The skidpad exercise in the beginning really built a foundation for the other exercises. I think at the chalk talk a lot of people didn't understand some of the terminology, such as CDI and DE. Anyways, I appreciate the effort that you guys have put into the racing school. I hope my input can help further improve it, although it has been run very smoothly.*

*Thank you and see you on Saturday for the Autocross,*  
**Matt Bockman**

Good morning Carl. I had a great time and was happy with the improvement of my driving at the end of class yesterday. I personally felt that the class at black forest on Friday was very enlightening and opened my eyes about balance and weight transfer and the tree type of corners. Saturday events were great and only thing for me was if it was possible each of the five training courses could have been twice as long. I know with a





Steve Dente at Friday chalk talk

class the size we had that time just did not permit. Sunday was a great time. I personally feel every new student should experience the thrill of being in the right seat with Mr. Bob Ehrman in control on the left.

What a great experience. I am looking forward to continued driving experiences with the Club. Thank you very much for the opportunity to have gone

**Ron Palmer**



Jackie Corwin

*Many thanks to you and all the others for a great weekend. The instructors were all great and I had a wonderful time. I really appreciated getting the different perspectives from the various instructors and also getting technical input about my car from some of them. I cannot think of a single thing that I would want to see change.*

*Thanks again and well done!*

**Graham**

First of all, I want to thank all of the volunteers that made this past weekend so enjoyable and educational,

but especially the instructors that are not only talented drivers but also great teachers! Kudos to Black Forest, too. This is the second time I have attended this school, and I got even more out of it than the first time around.

I also have one minor suggestion to make on the positive side. On day 2, the corner working stints covered two run groups. It would be quite easy to take the track cold for 60 seconds between run groups and have the student/instructor pairs rotate clockwise to the next corner, taking the radio and vest with them. This would present an opportunity for the instructors to analyze a different corner with the students without really slowing down the run groups.

Even if you don't change anything, this is still a fantastic class! My wife Vivian was reluctant to attend, but her smile grew wider with each passing hour - priceless. :) We are both looking forward to seeing all of you again this Saturday at the AutoX!

Sincerely,

**Kris Urquhart**



Ted Myrus on the water truck APR 8 2006

*RE:PCA-SDR performance driving school Carl and the entire PCASDR crew.*

*This was the most revealing weekend for my performance driving career. It was an absolute 10 all the way around.*

*It was certainly punctuated with my instructor Keith (The RS America Guy). His was the perfect instructor for me.*

*My only suggestion is for you guys to put together a more advanced weekend to help some of us get to the next level.*

*Thank you for a great time, Alan Yeung*

I had too much fun to be objective about what to change...let me think it over and get back to you at a later date. I am most grateful for all the volunteer effort and time; that is what makes a club great.

Thanks again, **Chris**





On the skid pad AFA B 2006

*I had a really terrific time at performance driving school. I thought that the event was really well organized and planned out, and that the instruction was great. I had several instructors that I found really helpful, but unfortunately am having difficulty remembering the names of the ones I had on Saturday.*

*I would really like give praise to David Marguglio for his instruction on Sunday. I thought he did a great job, and that I really improved my skills under his instruction. I was really glad that I was paired with him on Sunday.*

*Overall, the experience was well worth the price of admission. Thanks to all of the instructors for volunteering their time. It was a lot of fun.*

*Thanks, Kep Wadiak*



Lunch is served AFA

*I thought it was all around awesome. Keep up the excellent work!*

*The boys at Porsche would be proud!*

*See ya at the next AX.*

**Patrick Gogerchin**

*Thank you! Thank you!! Thank you!!! What a weekend! It's Monday and I'm still feeling the rush and excitement from the weekend. I took the driving school in the Fall of*

*05' and this time was the Spring event, and I have to say you guys did an awesome job of training me. I'm a better driver thanks to you guys, my instructor Jae Lee, and all the other instructors who built my confidence and experience with the exercises from Saturday. I commend you all for a job well done!!!! See you all at the Autocross,*

*Jennifer Soulé*



Ryan Mistak & Mustang

Thanks a lot for the driving school. I had a BLAST! I enjoyed every exercise thoroughly and was impressed by the "professionalism" of all the instructors. I also met some very nice people. I've learned a lot and understand that I would need a lot more practice.

I especially liked how well the school was organized and how smooth the events were run. I want to thank Jim Duncan for helping me with my seat-belt issue in a quick manner. That allowed me to continue at the end of Sat and the whole Sunday.

The only suggestion I have is if we could include a dry road version of pitch-and-catch exercise, I think it would help. Or something like spin-recovery on dry road but that's just my 2 cents. I know it would be very rough on tires but I still think it's worth it.

The autoX achieves that too but in a much more busy way. Again, thanks for the teaching and great time and I look forward to seeing you in some of the upcoming events!

**- Duncan Ho**



Picking up track at Mini-Ax



*Carl and all, thanks again for a great time this wle at the driving school. My daughter and I had a great time and learned many things our cars are capable of we had no idea about. Unfortunately, it was too fun and I may have to take up the autocross thing in the near future.*

*The only thing I would maybe re think is the accident avoidance exercise for the turbo cars. We were approaching a little too fast for the design of the course. Maybe better to have a longer approach, reach a set speed for all cars (45-50?) and do the avoidance under steady speed, rather than heavy acceleration. Of course the lessons learned from the exercise were used repeatedly in a couple of the turns during the autocross (end of straight with braking cones), so maybe that was the point. Other wise, I was impressed with the overall organization of the event and the consistent quality of the instructors. Maybe a discussion of the car classes in autocross and how modifications change your car would be fun. I'm sure some sponsors would love to set up booths to discuss aftermarket tricks and products, etc at the event to occupy some of the down time on Sunday and at autocrosses. Thanks for a great weekend!!!*

**Greg and Kathryn Imler**



Greatly appreciated participating in your PDS this weekend and appreciated the hospitality. I want to especially thank you for your consideration and genuine compassion when the radiator in my car leaked and kept me from participating and for allowing me to finish the class with a rental Mustang. The class was a birthday present to me that weekend and you along with the other leaders in your group stepped up with options to let me participate. It is rare to find people so willing to not only help me fix the car but offer options for travel home, pick up the car and try every thing possible to get me to participate.

Your truly have an impressive team. Thank you and the only suggestion I have is keep doing more of the same you, set the mark for others to shoot for.

**Thanks, Ted Butch**



*You guys did great. The only thing I would change would be to plan for more dinner Friday night and after Saturday and Sunday, who cares about eating.*

*I liked the overall format, organization was excellent and the ability to receive instruction from multiple people was very beneficial. All of the volunteers really made us "new members and students" feel welcomed. I also found that being able to ride with the instructors driving really helped cement some of the concepts that were being taught.*

*Here is how I've summed up the weekend to someone that hasn't already been through the experience. Since a very young age I've wanted to try sky diving. After this weekend the desire is gone, I feel as though sky diving would be anti-climatic.*

*Thanks for a great weekend and incredible experience.*  
**Steve**





This was my first school and I found it to be fantastic. You guys did an incredible job of organizing the weekend. Thank you all very much for your time commitment and enthusiasm.

Thanks, **Glenn Giffin**



Rayner Graduates

Gentlemen,

Although I am new to the PCA and Porsche (2005 Boxster) I have done a bit of Autocross and several track days as well as attending several performance/autocross schools. Finally I was responsible for putting on a Safety Driving School for the San Diego Miata Club with the help of the Southern California Autocross Team (SCAT, one of five SCCA Autocross clubs in San Diego). I have also been an instructor that not only taught adult leaders in the Boys Scouts of America program but taught the instructors how to teach. I only mention this because I believe I have a very good background in understanding what was accomplished last weekend.

My first encounter with the PCA was at an Autocross two months ago. I learned that the PCA's way of doing things was in some ways very similar to the SCCA (especially safety) but in some ways superior. The part I thought was superior was the performance of the instructor staff. Although the SCCA does a good job of using instructors the PCA really shines in that department. Both organizations have a great group of volunteers with huge amounts of experience but the instructors in the PCA seem to be trained to instruct people whereas the SCCA seems to have great drivers but not all of them understand how to teach people (i.e. not trained to be instructors). Of course I have only been to two PCA Autocross events and had two instructors (Kim Crosser and Kevin Adair). A small sampling to be sure yet I was very impressed by their training (and driving, but I would expect that) skills. So I was expecting much better than average instructors at the

PCA-SDR Performance Driving School last weekend and I was NOT disappointed. (CLIP Ed.)

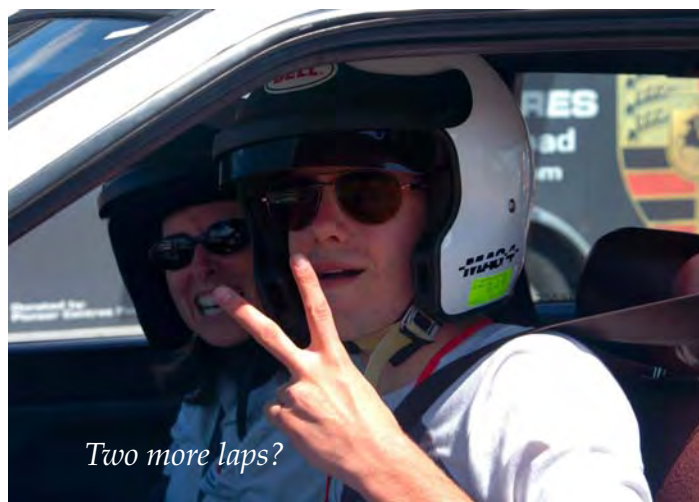
One of the things that I know that happens in any event is that problems occur. If the participant is unaware of any problems and things run smoothly then you have done your job well. Although I surmised that you had some instructor problems (it's very tuff working with volunteers) nobody I talked to mentioned it and everybody seemed to have a good time.

Over all I give you guys my highest rating...Five Boxsters! :-). Very nicely done. One last (and far from least) thing: as I sat in my easy chair, totally exhausted with my back killing me... (Well not after the drugs) I contemplated everything that I had done and learned. Through all of this I was struck by the friendliness of the participants and staff alike, the excellent instructors and other volunteers that brought the whole thing together. As visions of Boxsters and 996s (and a really cool Lotus) danced through my head I was aware of one extremely important factor that made the whole thing worthwhile...

I had FUN!!!!!!!!!!!! :-)

Thanks for all the hard work, it really paid off.

Kind Regards, **Steve Kennison** 2005 Boxster



Thank you for a great experience. I told my husband, Marc Lyman, that I would not sign-up for the driving school unless I could leave at any point during the weekend. I was worried that instructors would be yelling, insensitive and critical. However, I was delighted to have wonderful, affirming, and empowering experiences with Charlie, Bob, Kevin, Doug and Mike, all of whom demonstrated tremendous patience and sensitivity. I was definitely outside my comfort zone, but I had a lot of fun, met some great people, and feel much more comfortable driving Marc's car (now my

car...hahaha). Thanks to you and everybody who made this weekend possible.

I have one suggestion. I think it would have been helpful to ride with my instructor in his car between my driving sessions during the autocross. After I rode in Charlie's car, I had a whole new appreciation for what was possible.

Sincerely, **Christina Lambert**

P.S. Feel free to use any portion of this as a testimonial.



*TurboMan Marc Lyman & Christina Lambert*

*The whole weekend was great!! I learned so much about driving my car. It was amazing how it all came together on Sunday. My instructor, Tom Tweed was great!!! He was very nice, really calm, and patient with me. He was the best!!!!!!*

*I hope to attend an autocross in the near future. It would be nice to have a lady's autocross; that would be great!!!!*

*Thanks to everyone for a great weekend! Hope to see everyone soon.*

**Sheila Bohman.**



*Driver's need fuel too*

The school was awesome; I have no complaints except that maybe on the second run of the Sunday autocross, to have the timing lights set up, so that

students can have some real numbers to compare to their previous runs. I also understand that you guys may have thought of this and choose not to use them to maintain the fun feeling of the school and keep it from being too competitive. At any rate it was fantastic.

**JD**



*The Baizer's Lotus Elise for Diane to drive*

*Carl*

*I can't think of anything I would change. I thought the school was fantastic! Keep up the good work.*

**Thanks Robert Crick**

Los Tres Amigos,

I felt that the school was very well organized. I was especially impressed with the instructors' knowledge and their willingness to help the students.

Nobody was made to feel inadequate or inept because they didn't understand something or couldn't do one of the exercises correctly. The bottled water at each of the exercise areas was an excellent idea since it was hot and dehydration was a consideration. The only suggestion I have involves the accident avoidance exercise - it took far too long to organize the students and the poor instructors had to run from one car to another. As a result, our practice time was limited. However, I consider this to be just a minor glitch. Otherwise, I can't sing your praises enough - the school was a great success and great fun to participate in. As a result, I intend to start autocrossing my car soon. The one important lesson that I learned was that the only limitation to my car was the driver! Thanks for a great weekend - I'm trying to talk my friend into signing her Cayenne up in the fall!

**Stephanie Harnish**











*Tom Comeau  
& George Copelin*



*Sheila Bohman's 911T*



*Bret Davis & 911 L Sportomatic*



*Chris Anderson's new Cayman*



*Jim Duncan with another student*



*Stop Denise!*



*The Gagens watching the action on Sunday*



*Steven Kennison*



# TECH SESSION

## *Tour, Tech & Lunch*

***Hjeltness Restoration, Inc., 630 Alpine Way,  
Escondido, CA 92029 760.746.9966***

The May Tech Session will be held on Saturday, May 20th and will be a combination of three events and not be like any we have ever had in the past. The **first (1st) event will be a North County Tour starting from the North County Fair Mall**, Check in at 7:30 am at the west parking lot, Driver's Meeting @ 7:45, and Departing at 8:00 am. For more information, see "Tours." The Tour will end at approximately 9:30 - 10:00 am., at our **second (2nd) event of the day, Hjeltness Restoration, Inc., (H is silent) 630 Alpine Way, Escondido, CA 92029 760.746.9966**

Throughout the world there are but a handful of restorers who specialize in the Mercedes 300SL, the "Gullwing." Given the complexity of these cars, only a specialist should be entrusted with the task of returning an aged 300SL to its former glory. Hjeltness Restoration, Inc. located in Escondido, California, has been specializing in 300SL restorations, as well as all other types of collectible cars since the early 1980s. Owner Jerry Hjeltness, however has been involved with 300SLs for nearly thirty-five years, since he purchased his first one in 1960. Hjeltness Restorations has entered "Pebble Beach Concours" four times and won their class all four times! Jay Leno and David Letterman both own cars that have been restored by Hjeltness.

For a preview of the shop, go to the video link on the club website. After the presentation at Hjeltness Restoration, for those ready, willing and able for the **third (3rd) club event of the day, we will travel to Lake Hodges on the Del Dios Hiway and go to Hernandez Hideaway** (follow the signs on Del Dios Hiway to the "Hideaway, 19320 Lake Dr) for a "no host" lunch. Last year after one of our "Adopt a Highway" events we had lunch at "The Hideaway" and had a great time trashing the place!

We hope to see you at one, two or all three of these events - Tours & Tech Session Committees.

**When:** : Saturday, May 20th, 2006 @ 7:30AM

**Where:** Hjeltness Restoration, Inc.,

630 Alpine Way, Escondido, CA 92029 760.746.9966

*See website: [www.300slpros.com](http://www.300slpros.com)*

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

# PCA San Diego

## Region & Zone 8 Time Trial

Buttonwillow Time Trials • June 3-4, 2006



### REQUIREMENTS:

- New Time Trialers and those with expired Zone 8 permits must purchase one at the track - \$10.00
- Snell 95 or newer helmet
- Proper fire extinguisher mounted in car.
- 5 points required for all drivers & passengers
- 2006 Zone 8 Comp Driving Rules apply, see [www.pcasdr.org](http://www.pcasdr.org)
- Participants without Time Trial Permit must have complete 6 Autocross type events or equivalent within the last 24 months.

**Event Hotel: Willow Inn & Suites**  
**20645 Tracy Avenue • Buttonwillow, CA 93206**  
**Tel: 1-661-764-5121 Room: \$46.95**  
**Say you're with PCA**  
**Make reservations early!**

**FREE**  
**Breakfast!**

**For more information contact Jack Miller at (619) 286-4419(h) or [jmiller@PacificCollege.edu](mailto:jmiller@PacificCollege.edu)**  
**For track information and directions: [www.buttonwillowraceway.com](http://www.buttonwillowraceway.com)**

## June 3-4 --- PCA-SDR & Zone 8 Time Trial --- Buttonwillow Raceway Park

Car Number _____ Car Class _____ Driver Name _____ Phone _____ E-mail _____ Member # _____ Region _____ Driver Status: <input type="checkbox"/> Student <input type="checkbox"/> Driver <input type="checkbox"/> Instructor Instructors, will you instruct? <input type="checkbox"/> Yes <input type="checkbox"/> No	Car Number _____ Car Class _____ Co-Driver Name _____ Phone _____ E-mail _____ Member # _____ Region _____ Driver Status: <input type="checkbox"/> Student <input type="checkbox"/> Driver <input type="checkbox"/> Instructor Instructors, will you instruct? <input type="checkbox"/> Yes <input type="checkbox"/> No
Do you have a 2006 Competition Permit? <input type="checkbox"/> Yes <input type="checkbox"/> No Signed: _____	Do you have a 2006 Competition Permit? <input type="checkbox"/> Yes <input type="checkbox"/> No Signed: _____
Car Year _____ Model _____	<b>MAKE CHECKS PAYABLE TO PCASDR</b>
<b>If you would like to pay by credit card, please complete and sign. VISA or MasterCard ONLY.</b>	
Card No. _____ - _____ - _____ Exp: ____ / ____ Signed: _____	
\$150 for 1st time TT drivers (who are PCA members) _____ Entry Fees at \$275 per driver: _____ \$25 Late Fee (postmarked after May 19): _____ \$30 Transponder Rental: _____ Total Fees: _____ \$0	<b>If no Transponder Rental, Enter your Transponder #</b> _____
<b>Mail to: Jack Miller</b> <b>7695 Bromeliad Ct.</b> <b>San Diego, CA 92119</b> <b>Or Fax to: 619-501-2871 (w/no cover)</b>	

- ★ "Speeding Ticket" - \$10 - Anyone who fills out this form too fast so that it is incomplete, incorrect, or illegible such that it requires a phone call to clarify any info, will be charged \$10
- ★ Please bring a completed Tech form with you to tech inspection: [www.pcasdr.org/forms/AXReg Form.pdf](http://www.pcasdr.org/forms/AXReg%20Form.pdf)





Nestled away on Roselle Street, is a somewhat extraordinary place, formed by Chuck Spielman, and known as Only Yesterday Classic Autos. Chuck created this facility to help other car enthusiasts maintain, restore, store and modify their cars. The main facility, not including a separate dynamometer building, is 30,000 square feet. The URL for Only Yesterday Classic Autos is [www.oldautos.com](http://www.oldautos.com).

Only Yesterday Classic Auto includes an outstanding service center, Dyno shop, and an amazing collection of automobiles. They are also an authorized Shelby Cobra Dealer. Motif is 1950s to 60s which underlines what the word "Classic Autos" is about. PCA-SDR club member turnout was high, pizza was good, and everyone had smiles on their faces.

#### Services

The service center specializes in the maintenance and restoration of 1900 era and later model vehicles. Specialized detailing services include color sanding, polishing, waxing, and undercarriage cleaning. Service is available for cars from "Mild to Wild."

For the uninformed (such as myself), color sanding is the secret to providing a show-winning finish. A well done paint finish is adequate enough so that most people would be pleased, but no painter, no matter how experienced, can shoot a perfect mirror finish that presents great depth. This type of quality paint finish is

what you see at shows. To obtain this level of finish, many hours of color sanding are necessary.

De mineralized filtered water is also used for washing cars to combat the San Diego hard water problem. Cars can, therefore, naturally dry spotless without rubbing.

Concours detailing is another available service.

In addition, vehicle storage and concierge service is provided for antique or special interest vehicles. Storage facilities are climate controlled and alarmed.

#### Dynamometer

A separate building houses a chassis Dyno Dynamics Dynamometer. The building consists of an open garage area and an isolated control and monitoring station.





A dynamometer, or dyno for short, is a device that measures the amount of power being developed by an engine. A good dyno can analyze the entire power band of any engine and present the user with the results in some type of readable format.

The dynamometer applies various loads on the engine and measures the engine's ability to move the load. The dynamometer is connected to a computer which calculates the output of the engine. The engine is run from idle to its maximum RPM and the output is measured and plotted. Nearly all aspects of engine operation are measured during a dyno run.

The Dyno Dynamics Dyno used is rated up to 2,500 hp, rated at the drive wheels. The dyno can be used to simulate various loads including a road circuit. This dyno handles every type of car with the exception of four-wheel drive vehicles. A wideband O2 sensor is used to measure the air/fuel ratio testing. The air/fuel measurements are primarily for emission evaluation but also give an indication of how the engine is set up. A few club members took advantage of having their cars dynoed. The cars dynoed included a TR4, 2000 Boxster, 1984 Black Forest 911, 1987 3.2 liter Turbo 911.



Porsche rates horsepower and torque at the flywheel and, naturally, the chassis dyno measurements are at the rear wheels. Power ratings at the flywheel are designated either as brake horsepower (bhp) or in the United States, hp SAE (Society of Automotive Engineers). Because of frictional and mechanical losses in the drive train components, the measured horsepower at the drive wheels is generally 15-20 percent less than the bhp. As a reference point, a new 911 Carrera is rated at 325 bhp and 273 ft.-lb. of torque maximum.



Shown below are dyno plots for the cars tested. Data is non-corrected to account for temperature, barometric pressure, humidity, and altitude. A standard correction factor methodology is published by the SAE. Higher value plots at lower RPM represent torque opposed to horsepower curves.

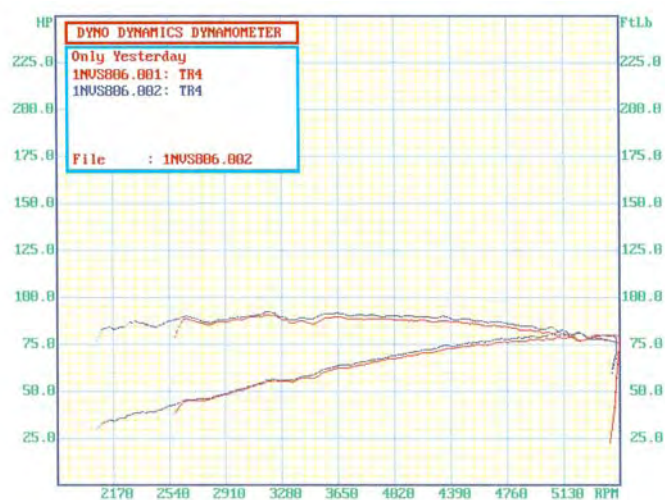
### Showroom

The showroom was par excellence! Cars were lined up on either side in an area larger than you would expect to find in a dealer. Classic pictures and other prominent 1950 and 1960 memorabilia were also displayed throughout. Chuck's exquisite collection of automobiles included Ferraris, Woodies, 1930 cars, muscle cars, corvettes and many other classics. There is a very wide spectrum of cars that presents something for every enthusiast.

Some of my favorites included the 1963 Chevrolet Corvette, 1955 Chevrolet Bel Air Convertible, 2005 GT40, 1965 AC Cobra 427, 1932 Studebaker President Roadster, 2002 Ferrari F360 Spyder and a 1969 Plymouth GTX with only 9,000 original miles. Also on display, was a beautiful 2003 Commemorative Edition Corvette having a retro treatment on the front and rear.









# April Fool's Rally



By Michael Harris  
Photos by Tim Errington & Paul Silver

SDR's April Rally was appropriately named "The April Fool's Rally." On April 1st, we all met at All German Auto (AGA) in Escondido. We were hosted by Martin Christensen and Cameron Clanton. They had bagels and cream cheese for the health food addicts and doughnuts and muffins for the rest of us. For beverages, we were appropriately fueled with orange juice and coffee. AGA is located in the heart of the Autopark in Escondido. They always have some beautiful German

cars for sale, as well as provide excellent service for Porsches, BMWs and other fine marques. It is a first class facility. (Next time you are there, please mention you saw their ad in the "Witness" and you appreciate their support). V.P. Bob McLaughlin welcomed everyone on behalf of the Board. Rally Chair Tim Errington was then introduced. Tim is an experienced Rally Meister. He explained the general goals of the rally. He promised that this would not be a regular TSD (Time-Speed-Distance) Rally. Instead, we would learn how to follow a set of Special and General Rally Instructions. The teaching point was to learn the basic rules of rallying without having to worry about setting speeds, changing speeds, noting distances, keeping track of time and noting all these things on your Rally Card. He designed this event as a beginner's rally to introduce participants to the fun, and challenges, of rallying. But he also noted there were some traps, and it would be a challenge for us all. As an added wrinkle, he offered three possible choices for each instruction, as opposed to the normal "turn at a, or b, whichever comes first." The third choice was "c" which meant that you could execute both a and b at the same point. Tim is a won-



*Tim Errington Rally Chair*





*Dick & Rikki Schroeder*

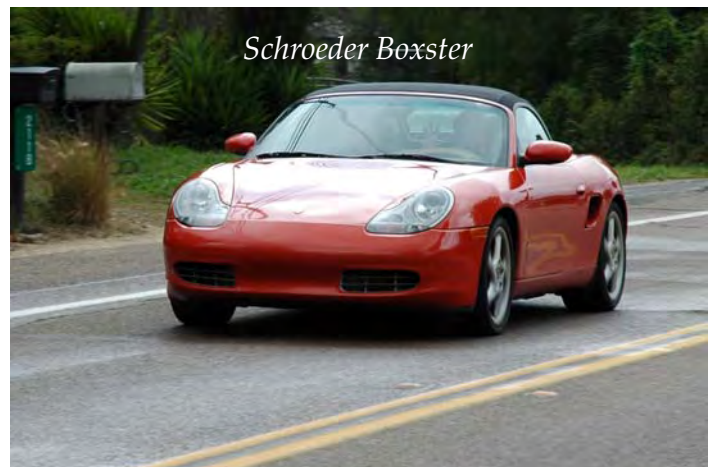
derful rally master and you were never lost or “off course” - at least not that you would notice. You always got to a point where the next instruction could be executed. Now you may have gone the wrong way which meant your score would suffer, but you always were instructed to turn so that you would return to the proper route. He also told us that there were no check points so no one had to worry about extrapolating seconds into hundredths and then making a mathematical error. Again, the emphasis was on route following, getting used to reading and following instructions, understanding the order of instructions when conflicts arose and just having a good time. Larry and Mary Clark were there assisting and giving us all moral support, and off we went in 60 second intervals.

One of the most important rules to follow is to read the Special and General Instructions BEFORE you start. That way you can ask clarifying questions (such as how far do you go in time and/or distance before turning around if you can not find the next instruction to execute-so you do not end up in Imperial County before you realize you are off course). While reviewing the instructions, it is a good idea to highlight some that seem most critical yet may be easy to overlook in the



excitement of the moment. Tim also had several questions to be answered based on information gathered on the rally. These questions would act as “tiebreakers” to determine finishing order in case of a tie. Well fortified with carbs, calories, and liquids, we set off.

There are terrific roads around Escondido. The traffic was light, the weather picture perfect, there were no mandatory speeds to follow so we were able to drive at a pace that was challenging for the driver but slow enough to make sure you could note the signs, including those designated “HTS” (hard to see). As you leave in order of your assigned number in 30 to 60 second intervals depending on the number of cars running the event, you always see cars that left in front of you and behind you at the start. And as many of these cars are following roads or routes different from your route, you



have the smug feeling that you picked the correct route while they are off on a wild goose chase. Until you drive for a period and do not see the next sign/signal and start to worry if you are on the wrong road. Ah, the fun and challenge of rallying. Of the seven cars on the rally, six were from SDR and one was a “ringer” team from the Santa Monica Sports Car Club in a 2005 GTO. The event could also be dubbed the “Boxster and Water Pump Registry Rally” as we had 4 Boxsters, a 944 and a 928. It was good to see Kevin Burke out again in his



*Charley & Pamela Wolk*





*Kevin Burke's 944*

944. Kevin ran the "Horse Apples Rally" last year and had the misfortune of being rear-ended by an inattentive driver more intent on her cell phone than observing traffic conditions. But I digress. In best Rally Master fashion, Tim had planned a route that kept you primarily on twisty, winding, scenic and largely empty and fun roads. Although the speeds were usually modest, we drove along twisty roads that offered a good visual field that enabled spirited driving. The driver had fun and the navigator was kept on his/her toes. The rally took about 3.5 hours and we all ended up at a fun diner in Escondido. (Another hallmark of a good rally master-all cars finished the event). The diner had peanut shells on the floors, old car photos and memorabilia on the walls, pleasant wait staff and a nice atmosphere. As Tim greeted us, we sat down to place our orders and Tim took the score sheets for final tabulation. The GTO pair from Santa Monica was first with a perfect score. The Driver was Joanna Paden with Navigator Sam Weissen. First in Porsche Class was driver Paul Silver and Navigator Michael Harris with a score of 50 in Paul's Boxster S. Third was Tawfik and Fahd Benabdeljalil in a 2006 Boxster with a score of 70. Fourth was Dick and Rikki Schroeder with a score of 80, also in a Boxster. Fifth was Kevin Burke and Sarah Johnson also with a score of 80, but deemed fifth because of the scoring of the tie-breaker. Charley and Pamela Wolk were next with a score of 90, also in a Boxster. Randy and Anne Shaw Hanson came next with a 110 score in their lovely black 928. Now that's a real car.

Everyone went home with a smile, happy to have had the experience. Thank you Tim! Join us next time. "See America! Get lost on a Rally!"



*Randy and Ann Shaw*



*"Discussing a fine point of rallying".*



*Checking the scores*



*"The ringers from SMSCC"*



# WELCOME MAT



**Joseph P. Aiello**  
Spring Valley, CA  
1991 911

**Tom G. Harrington & Gloria**  
Fallbrook, CA  
2002 Boxster S

**Tom McClure & Linda Killen**  
San Diego, CA  
1996 993 T

**Greg Boehm**  
El Cajon, CA  
1988 911

**Thomas F. Hasslinger**  
Escondido, CA  
2002 911 Coupe

**Carl H. Mostert & Carl**  
Carlsbad, CA  
2004 Boxster S Coupe

**Skip Carter & Connie**  
La Mesa, CA  
1987 944S

**Rick Hastey**  
Temecula, CA  
2002 911 Coupe

**Steve Ness & Pamela**  
Poway, CA  
2000 911

**Walter Chenoweth & Elizabeth**  
Rancho Santa Fe, CA  
1955 356 Spd

**Brian James Hensarling  
& Jennifer Marker**  
San Diego, CA  
1989 911 Coupe

**Markus A. Netzel**  
San Diego, CA  
1983 911 Coupe

**Kevin E. Chopp**  
Encinitas, CA  
2000 911

**Christopher B. King & Gloria**  
Encinitas, CA  
1997 911

**Lars Nielsen & Maki**  
Escondido, CA  
2006 Cayman S

**Robert W. Clark**  
Hawthorne, CA  
1972 911

**John R. Kline & Elizabeth**  
Encinitas, CA  
1976 911 Targa

**Mark L. Oliver & Raven**  
La Jolla, CA  
2003 911 Cab

**Robert G. Crick & Florence**  
San Diego, CA  
2006 Boxster

**Steven K. Krasnoff & Nancy**  
San Diego, CA  
1999 911 Cabriolet

**Scott Pedersen**  
La Jolla, CA  
1999 996 Carrera

**Ruth Desantis & Dwight**  
San Diego, CA  
1995 911 Cabriolet

**Robert A. Lances**  
San Diego, CA  
2000 Boxster S

**Todd Rademaker & Ying Wang**  
San Diego, CA  
2004 911

**Shervin Erfani**  
Rancho Santa Fe, CA  
2001 996T

**Iver N. Larson**  
San Diego, CA  
2006 Cayman S Coupe

**Jeffrey S Robin & Cecelia Post**  
La Jolla, CA  
2001 Boxster

**Armando Ramos Espinosa &  
Armando Ramos Revalo**  
San Diego, CA  
2006 Boxster S

**Jordan E. Leeds & Allison**  
San Diego, CA  
1996 911

**Oliver G. Rose & Kimberly Seal**  
San Diego, CA  
1987 944 Coupe

**Luis A. Fiallo & Lorena**  
Chula Vista, CA  
2006 911 Cabriolet

**Rodric N Lindenberger & Ruby**  
La Jolla, CA  
1983 911sc

**Robert M. Ruess & Leslie**  
San Diego, CA  
1970 914/6

**Brian J Flowers**  
Oceanside, CA  
1984 911 Targa

**Enrico P. Lopez & Clarisse**  
Chula Vista, CA  
1997 Boxster

**Jason B. Scheffer & Marlene**  
Chula Vista, CA  
1973 911 Coupe

**Alexander W. Schoofs**  
San Diego, CA  
2002 Boxster S

**Siddharth R. Shetye**  
San Diego, CA  
1999 996

**Michael S. Slocum & Leora C.**  
San Diego, CA  
2002 996

**Tim J Souza & Patricia**  
Garden Grove, CA  
2001 911 Carrera

**Peter G. Ulrich**  
Escondido, CA  
2006 911S Coupe

**Armando Valdez & Alexander**  
Escondido, CA  
1997 911S

**Julio C Velandia Jr & Marcella**  
La Mesa, CA  
1983 911SC

**Carlos A. Vergas & Linda**  
La Jolla, CA  
1988 911

**Fernando Vizcarra**  
Rancho Santa Margarita, CA  
1995 911

**James P. Wolken & Cheryl Lee**  
Escondido, CA  
1983 911SC Cab

**Scott D. Woods**  
Rancho Santa Fe, CA  
2004 911S Coupe

**Forrest L. Youngs**  
San Marcos, CA  
2002 Boxster

## APRIL ANNIVERSARIES

### 5 YEARS ...

DAVID HUNTLEY  
RADER D RUSSELL  
JOHN STEVENSON

### 10 YEARS ...

T K BRYSON  
TIMOTHY M  
ERRINGTON  
STEPHEN N ROGERS  
RICHARD SCOTT  
KEITH S VERLAQUE

### 15 YEARS ...

LEE WISTER

### 45 YEARS ...

ERNEST G PASCHOAL

## MAY ANNIVERSARIES

### 5 YEARS ...

MARC R. BECHARD  
MICHAEL D. CHASE  
BRYAN K. HIRSCHON  
RACHAEL L. SMITHEY  
MARK A. TYLER

### 10 YEARS ...

CHARLEY WOLK

### 15 YEARS ...

DON NELEPOVITZ

### 20 YEARS ...

T ROBERT BELL

### 40 YEARS ...

HENRY J. WALKER



## Pageant of the Masters



# Porsche 356 Concours and Pageant of the Masters Weekend Extravaganza July 7-8



We will meet up Saturday July 7 at 12:00 noon at locations to be announced to convoy up to Dana Point

To enter your 356 in the concours or to park your car on the grass, contact Kathy for the entry form

Cost is \$370 per couple or \$260 for single and includes:

- Hotel stay
- Saturday dinner
- Transportation to Laguna Beach for the Pageant of the Masters
- Tickets for the Pageant of the Masters at the Festival of Arts Laguna Beach
- Sunday Brunch
- for family cost, please contact Kathy Alnwick (info below)

**Deadline for reservations is June 25, and no refunds after June 19**

For info contact Kathy at:

- 619-229-1515 or
- lmthekaps@yahoo.com

Send payment payable to PCASDR to Kathy Alnwick at:  
7961 Laurelridge Rd., San Diego, CA 92120



## Southern Arizona Region Concours D'Elegance & Autocross May 5th, 6th & 7th, 2006

Friday Night Warm-up Party 5:30 - 7:30

Join us as the sun sets on the Tucson Mountains.  
Enjoy cocktails at the beautiful Olive Tree Restaurant  
7000 E. Tanque Verde Road

Saturday Concours D'Elegance at Tucson Country Club  
Car Placement from 6:30 - 9:00 a.m.  
Judging begins at 9:30 a.m.  
Lunch available for \$12.00

Saturday Night Awards Banquet at Tucson Country Club  
Cocktails at 6:00 p.m.  
Dinner at 7:00 p.m.

Sunday Autocross at Pinal Airpark  
Convoy leaves the Ramada Inn at 6:30 a.m.  
Autocross begins at 7:00 a.m.

### Accommodations & Registration

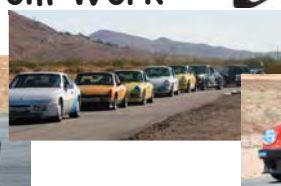
Ramada Inn, 6944 E. Tanque Verde Road, Tucson (520) 886-9595  
Send completed form with check made out to PCA-SAR mail to: Southern Arizona Region  
P.O. Box 87264  
Tucson, Arizona 85754

Register online at: [www.pca.org/saz](http://www.pca.org/saz)



## 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.

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

For entrants driving up the night before, reduced rates are available at the Park Plaza Hotel, 4916 10<sup>th</sup> 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

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 %Susan 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

# TECH QUIZ

1. Porsche 550-01 raced at Le Mans in 1953 and 550-02 at which other well-known race that year?
  - a. Carrera Panamericana
  - b. Sebring
  - c. Daytona
  - d. All of the Above

2. The bodywork of the 550 was made of:
  - a. Galvanized steel
  - b. Aluminum
  - c. Fiberglass
  - d. Composite materials

3. The Porsche 935 "baby" had a 3.0-liter engine.  
**True or False**

4. Porsche developed an engine for offshore boat racing in 1986-87 based on:
  - a. 2.5-liter Boxster engine
  - b. 32-valve 928 V-8 engine
  - c. 2.5-liter 944 Turbo engine
  - d. 5.4-liter V-16 experimental engine

5. In the late fifties Porsche raced a center-seat car for the first time. What model was it?
  - a. RSK Spyder
  - b. 356A
  - c. Speedster
  - d. None of the above

6. Dan Gurney drove under contract for Porsche during its two years in Formula One in 1961/1962. In 1962, won the French Grand Prix at Rouen and the non-championship F1 race at Solitude in Germany.

**True or False**

7. In 1961 Porsche turned its disc-brake patents over to a company that was to become the supplier of brakes for the 356C. Which company was it?
  - a. Girling
  - b. Valeo
  - c. Lucas
  - d. Ate

8. Porsche's first full year in Formula One racing was in 1961-1962 using what Type racecar?
  - a. 904
  - b. 356
  - c. 804
  - d. RS 60

9. The four-cylinder Type 912 Porsche was more popular than the more expensive 911.

**True or False**

10. The first Porsche engine to receive styling touches was for the:
  - a. 356
  - b. 924
  - c. 914
  - d. 968

1. A Excellence, Vol. 1, page 101-a  
 2. B Excellence, Vol. 1, page 111-b  
 3. F Porsche 911 Story, page 270-F  
 4. B Excellence, Vol. 3, page 1085-b  
 5. A Excellence, Vol. 1, page 244-a

6. T Panoram, 6/04, page 23-T  
 7. D Excellence, Vol. 1, page 220-d  
 8. C Excellence, Vol. 1, page 265-c  
 9. T Excellence, Vol. 1, page 351-T  
 10. D Excellence, Vol. 3, page 1113-d



# Z8 Festival of Speed Dinners

*Names omitted to protect reputations*







# Mardi Gras Style

Photos by Greg Phillips



# BOARD MINUTES

*Greg Phillips, Secretary*

PCASDR April Meeting at The San Diego Automobile Museum April 5, 2006

Calendar for April:

01-April Fool's Rally

01-Z8 Rally, Riverside Region

05-SDR Monthly Meeting, San Diego Auto Museum

07-09-Fri/SunSDR Performance Driving School, Qualcomm West Lot

07-09-Fri/SunLong Beach Grand Prix

08-Z8 PCNA Tour

09-Z8 Autocross, Orange Coast Region

15-SDR Autocross, Qualcomm South East Lot

15-Z8 Concours, San Gabriel Valley Region

19-SDR Tech Session – Bumper Doc

22-23-SDR hosts Z8 Time Trial, Streets of Willow

25-SDR Last Tuesday Social-Visions

29-Z8 Rally, Santa Barbara Region

30-SDR Tour

Minutes Approval: **MSP**

**Treasurer Report:** Treasurer closed out money market account and withdrew \$14,000 from checking account and deposited a total of \$25,700 into a Platinum Business Account at a higher rate of interest. Investigation with IRS has found that PCASDR is not recognized by the IRS as a "Not for Profit Corporation" because we never filed the proper forms. Charity checks were written for \$1,800 to cover guarantees and checks were written to children's Hospital for \$3,450 and

\$6,122 to SDASYMCA. Witness income was greater than expenses (\$3,445) this month. Congratulations to the Witness team. The March autocross generated a profit of \$1,780. We are currently in the black.

Bank account report. Accounts were reconciled.

**President's Report:** The Club sent flowers to the Tom Hauser family on the passing of Tom and received a thank you from Hauser Family. Zone 8 Speed Festival was a grand event! Margi Knight and Michael Harris delivered checks to Children's Hospital and SDASYMCA.

**Chair Reports:**

**Witness Sales:** Gary Peterson reports two new advertisers.

**Witness Business:** Board requests more information from chair.

Regarding delinquent accounts.

**Witness Editor:** No Report.

**Web Team:** No Report

**Vintage Racing:** All is well.

**Tours:** Tour scheduled to start at North County Faire and heading to Mt. Palomar, and ending in Julian. Date: April 30.

**Timing:** No Report

**Time Trial:** No Report

**Tech Session:** Request for a change of date to May 20. There will be a tour prior to the event.

**Sponsor Liaison:** Meetings with sponsors postponed.

**Social:** Denise Dente reported Women& Wine event a huge success, and a \$4.81 profit. Budget request for May 6 & 7 Mystery Weekend of \$7,000. **MSP.** Budget

request for May 14th of \$500 for a Mother's Day Brunch at the Stadium DE was denied and the event will be cancelled. Next Tuesday Social is scheduled for April 25th at Visions downtown.

**Safety:** No issues.

**Region Rules:** Discussion was held **Rally:** April Fool's Rally written by Tim Errington started at All German Auto, a huge success.

**Parade:** No Report

**Membership:** Gary Peterson reports 47 new members.

**Legal Liaison:** No Report

**Insurance:** No Report

**Goodie Store:** \$500 in sales at the March autocross.

**Equipment:** The trailer needs some renovation. Ted Myrus will do a survey to determine needs.

**EMaster:** No report

**Corner Working:** No Report

**Concours:** No Report

**CDI:** PDS planning is in place.

There is a need for more instructors and volunteers.

**Charity:** Women and Wine event raised \$240, Charity Chair invited to Children's Hospital for a tour and orientation on the children's needs. \$405 raised at the last tour.

**Auto Museum:** No Report

**Autocross:** \$1,780 profit from March autocross. Budget request \$4,100 for April 15 AX. **MSP**

**Archivist:** No Report

**New Business:** None

**Old Business:** None

Adjournment: 8:48 PM

Next Meeting: May 3 - Szielenski Home



# FIRST IMPRESSIONS

by Tom Brown

## WINDBLOWN

San Diego Region



## WITNESS



JOEL NAIVE'S 356, ONE OF THE WORLD'S OLDEST PORSCHE NO. 226, DELIVERED OCTOBER, 1950

VOL. XV11 NO. V

MAY "76"

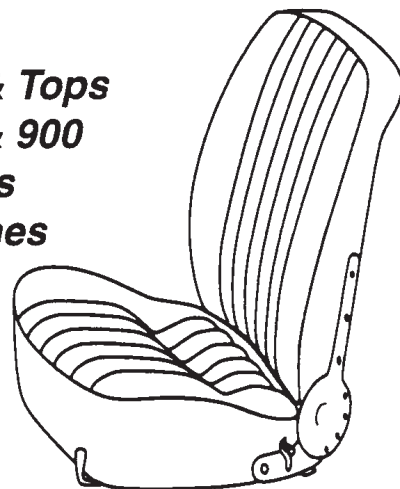
May 1976. This issue features Joel Naive's 356, No. 226, delivered in October of 1950. This Witness was packed with articles on various Porsches. In addition to the one about Joel's 356, there was also an article on a tech session covering the 904 Turbo and the brand new 911 Turbo. Another described the first driving impressions of the aforementioned '76 Turbo. Can you say "exciting"? Other articles covered the 1961 1600 GS Carrera GT and the upcoming release of the new 924. A side bar mentions the history of the name "Carrera". To summarize, this name was first applied to the 1500 GS Carrera introduced in 1955 to memorialize Porsche's successes in the Carrera Panamericana, a 3000 km race held in Mexico in the 1950's. On a final note, an interesting tidbit in the editor's column talks of the eventual end of the air-cooled Porsche. Little did they know it would take another 22 years for that to come true.



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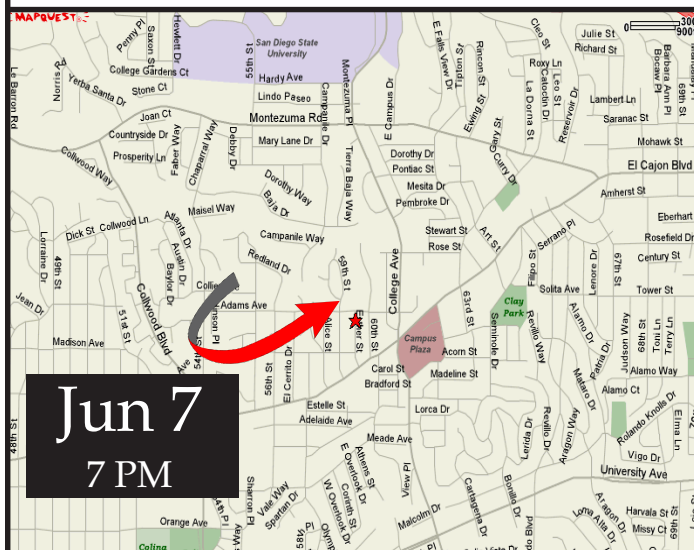


**1236 "B" Simpson Way  
Escondido, CA 92029  
(760) 737-3565 (760) 735-9909 (fax)**

## Monthly Meeting

**Location:** Hofmann Home 4679 Esther St  
San Diego, CA 92115 619.922.7510

**Directions:** From I-8 take the COLLEGE AVE SOUTH exit toward ALVARADO ROAD Merge onto COLLEGE AVE Turn RIGHT onto ADAMS AVE Turn LEFT onto ESTHER ST





# PCASDR AUTOCROSS QUALCOMM-WEST LOT

Saturday May 13 (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](http://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](mailto: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](http://www.PCASDR.org) website for complete rules

## Driving Event Calendar

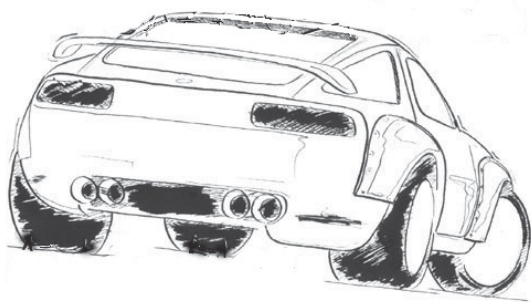
May 13	Autocross	West Lot
May 14	QDE	West Lot
Jun 3-4	Zone 8 Time Trial	<b>Buttonwillow</b>
July 1	Autocross	SE Lot
July 15	Autocross	West Lot
July 16	QDE	West Lot
Sep 30-1	Zone 8 Time Trial	<b>Spring Mountain</b>

## 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](http://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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- 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 FI Spider...8K...Dark Green / Cream
- 2001 Ferrari 360 Spider...2K...Titanium / Gray
- 1999 Ferrari 360 Coupe...7,900...Yellow / Black
- 1999 Ferrari 355 FI 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

## SALES SHOWROOMS

7440 LA JOLLA BLVD., LA JOLLA, CA 92037

**(858) 454-1800**

[www.symbolicmotors.com](http://www.symbolicmotors.com)





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](http://www.pca.org).

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