

WINDBLOWN WITNESS

Streets of Willow TT
Mystery Weekend
Tech Session



June 2006



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WINDBLOWN WITNESS

Porsche Club of America, San Diego Region

Volume XLVII No.6

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SAN DIEGO REGION CALENDAR

Check www.pcasdr.org for last minute changes

Web Sites:

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

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

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

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

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

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

June

3-4	S/Sun	SDR hosts Z8 Time Trial Buttonwillow Raceway
4	Sun	Z8 Concours Orange Coast Region
7	Wed	SDR Monthly Meeting 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)
19	Mon	SDR Autocross, Qualcomm, West Lot, No Points
21	Wed	SDR Tech Session Autopia (page 35)
24	Sat	SDR Rally, Summer Solstice Rally (cancelled)
24	Sat	Z8 Autocross, Riverside Region
27	Tue	SDR Last Tuesday Social Tom Ham's (page 6)

July

1	Sat	SDR Autocross, Qualcomm SE Lot (page 63)
4	Tue	SDR Social, 4th of July Pool Party (page 11)
5	Wed	SDR Monthly Meeting, (page 59) Allen Home
8/9	S/Sun	SDR Social, Dana Point Weekend (page 7) (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
23	Sun	SDR Cayenne Tour (page 22)
25	Tue	SDR Last Tuesday Social

August

2	Wed	SDR Monthly Meeting, Dente Home
4/5	F/Sat	Z8 Rally to the Parade (page 28)
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
9/10	S/Sun	Ventura Show
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

December

6	Wed	SDR Montly Meeting
20	Wed	SDR Tech Session
26	Tue	SDR Last Tuesday Social

AT THE WHEEL

by Margi Knight, President



Bob McLaughlin is chairing the Nominating Committee for candidates to run for four Board of Director vacancies for 2007. There are many talented and qualified members that the Committee will be contacting over the next month. If you get a call, be willing to consider making a difference for your Club. If you want to volunteer, please contact Bob. All of the current Board members were in a position to decide whether they wanted to run for office and to serve the Club membership. I am very happy to say that they all accepted and I truly appreciate their hard work and dedication to the Club. I've been on the Board for almost two years and I could not find a more dedicated and conscientious group of individuals. They have one agenda, which is to listen to the membership and act to the best of their ability.

Many of you have submitted suggestions on what you would like to see happen in the Club. You have also made comments on the web site forum as to how you view the Club administration. Now is the time to step up and act on your wishes and desires for your Club. I am hopeful that when we publish the names of the candidates, you will be on the list volunteering to continue to make this Club the best PCA Region in the nation.

The National Nominating Committee announced the 2006 Executive Committee Slate:

President: Prescott Kelly, Connecticut Valley Region

Vice President: Kurt Gibson, Ozark Lakes Region

Treasurer: Ruben Ledesma, Gold Coast Region

Secretary: Manny Alban, Chesapeake Region

Congratulations to all of them!!

The Annual Mystery Weekend was held May 6 & 7 and what fun we all had! We started in Escondido and then headed over some beautiful roads for our lunch stop in Idyllwild. Then on to Ortega Highway, which is one of the most spectacular roads I have driven in Southern California. We ended in Dana Point to finish off with fine wine and food. Look for the complete story of the event in an upcoming Witness. Thanks to Kathy Alnwick, Paul Davis and Keith Verlaque who worked together for all of us.

We had our first DE of the year and, although we had a smaller than usual turnout (thanks Mother's Day), attendees were really happy with the track time. Thanks to our AX team and everyone else who helped to organize and work the event.

We should have our schedule of Autocross and Performance Driving School dates by the time this is published. We always have to wait for the Stadium to let us know what dates are available for driving events. It is frustrating for us to have to wait and have the schedule come out in incremental six-month doses. However, this is the way it has been for many years and, until there is a change in the system, we will need to be patient. We have been very fortunate to have the Stadium as a venue for our AX and other driving events. We do not know what will happen in a few years but we are very, very fortunate to have this venue so close to us that it is worth the wait.

I want to mention a few events that I hope you can make. On June 9, Hot Summer Nights will be in Fallbrook for the annual sports car show. Please join us to make a great Club representation. Also, Denise Dente has been able to get Alan Johnson to show us around the former Torrey Pines Race Track on June 10. This is not to be missed. Additionally, July 8-9 is the Pageant of the Masters/356 Show in Dana Point. Everything is taken care of and all you need to do is show up with all of your Club friends. Check the Witness and the web site for details on these events.

Volunteers of the Month kudos go to our Social Committee. Kathy Alnwick has taken on the Chair of the committee for the first time this year. She helped last year and is now busier than she imagined. She and her co-chairs of Alyson Kelly and Paul Silver put on at least two events every month. They plan the Tuesday socials, holiday parties, weekend get-a-ways and the annual banquet. Behind the scenes (or not so) is Paul Davis who does everything Kathy tells him. Thanks to all for everything you do to help us have more fun getting to know each other.



UP FRONT



(WHERE THE ENGINE BELONGS)



Apologies for the delay in this month's issue, but my vacation cruise to Alaska set me back and then the Memorial Day holiday also intervened to delay printing and distribution. I plan to get back on an earlier schedule for July. The cruise was a lot of fun and very relaxing, but I did miss another autocross as well as the Mystery Weekend. I have teaser pictures in this issue of the Mystery Weekend with a full report in July.

I am also preparing to go to Buttonwillow Raceway for the next time trial on June 2-3. I am sure the weather will be warmer than our last event at Streets of Willow (page 13), but hopefully not too hot. I will still be bringing my cool-suit; just in case. Although the attendance was down for SOW, it looks like we will have a good turnout for BW. It is a fun track and Jack Miller consistently puts on a great event (with a little help from his friends). Although Bill Dawson's Turbo has been the car to beat recently, he should have lots of competition for TTOD.

And it is not just the usual suspects he has to worry about. Oh, they are still out there, but there are also several new cars. Mike Van Zandt has a new 944 Turbo out of Arizona, Jim Copp has a new car out of the Midwest and Mike Gagen continues to modify his car with a new body by John Simone! It must be contagious because I am looking at a new 928 track car. It is a 1985 928S body that has been lightened to less than 3000 pounds and a more powerful (316+ hp) S4 engine with 5 speed and limited slip. More power and less weight should hopefully be faster. Stay tuned, but at Buttonwillow I will still be driving the 1986.5 928S in JP. This will be the last TT event for the summer as our next time trial will be at Spring Mountain in Pahrump, Nevada at the end of September.

Although the time trial series will be quiet, we will still be busy with other events. There is an added Monday autocross on June 19 to help prevent withdrawals for those who could not wait until July's autocross dates along with the July DE at the stadium.

There are also tours (including the Cayenne Off-road) and social events for June and July; although the scheduled June Summer Solstice rally was cancelled. Don't forget to check the Witness Calendar on page 2 and the website calendar at www.pcasdr.org for the most up-to-date information.

And start planning now for:

THE VENTURA SHOW - Sat/Sun Sept. 9-10, 2006
Seaside Park in Ventura, California - Exclusively

Porsche® Automobiles

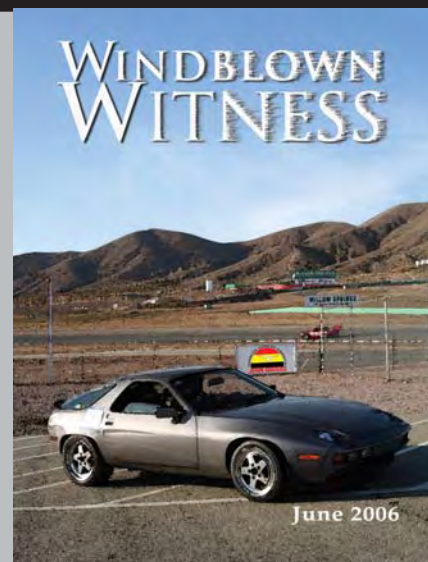
Hundreds of Porsches, all models and years. Experience Seven Premier Events combined into one of the largest Porsche-only gatherings in the World. Enjoy Industry Exhibits, People's Choice Concours, PCA Concours, Literature/Mobilia Show, For Sale Corral, Sunday Swap Meet, Free Seminars, and this year featuring the **Mid-Engine Mania on Main Street**. General Admission is \$10, under 16 FREE. Don't miss it! Please visit www.TheVenturaShow.com for information.

SL

ON THE COVER

This month's cover was shot at our Willow Springs Time Trial earlier this year of my 1986.5 928S (with Steve Grosekenmper's 914-6 in the background).

Greg





Tom Ham's Lighthouse

2150 Harbor Island Drive

San Diego, CA 92101

Phone/Fax: 619-291-9110

Last Tuesday Social - June 27, 2006 6:00pm

For info contact Kathy Alnwick, 619-229-1515, imthekaps@yahoo.com

FROM NORTH COUNTY:

5 South, take Sassafrass/San Diego Airport exit, follow to Laurel, right on Laurel to Harbor Drive, right on Harbor Drive to Harbor Island Drive, left at Harbor Island Drive, as you enter Harbor Island, veer to the right and follow to the Western end of the Island.

FROM SOUTH COUNTY:

5 North, take Hawthorne/San Diego Airport exit, follow to Harbor Drive, right on Harbor Drive to Harbor Island Drive, left at Harbor Island Drive, as you enter Harbor Island, veer to the right, follow to the Western end of the Island.

FROM EAST COUNTY:

Take 94 West to 5 North, and follow the directions from South County or Take 8 West to 5 South, and follow the directions from North County.



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

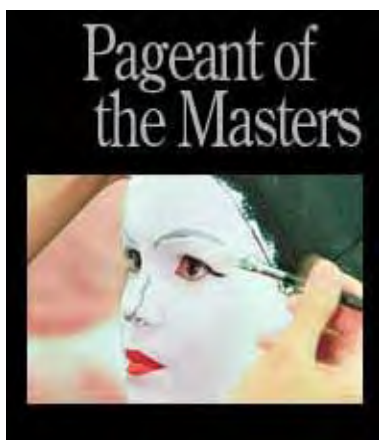
Send payment by June 9th payable to PCASDR to

Kathy Alnwick, 7961 Laurelridge Rd., San Diego, CA 92120

For info call Kathy at 619-229-1515, imthekaps@yahoo.com

Tour info: Keith Verlaque, tours@pcasdr.org





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
- Imthekaps@yahoo.com



Send payment payable to PCASDR to Kathy Alnwick at:
7961 Laurelridge 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 18th green of the Torrey Pines Golf Course. This award winning spa offers a wide range of treatments including massage, facials, body wraps, water therapies, exfoliation and rituals. A complete listing of services and prices can be found at www.spatorreypines.com. With your treatment, you will have access to all the Spa amenities including herbal infused steam, dry sauna, inhalation room, and co-ed relaxation lounge with a fireplace. There is also a beautiful swimming pool and Jacuzzi hot tub outside 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 14th is Mother's Day. Call the Spa at 858-777-6690 for a Mother's Day Gift Certificate. June 10th those can be redeemed during our PCASDR day at the spa.

HOT SUMMER NIGHTS in FALLBROOK



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 OR
Margi Knight, 858-456-2826, 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

Streets of Willow Time Trial



Text & Photos by Greg Phillips

The good news was that Jack Miller was able to get an April date at The Streets of Willow Springs instead of a July date; the bad news was that it was also the same weekend that POC was at Big Willow. The good news was that we did not have to worry about hot summer weather; the bad news was that it was cold weather with the wind blowing. The bad news was that the turnout was lower than usual due to the POC conflict; the good news was that we would have two run groups. The good news was that two run groups meant plenty of track time; the bad news was that we would not have much time to rest, especially if we had students! The good news was that I got a good start on Friday in the early afternoon; the bad news was that I hit traffic starting at Del Mar and it did not clear until I finally reached the 14 heading out to Lancaster. The bad news was that with the Poppy Festival, POC and PCASDR going on in the Antelope Valley meant the Inn at Lancaster was full; the good news was that I found a room next door at the Desert Inn and got checked in and then had tech inspection before dinner at the Casa Roma.

The next morning should have been an early start to get gassed up and then get to the track for the drivers' meeting; but I ran late. I went my usual route up Sierra

Highway to Rosamond rather than going to the 14 and hit no traffic and no police. Martin Reinhardt was not as lucky on his drive and was pulling in just behind me at the track. We both just made it to the drivers' meeting.



At the drivers meeting, Jack Miller explained that we would be running counter-clockwise and using the back bowl. With just two run groups, the sessions would be 30 minutes each with 3.5 hours on Saturday and another 2 hours on Sunday before the timed runs. I also had a student, Jackie Lu, that I was sharing with Jad Duncan for the weekend. The other bad news about two run groups is that if you were instructing, you were in the red run group, no matter your speed.



Curt Yaws

I emptied out the tires from my car and got ready for our first run group. The weather was not that cold, but a steady wind was blowing and several people had expected warmer weather and were still in their shorts and goose bumps. Jackie buckled into the passenger seat and we headed out onto the track. It had been a couple of years since I had run SOW in this direction and took a few laps to get oriented. One good thing was that they had added some new pavement that cut off the bumpiest portion of the track. Jackie had recently done a POC event here running in both directions and was helpful in pointing out some of the landmarks. Although it took a few laps to get the tires warmed up, once they did we had good grip and our times started dropping, until the fast cars started catching up at the end of the session and we were kept busy pointing people by.

After my session, we headed to Jackie's 944 and went out for her first session. The first two laps were under yellow and went smoothly, but after a couple of green flag laps she started picking up speed and then suddenly, as she came into the last right-hander of the esses after the bowl, she spun off into the dirt! I did not see it coming and she had been doing well before that corner. We came in to be checked and then finished the session

at a slower pace to avoid more off-road adventures. After the session, it was time for me to head out again. I took a little time and mounted a new set of Hankook street tires up front and moved the Toyo front tires to the rear to try and improve the wear and last the weekend.

As we headed out I was surprised that the grip was still good with the treadwear 200 street tires. We were still learning the counter-clockwise pattern. On this direction, the front straight is downhill and you are building speed until you start your braking for the skidpad and the left hander that leads off of the skidpad, before a quick right-left chicane and then a short straight before the most important right that enters the esses and takes you up the hill. If you could nail this corner, it set you up for the successive esses and you could be full throttle from the bottom of the hill all the way up through the esses and onto the uphill back straight. This turn could lengthen your straight and increase your speed significantly. As you left the esses and onto the back straight, you now need to set up for the bowl.



Counter-Clockwise

Here the options are many, from staying high on the bowl until dropping down for the single late apex or treating it as a type 2 and having an early apex and then a quick rotation for a double apex on exit and variations in between. As you accelerate through the apex on exit, you come to the next set of esses and try to find the fast line through this set of corners. As you leave the esses, you come to the new area of track and take a left that cuts off the old bumpy area and heads down the hill for a sweeping right that starts back up the hill. You have to adjust your track-out to carry speed up the hill before late braking and then an increasing radius that takes you down the hill and onto the front straight and another lap.

For Jackie's next session, she goes out with Jad, but is in fairly early with another spin in the same spot and again without any warning for Jad. He suspects she may have a suspension problem and takes a couple of laps in



Spec 944 with Tim Comeau



Ted Myrus & John Rodgers

her car which only reinforces his concern about her shocks. After further investigation and review, she decides to finish the weekend driving David Gardner's 993 until she is able to put it on the rack and have a better look. The good news is she is driving a 993 and the other good news is I no longer have a student to worry about (thanks David).



David Gardner & Jacie Lu

Soon it is time to head back for another red session. Unfortunately, I end up at the head of the line and as the rest of red group comes out I am pulling over and pointing the fleet by as they catch up. But I still have a few clear laps and my times have come down some this session as the weather slowly warms up. Martha McGowan arrives but is also having problems with her 944S2 clutch that eventually takes her out of the running and her weekend is over before it gets started. By the lunch break, we are ready for a break and I headed into Rosamond with Carl Scragg for more gas and lunch at the Subway. After lunch there is another

drivers' meeting and Jack has decided to switch from the counter-clockwise to clockwise for the afternoon and a final decision on Sunday morning for the direction for Sunday and timing.



Carl Scragg

So the afternoon sessions are back to clockwise; which is the direction I have run most of my laps at SOW. Yellow run group is out first but soon it is time for red to head out clockwise. The wind is still blowing and, although warmer, it is still cool through the rest of the day and several of the drivers were wishing they had long pants other than their driving suits.

There were several fast cars even with the POC conflict and the Dieter's 914-6 still out with a blown engine. Mark Kinnering of Black Forest had brought his AM 911 and was turning some fast times, as well as the AR cars of Bob Ehrman and John Simone, but the



Bob Ehrman



John Simone



Clockwise?



The turbo on the lift with oil leak

930 Turbo of Bill Dawson was the car to beat. At least until his oil line was damaged and he had a big spin and was in the pits for repairs. Jae Lee and the rest of his crew from Mirage were able to effect repairs and he was running again later in the day. Roland Schmidt was another quick runner and candidate for TTOD.



The turbo is coming

In the usually competitive KP class, a couple of drivers were missing with Bob Brand and Mats Lindstrom of the Hoosier contingent not running. But Jad Duncan, Bill Ibbetson, Martin Reinhardt, along with Tami Ibbetson and Jim Duncan as co-drivers, were there to compete for KP glory. The Duncans and Ibbetsons were initially handicapped by passengers and Martin started out with the best times, but nobody was safe as the weekend progressed and times fell.



Bill Ibbetson & Martin Reinhardt compare notes

As for times, they were generally slower when running clockwise especially as everyone tried to learn a new configuration. The rest of the afternoon was generally uneventful and we finished for the day and packed up. For dinner we decided to try a Rosamond popular spot called the Golden Cantina for Mexican food before heading to the motels. Unfortunately, we were not the only ones to have the same thought and there was a short wait before they were able to seat us outside with our large group. The good news was that



*Golden Cantina
Paul Young, Jr, Curt Yaws & Charles Sharp*

the patio was protected from the wind; the bad news was it was not heated. But that did not stop us from ordering margaritas to go with the chips and salsa. The food was very good and we ate our fill before loading back up and heading back to Lancaster, and the wait as we were leaving was even longer as the rest of the POC contingent arrived.



Checking the transponder times

The next day was another early one as we again had a drivers' meeting to decide the final direction and there we found out we would finish the weekend running clockwise. I started the day with the street tires in front, but my times did come down some. After the first two run sessions, I switched to the Toyo RA1s all the way around and my times dropped even more and I ran several laps in the 1:31s and then 1:30s but bottomed out at 1:30.0 and did not break into the 1:29s.



The big dogs line up

At least my car was still running well. Jad Duncan's Turbo was losing coolant and it turned out to be a head gasket and Jack Miller's car also developed problems and missed timed runs. But the rest of the cars were still working on bettering their times.

After lunch, we had one last practice session and then began the timed runs. We also had several POC drivers come over to make their timed runs before finishing their POC races.



Jim Copp

Since the fastest drivers went out first, it was not long before we knew who was the fastest as Bill Dawson's AR Turbo turned in a 1:19.8 and was the only driver to break under 1:20! Roland Schmidt's 911 just nipped Bob Ehrman 1:22.1 to 1:22.2 and next was John Simone's 911 at 1:24.5 and then Mark Kinninger's 911 took AM honors at 1:25.2. Next up was Jim Copp from



Dan Andrews tries to spin & win



Bob Ehrman at finish

the POC group at 1:25.7. Robert Baizer's NP Turbo turned a 1:26.6 and then Martin Reinhardt's C2 led the KP contingent at 1:27.4, just ahead of Richard Parks' AM 914-6 and Glenn Marlin's MI 993, both timed at 1:27.5. Just missing the top ten was Bill Ibbetson's KP 968 at 1:27.6. Rounding out the KP contingent was Tami Ibbetson at 1:30.7, and then Jad and Jim Duncan who ended up taking their timed runs in borrowed 944s!

When it came time for my timed runs, I took a quick warm-up lap and then took a wide line on the skidpad to lengthen the front straight and came by for my first timed run. With no major bobbles it was my fastest at 1:30.3. But it was not fast enough for JP as Mark Tyler's 911 turned a 1:30.2 to nip me. In JS, Michael Cornelius turned a 1:29.4 in his 944 Turbo to beat Carl Scragg's 911 at 1:31.5. In 944 Spec, Charles Sharp came out on top with a 1:31.9 ahead of rich Besette at 1:36.0. In NS, Jeff Schmidt turned a 1:29.0 to beat Peter Czajkowski at 1:32.7 and Rick Sylvestri's Turbo at 1:34.9.

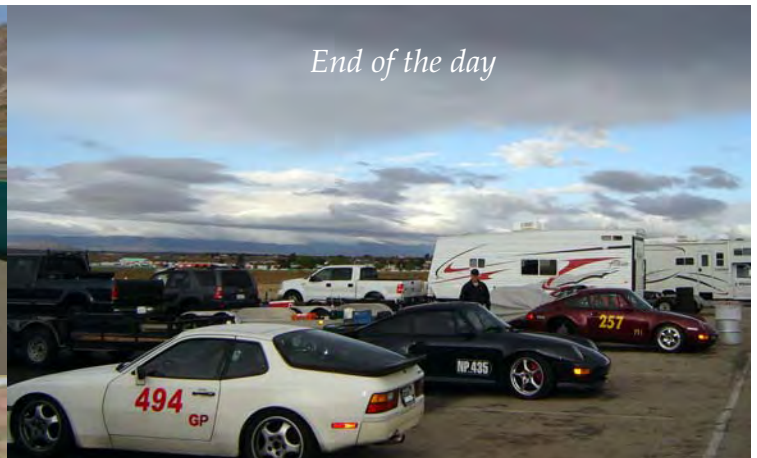
It did not take long for the trailers to get packed and cars ready for the drive home on Sunday. Traffic was light and I made much better time on the way back. Now it is time to get ready for our next event at Buttonwillow Raceway in early June.



On the road home with Mary Jo Nettles trailer



Start of the day



End of the day



Mark Tyler JP winner



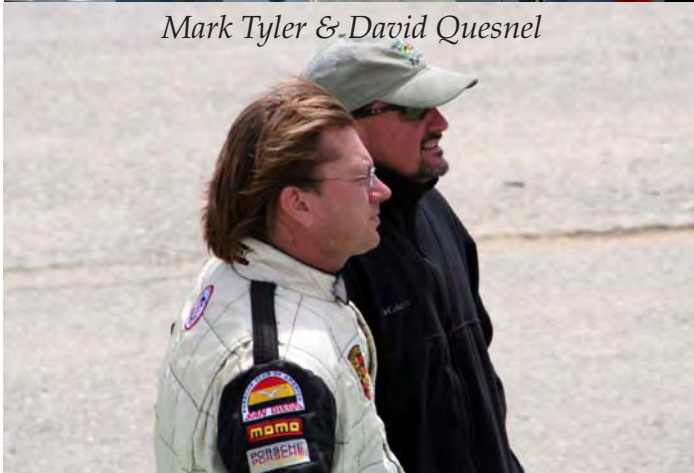
Jeff Schmidt NS winner



Bench racing with the Duncans



Neil Heimburge's car with Jackie & David



Mark Tyler & David Quesnel



928 on race rubber



Paul Young, Jr. IS winner on the track



*Dan Chambers
Getting the checkered as GP winner*



Dan Andrews



Bob Ehrman using the whole track



*Pete Milliken- Cayenne style
II winner*



Robert Baizer NP winner



Mark Kinninger AM winner



Martin Reinhardt KP winner



Ibbetson's 968



Vince Knauf



Curt Yaws LSS winner

Something You Didn't Know About..... Tom Comeau



By Casey Corwin
Photos by Paul Silver

Tom Comeau was born in Maine in 1931, making him one of the oldest participating drivers at his favorite event, the Autocross. After beginning a long and exciting career in Naval Aviation, he purchased his first car, a 1949 Chevy, in 1952. Thus began Tom's craving for speed and passion for anything with an engine.

The Navy gave Tom the opportunity to drive a wide variety of strange and exotic machines from ten wheeler trucks to mobile cranes with a 65 ft. boom. He especially enjoyed operating the Hovercraft, a combination of helicopter, aircraft, and boat, in Vietnam. Even though the Hovercraft was interesting and a challenge, flying a jet gave Tom his greatest thrill. He was allowed to fly a TV-2, modified from the F-80 Lockheed Shooting Star (the first jet fighter).

"To control a jet with little to no basic training is the greatest possible thrill," he smiled as he recalls this experience of putting the jet through a few aerobatics under the supervision of a qualified pilot. It's not something you easily forget, nor the person who made it possible. Aviation types will understand. (Thanks Bill Tarpley wherever you are.)

The Navy brought Tom to California after an interesting tour in the Persian Gulf during the early 50's and during which he had the opportunity to dine with the Sheik of Kuwait as well as meet the King of Saudi Arabia, Ibn Saud.

When shore duty became available, Tom applied for duty at the NAAF at Monterey, California. His request was granted. There he met his wife, Glenda, who was the Commanding Officer's secretary, "and the rest is history." They are still married; they will celebrate their 50th anniversary on May 6, 2006.

After flying in nearly every type of aircraft in the Navy's inventory and visiting almost every port, Tom retired as a Lieutenant Commander in July 1979 after serving for thirty years, two months, and nineteen days—but who's counting? He retired at Naval Air Station Brunswick Maine.

Tom's first sports car was a Triumph TR-3 which provided many hours of fun and almost as many hours "under the bonnet" as the British say, trying to synchronize those blasted carburetors. "I had the only sports car with a discarded lap belt from a Navy Hellcat F6F."



“Got that little bugger up to 107 MPH and was cited for doing over 85 only because the cop was a sport car driver himself. He did ask me to ‘play’ in some other area but was nice about it.”

Before joining the PCA, he had had some experiences with speed, but “they were all illegal.”

Tom was introduced to the club through his son, Tim, who was Autocross Chair at the time. He was invited to drive his Mitsubishi 3000GT VR-4 which, with a full gas tank and driver, weighed about 4000 lbs, not exactly a threat to the Porsches. After a year and a half of turning reasonably competitive times in the “non- Porsche,” Tom decided to join in the real fun. He purchased and raced the first RS America in the San Diego Region, which he still races today.

Tom avoids the administrative workings of the club. He dislikes bureaucracy and prefers “hands on” work as his contribution to the Club. He once agreed to fill in a vacated spot on the Board as Secretary, and claims to have done a spectacularly poor job.


One of the highlights of Tom’s driving career has to be when both he and his son Tim made the Top Ten list at the same event. He was even prouder of Tim’s accomplishment since he got his Top Ten while driving an underpowered 944 ‘water-pumper.’ “That was class A driving on Tim’s part.”

Tom continues to have fun at each Autocross and looks forward to seeing the many great guys and gals in the racing-est club in the PCA.



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Cayenne Off Road Tour for Beginners

Sunday, July 23rd

7:30am at Pioneer Centres Porsche
9020 Miramar Rd, SD, CA

Breakfast and support provided by Pioneer Centres. Please bring a cooler with drinks AND a picnic lunch for you and your passengers.

Porsche Cayennes have priority entrance, PCA members with other high-clearance 4x4's welcome if space is available. We recommend a safety inspection be performed in advance of the event.

Pre-registration for this NO CHARGE event is required to ensure adequate food and supervision!

Please mail registration form by July 17th to - The Knaufs, 4860 Louise Dr. San Diego CA 92115

or fax - 619-287-6591 questions - 619-287-4334

Name _____ Email _____

Address _____

Phone Numbers _____

Type of 4x4 vehicle _____ Number in your vehicle _____

Would you be willing to carry a passenger or two? _____

Prior off road experience _____

Our Third Cayenne Off Road Tour



By Cecelia and Vince Knauf
Photo by Paul Silver

We have had two memorable Cayenne Off Road Tours here in San Diego in the last year. We had good attendance, safe events, and lots of fun was had by all. We saw parts of San Diego that could not be seen in any other way. Porsche camaraderie was shared.

Sounds like a great way for Porsche Club folks to enjoy their Porsches.

It is time for our next one.

We are planning this for July, and will have this at a high enough altitude to beat the heat. There are lots of off road areas in our mountains, and we have a fun and definitely "off road" route planned out.

If you have a Cayenne, and have not yet taken it "off road," this is a great way to get started. We will share with you lots of information about off road driving before the event, and have a talk to review all this the day of the event. We have selected roads (un paved, but definitely roads) that will get you comfortable with this kind of Cayenne driving. We have pre run these to be sure that there will be nothing you and your Cayenne can't handle. You will build the skill and confidence to drive your Cayenne on these (off) roads comfortably and with a big smile. We expect that you will end the day looking forward to your next opportunity to do it again.

While this event can be done with just a driver, we strongly recommend having a navigator along with you, and filling the back seat is also a good thing.

The navigator can read the route directions aloud so that all in the Cayenne will hear the historical and other information about the areas that we are driving through and near. Sharing is good.

We are meeting at Pioneer Centres Porsche, our event sponsor, on at 7:30 AM on July 23. Please be sure to thank them for supporting the region and this event.

The early start is to allow us time for our orientation talk and time to get our group to the backcountry. We will have coffee, juice, munchies and some surprises. You will need to bring a cooler for your beverages and a picnic lunch for those in your SUV.

This tour will take us into the mid to late afternoon, and there will be plenty of time to get home before dinner.

Please fax or mail the entry form early, as we are limiting the number of SUVs we will accept, to keep the event manageable.

Cayennes are given first priority for this event, and we may fill up our limited number of spaces with Cayennes. We will accept PCASDR members in other 4WD high ground clearance SUVs if there is room.

Be sure to include a good email address, as all event information will be sent by email.

If you register and something comes up and you cannot attend, please let us know promptly, so we can fill your spot with someone from the waiting list.

See you there.



April Tour of North County

By Martha McGowan
Photos by Paul Silver

An enthusiastic group of people met early in the morning of April 30 at North County Fair to participate in the 3rd tour of the year. Under the guidance of Keith Verlaque, Jan Mellinger and Bill Marsh, who provided important information regarding safety and logistics, the group was soon underway. Keith was driving with his daughter, Rebecca, who was assigned to collect charity donations. I was riding with my sister, Laura, who was on her very first tour. We followed club president, Margi Knight, in her silver 996 Cabriolet.

After a quick ride north on 15, the group of 38 cars headed into the back country twisty roads. We experienced Couser Canyon and Rice Canyon roads, probably

the most famous of the twisties in the San Diego County area. We then proceeded into some new territory in Fallbrook, driving Sandia Creek Road and De Luz Road. The last little jaunt, before meeting for lunch, was retracing our steps back down Couser Canyon. What a great way to end the driving portion of another successful tour.

A very excited and hungry group met at Hernandez' Hideaway for lunch where Keith had reserved several tables on the patio. We had a chance to meet the other drivers and share our driving experiences of the day. As we prepared to head home, Keith announced that we had collected \$100 for charity. Thank you to all the generous people who donated. What a great club and a fun day!



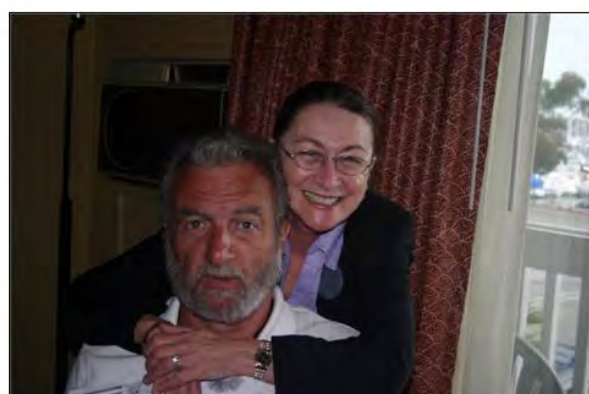


*Clockwise from left:
Keith Verlaque and daughter Rebecca
Dining at Hernandez Hideaway
Jan Mellinger directing traffic
Looking back at the tour group
A happy group of tourists
Margi Knight & Martha McGowan*



Mystery Weekend Photos

by Eleanor Myrus





Burt Misevic, *Event Chairman*
 617 Valley Vista Drive
 Camarillo, CA 93010
 805.482.7076

**PORSCHE CLUB OF AMERICA
 ZONE 8
 SANTA BARBARA REGION
 1000 CHARITY TOUR
 REGISTRATON FORM**

Pre-paid registration for this event is required and must be received by June 15th. Your registration will be confirmed by e-mail. The tour will begin in Thousand Oaks on August 3rd @ 8:30 A.M. The staging area will be announced. Please plan to arrive at least 30 minutes early to check in and receive your registration packet and complimentary goodie bag.

Please refer to the attached information sheet for tour details, meals and lodging.

Mail your completed registration form and check to David Stone, 6516 San Onofre Drive, Camarillo, CA 93012 by June 15th. Make your check payable to PCA-SBR using the costs totaled on page 2.

Questions??? Call Burt Misevic at (805) 482-7076 or David Stone @ DRS993@verizon.net or (805) 389-8999 after 6:30 p.m.

DRIVER: _____

PASSENGER(S): _____

HOME ADDRESS: _____

CITY: _____ ZIP: _____

PCA REGION: _____

DAY PHONE: _____

EVENING PHONE: _____

CELL PHONE*: _____

E-MAIL ADDRESS*: _____

CAR DESCRIPTION*: YEAR _____ MODEL _____ COLOR _____ LIC# _____

COME JOIN THE FUN!



THE PORSCHE CLUB OF AMERICA SANTA BARBARA REGION PRESENTS:

A CHARITY TOUR TO THE 2006 PORTLAND PARADE

WHEN: AUGUST 3-5, 2006 – DEPARTURE @ 9:00 A.M.

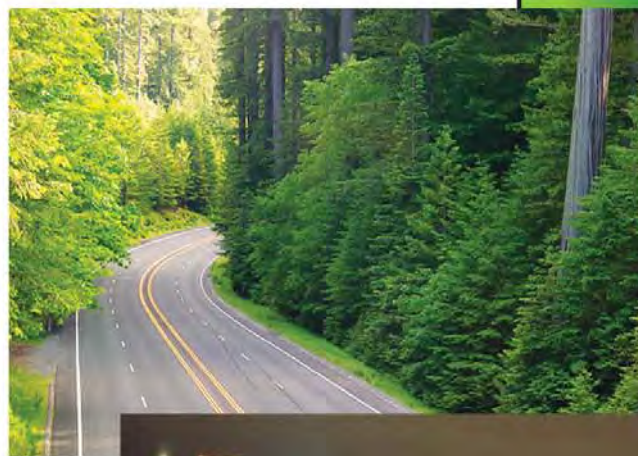
WHERE: THOUSAND OAKS TO PORTLAND, OREGON

WHAT: A CARAVAN – GIMMICK PORSCHE TOUR TO THE PORTLAND PARADE, INCLUDING TWO OVERNIGHT STAYS, A CATERED DINNER AND RECEPTION AT A PORSCHE DEALERSHIP.

WHY: TO ENJOY MORE FULLY THE LONG JOURNEY WITH PORSCHE FRIENDS AND TO BENEFIT THE VENTURA COUNTY AND PORTLAND, OREGON FOOD BANKS.

THIS UNIQUE TOUR IS OPEN TO ALL PCA, ZONE 8 MEMBERS, BUT REGISTRATION WILL BE LIMITED TO 70 CARS ON A FIRST COME – FIRST SERVE BASIS. DON'T BE DISAPPOINTED. REGISTRATION FORMS AND DETAILED INFORMATION ARE AVAILABLE ON THE ZONE 8 WEBSITE, THE SANTA BARBARA REGION WEBSITE, OR BY E-MAIL REQUEST AT DRS993@VERIZON.NET.

DEADLINE FOR REGISTRATION IS JUNE 15TH.



CHARITY REPORT

by Katina Gonzalez

I was recently told that members of PCASDR are “Miracle Makers”. Thank you all for the generosity you have expressed this year. It has been such a fun and exciting year for us all. We have already raised money and donated that money to our charities and will continue to do so as the year progresses. I wanted to briefly describe our designated charities as well as inform you of up-coming events in which you are invited to participate in giving to our charities.

When asked, “What is that magical place on Earth called?” Most people may say “Disneyland!” However, it is the Children’s Hospital. This is where miracles happen...

San Diego Children’s Hospital is one of the club’s designated charities. Our other designated charity is Alta Vista Academy.

Children’s Hospital embraces the ideal that every child should have access to high quality, cost effective primary, preventive, and specialty health care services. The hospital serves children who need heart surgery, organ transplants, children with cancer, pediatric intensive care, and inpatient care.

Children’s Hospital advances the health and well-being of children by protecting the clinical excellence and financial stability of children’s hospitals and by taking a leadership role in advocacy, public policy, education and research in support of children’s health care issues in California.

Alta Vista Academy is our other designated charity. It too serves children. It is a public school that educates children, 12-18 years old, in a private setting. That private setting is an 81 bed residential treatment facility, one of the most restrictive environments in the state of California, with the exception of juvenile criminal detention facilities. The children that reside there are not criminals. They are placed there by court order so that they may have the safety, security, and support of a residential treatment facility. The children at Alta Vista are victims of physical/sexual abuse, neglect, domestic violence, abandonment and other traumas. The Alta Vista Academy model utilizes the best of public educa-

tion—standards-based curriculum, professional development and exemplary special education practices—to serve the needs of troubled foster teens. Children are finding hope and academic success there. Mending wounded psyches goes hand-in-hand with improving academic skills.

A few up-coming events are:

June 10th- Day at the Spa- An opportunity drawing to win an Auto Detail. Although we may be priming and priming our bodies, let us not forget our cars!

July 4th- Pool Party & Toy Drive- An opportunity to provide Children’s Hospital with a toy. Toys are needed for all ages, all year long!

Date & Event to be determined- An opportunity to help provide the teens at Alta Vista Academy with a warm jacket! With fall and winter approaching us all need to stay warm.

These are just a few events in which we can help raise money for the children. Our biggest event, of course, is the Gala Dinner in January of 2007. All members that have businesses, time, or any goods to donate for our charity efforts are invited to give. I may be contacted at chairty@pcasdr.org

Thank you and all smiles-
Katina “Speedy” Gonzalez



TECH SESSION

Aesthetic Car Care Clinic with the Perfect Shine Team of Autopia

Join us for an evening with David Bynon of Autopia, a nationally reknown car care expert, and his team of car care professionals. Autopia has put together a wonderful presentation that will give us the entire how-to's about detailing. They will dispel the myths and make sure you are keeping your Porsche looking its best and will help you keep it that way for many years to come. Autopia is a great local resource for car care education and top brand supplies. Unlike many car care products suppliers, the folks that make up the perfect shine team are experts on the products they sell. There will be plenty of hands-on time as well as a classroom presentation and discussion. Refreshments will be provided.

When: Wednesday, June 21, 2006

Where: ARC of San Diego

9575 Aero Dr.

San Diego, CA 92123



Time: 6:00 pm (note unique start time)

Directions: From I-15 exit Aero Dr., East on Aero Dr. to 9575 on the right.

This is an RSVP event. You must RSVP to: techsessions@pcasdr.org to reserve your spot. (Limited to 40 attendees)

*See websites: Websites: www.autopia.org, www.guidetodetailing.com,
www.autopia-carcare.com, www.bettercarcare.com*

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

SDR- THE WAY WE WERE

John Straub, Archivist

Here we go with more history starting off with the first half of 1973.

The president that year was Dieter Vongehr, vice-president was Ralph Hurty, secretary was Kathy Roger, treasurer was Chuck Danna, with other board members; Janet Grimsman, Pat Scanlan and Ernie Paschoal. The new editors for the year were Ernie and Carol Paschoal. The committees Chairmen were: Competition Rules—George Thwing, By-Laws—Tom Hauseur Sr., Jim Douthit—Membership. Our tech advisors were Dennis Sherman and Dieter Vongehr.

Before I get into the events of the year, the club tried something new at that time. You all know about our Last Tuesday get-togethers. Well, in 1973 we started having that same kind of thing held at different restaurants in San Diego. It was called a “Porsche Gab Feast.” It only lasted for about a year at that time.

Starting off in January we had a slalom and gymkhana in one event. The fee was \$2 and that included the beer! The beer was after the event, of course! The Chairs were Tom Hauseur Jr. and Dick Bauer. Some of the members running were: Jim Douthit, Ernie Pascoal, Jim Franklin, Chuck Danna, Lee Hurty, Dean Spooner, Wally Jewell, and Wally Cole.

Next in line that year was a Mammoth Mountain Ski Trip. This was put on by Janet Grimsman and Don Anderson. We chartered a bus and partied all the way to Mammoth, skied hard and slept all the way home.

In March of that year, we had a “Rally D’ Monte Carlo” put on by Don Pendleton and Cliff Craig. The winner was Jerry Sturm in that same 1967 911S he still drives today. There were 47 cars entered traveling the back roads through the Barona Indian Reservation (no

casino at that time), Ramona, Escondido, Pauma Valley, and Valley Center ending at a Shakey’s Pizza Parlor.

April had our Holtville Time Trial for the event of the month. Dennis Sherman was the chair. The cost was \$5 with \$2 for a female in the same car. The pre-tech was held at Dennis Sherman’s shop in La Mesa the Wednesday night before the event. A bit of trivia, those of you that go to our autocross events see the run groups posted in colored flags. Well, at that point in time, we started running events with colored run groups, red being the fastest. We did not use flags yet, but a colored board was posted at the trailer.

In June of that year, we had a Mexican Fiesta. The Chairs were Pat Scanlan and I. Pat had made up some trophies for the best dressed for the occasion. He had cast small tacos in metal as trophies. They were great! The cocktail hour and dinner were held on the “Bahia Belle” with dancing ’til the early morning. Can you say, “Parrty”?

See you next month,

John



April 15 IRS Autocross



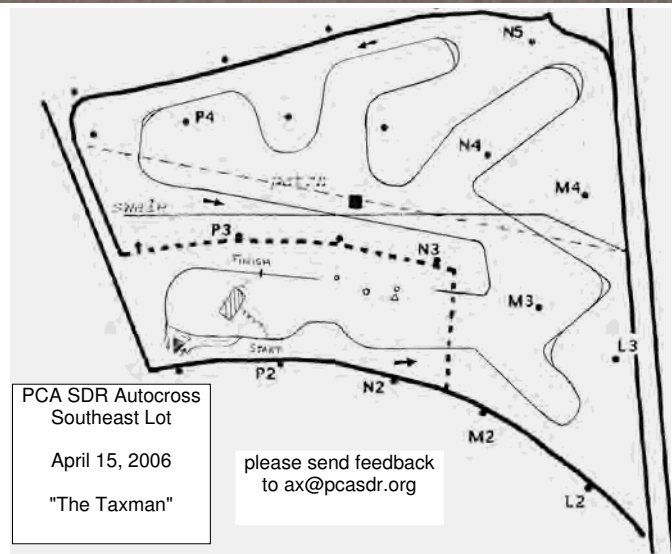
Photos by Paul Silver & Greg Phillips

I had lots of excuses: weahter looked poor, I was on call, I had to go to a birthday party, we were in the SE lot which would not bode well for a 928 track and taxes were due! So I slept in on April 15 and did not run. But the weather turned out fine and when I did show up at the SE lot of the Q in the afternoon, everyone was having fun and although the track was tight, it did not stop a certain GT3 from taking the top honors.

Steve Dente was on top but Denise was less than a second behind! Bill Ibbetson's KP 968 and Tom Comeau's KI RSA were tied at 84.17. Jad Duncan and Martin Reinhardt were also in the top ten in KP.

Paul Young took the top BRI honors while winning IS with a time of 88.41 and Al Slocum broke into the top ten with his Boxster S just behind David Gardner's NP 993. Russel Shon just missed the top ten in his MS Boxster S with a 86.22. Tom Tweed took AM honors with a 84.49 and Geroge Taylor's early HI 911 was seventh at 84.79. Six of the top ten were bunched tightly in the 84 second range.

So no more sleeping in on race days.



Class	Car Number	Name	Car Year	Car Model	Best Time	BRI Position
PS	17	Dente, Steve	2004	GT3	83.45	13
PS	136	Dente, Denise	2004	GT3	84.06	18
KP	491	Ibbetson, Bill	1994	968	84.17	2
KI	43	Comeau, Tom	1993	911 RSA	84.17	16
AM	908	Tweed, Tom	1973	911 E	84.49	26
KP	83	Duncan, Jad	1988	944 Turbo S	84.6	5
HI	454	Taylor, George	1974	911	84.79	8
KP	594	Reinhardt, Martin	1990	911 C2	85.19	9
NP	32	Gardner, David	1996	993	86.12	32
MS	282	Slocum, Al	2001	Boxster S	86.18	12



*Clockwise from Left:
 FP winner Scott Folck
 LP winner Jennifer Reinhardt
 NP winner David Gardner
 Kep Wadiak's slantnose*



Paul Young



Cathy Young



Carl Scragg



Sean Cooksy & Martha McGowan



Kevin & Dennis Adair



Sean Molloy before meltdown



Carol Hottenrot



Burl EAST

May 13 Autocross



Class	Car Number	Name	Car Year	Car Model	Best Time	BRI Position
AM	295	Kinninger, Erik	1984	911	93.25	<u>3</u>
AM	95	Kinninger, Mark	1984	911	94.68	<u>9</u>
KP	83	Duncan, Jad	1988	944 Turbo S	95.71	<u>1</u>
AM	600	Smith, Clark	1973	911 T	96.55	<u>20</u>
KP	491	Ibbetson, Bill	1994	968	96.78	<u>5</u>
AM	260	Smith, Austin	1970	914	96.92	<u>23</u>
KI	62	Marguglio, David	1993	911 RSA	98.19	<u>28</u>
AM	908	Tweed, Tom	1973	911 E	98.75	<u>36</u>
PS	17	Dente, Steve	2004	GT3	99.22	<u>37</u>
LP	3381	Roberts, Brad	1997	Boxster	99.6	<u>27</u>



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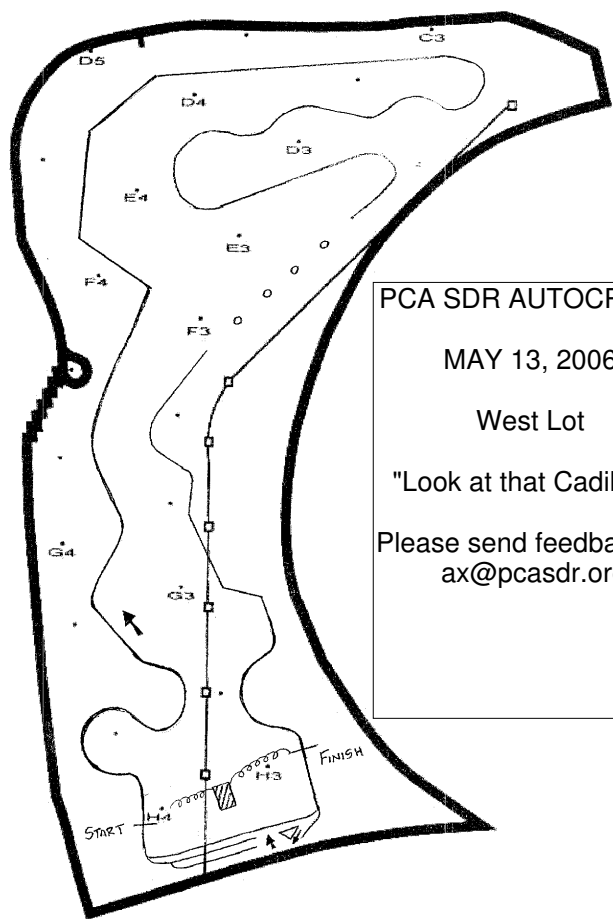
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PCA Member



BRI & KP winner Jad Duncan



The grid



Brett Morris



Morgan Trotter



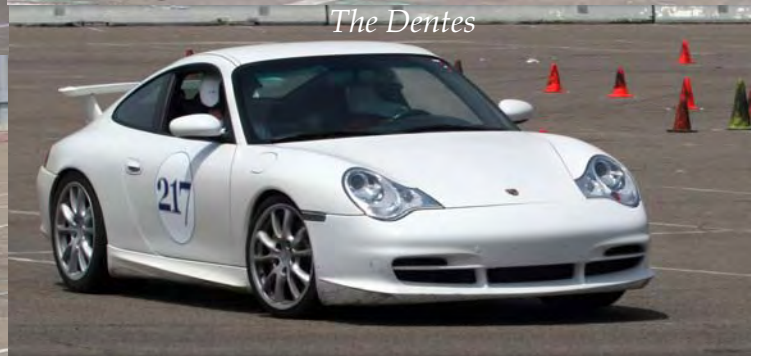
David Gardner parting the track walkers



NSS winner Kevin Morse



Ron Trotter



The Dentes



Brad Roberts LP winner with Boxster Spec?



Samads at he Goodie Store



Trying out the simulator



Kep Wadiak



Randy Blaesi's new toy



Charlie Kleinhans LSS winner



Cid Richards checking the engine



Dick Schroeder with new camera



Greg Duncan



Kim Crosser & Tom Comeau on flags

WELCOME MAT



Eric Achard
San Diego, CA
2000 911 Cab

Ian McIntyre & Kathleen
Spring Valley, CA
1991 964 Coupe

Mitchell M. Cohen & Parvin
Rancho Santa Fe, CA
2006 Cayman Coupe

Roger O. Miles & Ellen
San Diego, CA
2000 Boxster

Thomas R. Deere
San Diego, CA
1982 911SC Coupe

**Vasilis M. Mouratoff
& Courtney**
San Diego, CA
1999 996

Pamela J. Dudley & Jason
El Cajon, CA
2001 996

Leon A. Pawinski
La Jolla, CA
1996 993

Martin Edelshain & Yasuko
Del Mar, CA
1997 911 Cab

Mike Pitts
San Diego, CA
2003 911 Cab

**Richard D. Fowler
& Tim Weiner**
San Diego, CA
1999 Boxster

Ross W. Simpson
San Diego, CA
2002 996

Dante E. Hernandez & Elisabel
Oceanside, CA
2006 997 Coupe

**Mark R. Storch
& Maris Neri-Storch**
San Diego, CA
2000 911 Cab

Michael A. Lane
Spring Valley, CA
1967 912 Coupe

**Raymond J. Vezeau
& Anne Kalb**
San Diego, CA
2000 911 Cab

Ronald D. Lehn
Lemon Grove, CA
1967 912

Joel E.D. Zarza & Prima
Valley Center, CA
1985 911 Coupe

Michael A. Lentz & Silvia
Poway, CA
2002 Boxster

Andrei Litvak & Oxana
San Diego, CA
1991 944 Cab

JUNE
ANNIVERSARIES

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CHARLES ETTARI
WILLIAM R. OSBORN
ANDREW ROTHENBERG
JOSEPH F. SABATINI
SCOT C. SANDSTROM
JEFFREY M. STURM
JOHN C. WHITE

10 YEARS ...

CHARLES W. BRINTON

15 YEARS ...

WILLIAM R. KLASER

25 YEARS ...

DAVID DROST

ZONE 8 REP REPORT

By Bev Giffin-Frohm

In January, we held our annual Presidents' meeting for the new year. This year, Jack Bair, formerly with PCNA, conducted a seminar on Dealer Relations. We also had a very well-attended newsletter seminar hosted by Jill Beck (Arizona Region) and Dace Wittreid (Cal Inland Region). Jill and Dave hosted this as a hands-on workshop, reviewing formats, print, video and other media used to develop newsletters for both small and large regions. Thank you to Dave and Jill for devoting the time to preparing the materials and conducting the seminar.

The same evening we held our annual Zone 8 Awards Banquet. Enthusiast of the year went to Vince Knauf for his tireless volunteerism for both the regions and the Zone. Vince is one of the co-chairs behind the first Zone 8 Speed Festival last year. He is the administrative go-to person for making sure all the loose ends are tied together for this event. Vince is also the Chief Driving Instructor for the Zone and has started popular Cayenne offroad tours in the San Diego area. The Zone Rep award went to Chris Huck who has silently worked behind the scene to help the regions, Zone and National. Chris was responsible for putting together a successful sponsorship program for the Zone 8 Speed Festival and helping with the San Diego and Zone websites. Special Recognition went to Carolyn Ewbanks who has volunteered to take on additional jobs to help the Zone and regions, in addition to her National Responsibilities. Region of the Year was awarded to Orange Coast Region. They put on a successful charity program. In addition, the region has developed a great sense of community for not only their region, but for their activities with other regions within the Zone. Small Region of the year was awarded to Southern Arizona Region. A small region is defined as a region with 325 members or less. Southern Arizona has year after year had a successful charity program and has put on many events together with other regions. The number of people who work together (both individuals and regions) to make Zone 8 a great community are to be thanked. We are lucky to have such wonderful volunteers pulling together. This year we also

conducted a silent auction to benefit the Susan G. Komen Breast Cancer Foundation. There were about 50 items on auction and I am proud to announce we raised \$3,900 to help the Komen Foundation's fight against breast cancer.

San Diego Region held the first Zone 8 event of the year the following week. The TT at Willow Springs Raceway was well-attended and a successful event. We were also lucky that the rain stayed away.

February was quiet for Zone events, but most of the regions were very active. Most of them have a breakfast meeting in the beginning of the month. This has been very successful for the regions to maintain membership. A couple regions have had to add an additional meeting during the month to satisfy demand, holding one breakfast in the Northern part of the region one weekend and another in the Southern part of the region the following weekend. A few regions have found if they have an event (tour, tech session, etc.) participation has increased.

The annual Memorabilia and Lit meet is held in LA every February. Although this is not an official PCA event, people from around the nation come to see what is available. It is fun to see old friends who have moved to other parts of the country. It feels like a PCA reunion each year.

Arizona held their Club Race in early March. Unfortunately, attendance was light, which could put this event in jeopardy. Lighter Club Race attendance has also affected the Zone 8 Speed Festival, which is held in mid March. If Club Races are to be successful on the West Coast, we are going to need to put a program together to facilitate this. We are beginning to look at how we can promote better attendance at West Coast Club Races, as the tracks on the West Coast are very expensive and in constant demand from other clubs.

Luckily the Zone 8 Speed Festival did not have rain this year. We have the best volunteers – over 200 people volunteered their time in one capacity or another to make this event successful. We had a lot of people who helped as part of the Zone 8 Speed Festival Team. This year we added another Co-Chair, Michael Dolphin, to

reduce some of the workload on both Vince Knauf and Ron Mistak. The verdict is still out on if we made a profit (a portion of which goes back to the regions based on volunteer hours provided). I cannot thank enough everyone who volunteered their time for helping us put on an excellent event. The number of compliments we have received from people attending the event has been astounding. They complimented the Speed Festival team and the volunteers. Everyone mentioned that each of our volunteers was helpful and had great attitudes. Of course, we could not have done this without our sponsors. The Southern California Porsche Dealers were our major sponsor again this year. When you go into your dealership, identify yourself as a PCA member and thank them for their support.

Also held in March, was our annual Concours Judges' School. This year the school was put on by Ellsworth (Doc) Pryor and Linda Cobarrubias, our Zone 8 Concours Chairs. The event was hampered a bit by rain but we had about 30 people in attendance. Doc and Linda reviewed the judging criteria for our Zone 8 Concours series. Carolyn Ewbanks then went over how to put on a Zone 8 Concours. All attendees were given an extensive book to review at their leisure. Upon completion of the book, they would then qualify to be a Zone 8 Judge.

Cal Inland Region held their first Zone 8 Rally the following weekend. For their first rally they had 10 cars compete. They went through areas and traveled on roads even the experienced ralliest had not seen. The event was well run and a success. Congratulations to Cal Inland for their first Zone 8 event.

Our Zone 8 Website has a new look and feel. Tom Brown (Zone 8 Webmaster) and Jill Beck (graphic artist extraordinaire) worked together to design the new look. When you have a chance, go to www.pca.org/zone8 or www.zone8.org to take a look. Great job Jill & Tom!!

As you can see, we have had a busy winter quarter. Thank you again to everyone who has volunteered their time to help the regions and Zone 8.

Regards,

Bev Giffin-Frohm

PCA Zone 8 Representative



PORSCHE CLUB OF AMERICA RIVERSIDE & ORANGE COAST REGIONS



Date: Saturday June 17th (to Sunday June 18th)

Time: *Be there at 6 pm* *Finish 2 am*
Driver's meeting 7:15 pm

Location: **National Orange Show** – Enter at Gate 10- Gate 10 is off Arrowhead Avenue, south of Mill Street, and north of Orange Show Road.

Cost: \$50 per driver (\$40 if payment and registration form are postmarked seven (7) days prior to event)

- Your car must pass our Technical Inspection.
- Bring an approved helmet
- PCA Zone 8 rules apply. (may be viewed at www.pca.org/zone8)
- Under 18? Fully signed Waiver for minors required. Go to www.pca.org/members/extranet/default.asp

Application Form – PCA 2006 RSR/OCR Zone 8 Autocross

Name: _____ Car Make: _____ Model/Yr: _____
Email: _____ Event Date: _____
Class: _____ Car #: _____ PCA Region/Club affiliation: _____

Entry Fee \$50, payable to PCA Riverside Region. Mail to: Jim Burke, 5387 Camino Real
Riverside, CA 92509. Info call 951 681-6929 or email jim911@copper.net

Orange Coast Region Porsche Club of America presents



"Drive the Streets! A Day Away from Work" Autocross Monday, June 12, 2006 at Streets of Willow Raceway

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

For entrants driving up the night before, reduced rates are available at the Park Plaza Hotel, 4916 10th St. Lancaster (661 948-0961). Mention "Willow Springs" when making a reservation to obtain the reduced rate of \$70.00 (single occupancy). There are many restaurants of all types within 10 minutes of the hotel.

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

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



For more info contact:
Steve Eguina
seguina@cox.net or
(949) 305-8834

To avoid late registration fee, mail completed form and entry fee by June 5
Mail to: Steven Eguina c/o FMC Loan Pros, 27525 Puerta Real # 100-605, Mission Viejo, Calif. 92691. Check payable to PCA-OCR or register online at the web site (www.pcaocr.com) with your credit card and fax to 949-360-1308

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/S/Zip: _____
Phone: (best) _____ Experience at Streets: None Low Medium High
Car and Model: _____ Year: _____ Zone 8 Competition Class: _____

Entry Fees:	Early registration	Postmarked after June 5
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 \$35.00 above the early registration fee

TECH QUIZ

1. One of the elements of the Type 901 engine was the heat exchangers that provided:
 - a. More power
 - b. Better fuel mileage
 - c. Interior heating
 - d. None of the above
2. Porsche 911 engines for the 1974 model year were redesigned to use which one of the following:
 - a. Hirth roller bearings
 - b. Bosch K-Jetronic fuel injection
 - c. 24 valves
 - d. Water cooling
3. One of the reasons for the delay in the launch of the 901 was the need to complete the production run of Porsche 904's.
True or False
4. The original Type 911 had a wood-rimmed steering wheel, the 912's was made of:
 - a. Ivory
 - b. Aluminum
 - c. Leather
 - d. Plastic
5. The original 911 (901) was introduced at the Automobile Show at Frankfurt am Main in September 1963.
True or False
6. The 914 body was built by:
 - a. Reutter
 - b. Karmann
 - c. Fischer
 - d. None of the above
7. Which item was not a styling strong point of the 914:
 - a. High, deeply curved windshield
 - b. Lift-off roof
 - c. Rear wing
 - d. Recessed door handle
8. What was the front/rear weight distribution of the early 4-cylinder 914?
 - a. 75/25
 - b. 50/50
 - c. 46/54
 - d. 30/70
9. The 916 had a 3.0 liter 911 engine.
True or False
10. The 914/6GT finished remarkably in sixth-place at which race in 1970?
 - a. Sebring
 - b. Targa Florio
 - c. Road Atlanta
 - d. Le Mans

1. C Excellence, Vol. 1, page 344-c
 2. B Excellence, Vol. 2, page 666-b
 3. F Porsche 911 Story, page 270-F
 4. D Excellence, Vol. 1, page 353-d
 5. T Excellence, Vol. 1, page 333-T

6. B Excellence Was Expected, Vol. 2, page 485-b
 7. C Excellence, Vol. 2, page 488-c
 8. C Excellence, 1st Ed., page 558-c
 9. F Excellence, Vol. 2, page 523-F
 10. D Excellence, Vol. 2, page 509-d



Photos by Paul Silver



*The Comeaus
Allyson Kelly & Kathy Alnwick*

*Randy Blaesi & Jan Mellinger
The Duncans*



*Clockwise from above:
Bob McLaughlin & the Duncans
At the Visions lounge
Randy & Bob*



BOARD MINUTES

Greg Phillips, Secretary

May 3, 2006

May Calendar:

- 3 Board Meeting – Szielenski Home
- 4 Marque Madness
- 6-7 SDR Social, Mystery Weekend
- 6 Orange Coast Region Tech Session
- 6-7 Z8 Concours/Autocross. SAR
- 13 SDR Autocross, Qualcomm West Lot
- 14 SDR DE, Qualcomm West Lot
- 14 Z8 Autocross, GER
- 15 Z8 Autocross, GPX
- 20 SDR Tech Session - Hjeltness Restoration
- 20 Z8 Autocross, GER
- 21 Z8 Concours, GPX
- 25-28 Fiesta del Porsche
- 30 SDR Last Tuesday, The Fish Market, Solana Beach

Minutes Approved

Treasurer's Report: Martha presented her report for the month's reconciliations. Denise requested that all reconciliations come forward to the board for review.

President's Report: Tom Logsdon, Principal, Alta Vista Academy, gave a brief informational presentation regarding the school and its mission. Nominating committee for 2006 Board elections is being formed.

Chair Reports:

Archivist: No Report

Autocross: Budget Reconciliations presented for the March Ax with \$1448 profit.. Budget requests for the rest of the scheduled events

presented. Discussion regarding the DE budget. **MSP**

Auto Museum: No Report

Charity: Katina reported that they had raised \$1024 to date. Charity poker tournament discussed.

CDI: Carl Scragg discussed the PDS and the budget reconciliation. A Targa top was damaged during the event and a request was made for \$1000 to reimburse the damage. **MSP**

Concours: Inca presented that the site for the annual Concours is arranged and date planned for September 22 & 23.

Corner Working: No Report

EMaster: Doing well, send info to emaster@pcasdr.com

Equipment: No Report

Goodie Store: Margi reported for Gary Samad \$400 in expenses and \$1000 sales for \$600 in profit.

Insurance: Tom Golich presented information about the waivers and forms. Margi reminded people about getting event information to Tom in order for him to secure insurance certificates.

Legal Liaison: Report on casino/gambling nights by Michael Harris

Membership: 17 new members, Primary: 1508, Secondary: 1147 Total: 2655

Parade: No Reports

Rally: Budget request from Tim Errington for Summer Solstice Rally (\$175) and April Fool's Rally reconciliation presented. **MSP**

Region Rules: Steve Grosekemper is working on rules reconciliation. Discussion of tentative dates for Special Board meeting on TT Rules.

Safety: No Report

Social: Approval 3 Budget Request via Board e-mail; Dana Point (\$9,250), 4th of July (\$300), New budget request for Jan. 6 of \$15,120(with removal of Espresso) for 2007 Annual Banquet.

Discussion of band and music for the Gala. **MSP**

Sponsor Liaison: No Report

Tech Session: Scheduled for May 20 instead of May 17.

Time Trial: Streets of Willow, next event June 2 and 3 at Buttonwillow.

Timing: No Report

Tours: Report from Keith, \$100 raised for charity. Budget requested for \$300 for Cayenne tour.

Approved for \$200. **MSP**

Vintage Racing: No Report

Web Team: Discussion of backup Webmaster when Tom Brown is absent.

Witness Editor: Editor will be on vacation from May 7-20.

Witness Business: Report on past due account reconciliations presented by Bob McLaughlin. Review of billing process procedures.

Witness Sales: Kudos for Gary Peterson and Bob McLaughlin.

New Business: Reminder of Spa Day event. Chris Huck requested roster for Pioneer Centres part department use, **denied**.

Old Business: None

Adjournment: 9:30 PM

Next Meeting: Hoffman house.



FIRST IMPRESSIONS

by Tom Brown

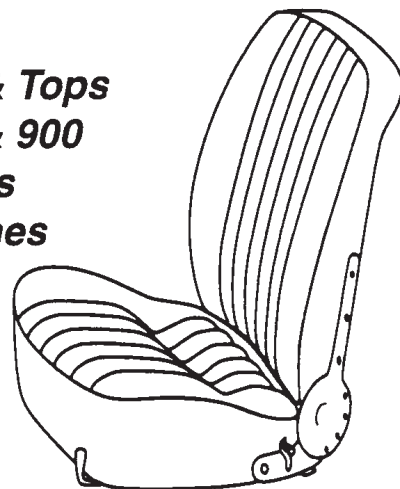


This month's cover shot comes from June 1978. Apparently it is a Porsche commemorative stamp from Paraguay, though nothing more is said about it. As interesting as that might be, what I found most entertaining about this issue was an article by Margie Smith-Haas, describing her first racing school. She had been Time Trialing with PCA for 5 years when she decided it was time to try wheel-to-wheel racing. She enrolled in an SCCA Driver's School at Riverside International raceway and proceed to earn her racing permit in only one weekend, an unusually fast achievement. Margie would go on to be quite the local racing success. She was the only woman to drive in the 24 hours of Le Mans in 1984 & 1985. She also went on to be the only woman to win a North American professional road racing championship.



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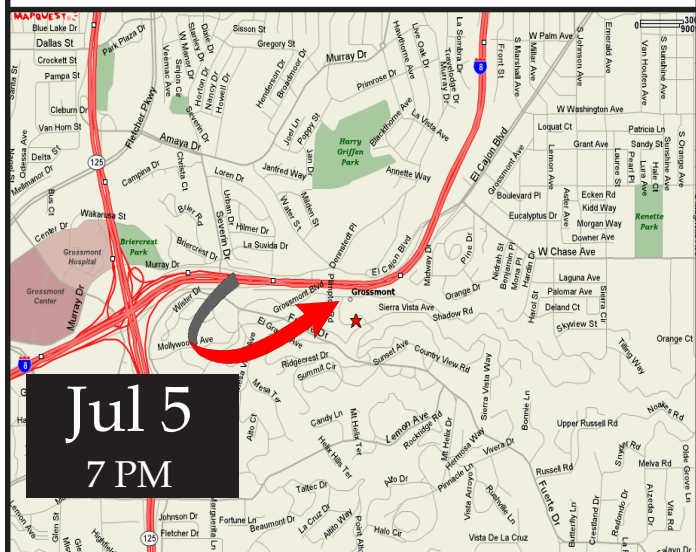


**1236 "B" Simpson Way
Escondido, CA 92029
(760) 737-3565 (760) 735-9909 (fax)**

Monthly Meeting

Location: Allen Home 9840 Grosalia Ave, La Mesa
619-462-5785 allenbe@cox.net

Directions: I-8 to Fuerte/Severin Exit
South onto Fuerte
Left on Grossmont
Right on Grossmont Summit
Right on Grosalia



PCASDR AUTOCROSS QUALCOMM-WEST LOT

Monday June 19 (Must show proof of membership)

Stadium Schedule

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

Autocross

Curt Yaws
Charles Sharp
David Kochanek

Time Trial

Jack Miller
Robert Baizer
Mike Dougherty

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

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

Stadium Policy

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

Check www.PCASDR.org website for complete rules

Driving Event Calendar

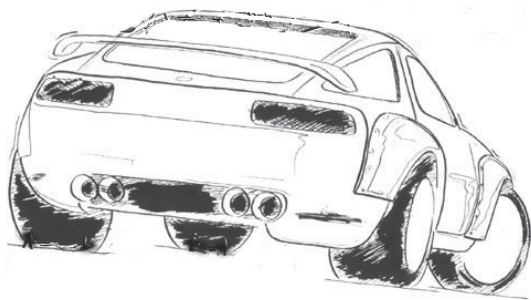
Jun 3-4	Zone 8 Time Trial	Buttonwillow
Jun 19	Autocross	West Lot (Monday)
		No Points
July 1	Autocross	SE Lot
July 15	Autocross	West Lot
July 16	QDE	West Lot
Sep 30-1	Zone 8 Time Trial	Spring Mountain

Classified Ad Policies

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

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

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



Commercial Ads

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

Ad includes free banner ad & link from our website:

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

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

Business Manager
Royce-Ann Myrick
619.475.1199

WitnessBusiness@pcasdr.org
Imperial Beach, CA 91932

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

Editor@pcasdr.org

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Greg Phillips, Editor

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