

# WINDBLOWN WITNESS



July 2006





## When was the last time your stomach visited your throat?

Take a look and you see the widest new 911 yet. The effect is pure muscle. Get behind the wheel and it gets even better. Porsche all-wheel drive takes agility to new levels. You have to experience it to believe it. The best news is it just takes a visit for that to be arranged.

## The all-new 911 Turbo.

### Pioneer Porsche

858.695.3000  
9020 Miramar Rd  
San Diego, CA 92126  
pioneerporsche.com  
7:30-6:30  
Sat 10-7 Sun 11-5



PORSCHE



# WINDBLOWN WITNESS

Porsche Club of America, San Diego Region

Volume XLVII No.7

## Editor

Greg Phillips [editor@pcasdr.org](mailto:editor@pcasdr.org)  
707 Palm Ave., Imperial Beach, 91932  
619.429-7700 619.429.7703 (fax)

## Assistant Editor

Martha McGowan

## Photo Editors

Ted Witte Paul Silver

## Writers

Greg Phillips John Straub  
Martha McGowan Paul Silver  
Ted Myrus Margi Knight  
Jan Mellinger

## Photographers & Artwork

Greg Phillips Ted & JonWitte  
Paul Silver Ted Myrus  
Eleanor Myrus

## Advertising [witnessads@pcasdr.org](mailto:witnessads@pcasdr.org)

Gary Peterson 858.535.1800, Ext. 118  
Chris Huck 760.731.2503  
Bruce Gardner 760.207.4972

## Billing [WitnessBusiness@pcasdr.org](mailto:WitnessBusiness@pcasdr.org)

Royce Ann Myrick 619.475.1199

## Printing

Vanard Lithographics 619.291.5571

## Proofreading

Margi Knight



## C O N T E N T S

### Inside this issue



Buttonwillow TT  
(page 9)



Mystery Weekend  
(Page 18)



Fallbrook Nights  
(Page 26)



Torrey Pines  
(Page 42)

### Features

- 9 Buttonwillow Time Trial
- 18 Mystery Weekend
- 23 I Learned ABOUT Racing From That
- 26 Fallbrook Hot Summer Night
- 38 BumperDoc Tech Session
- 42 Torrey Pines Revisited
- 45 Last Tuesday Social
- 52 Targa Florio Anniversary

### Coming Events

- 6 SDR Last Tuesday Social
- 6 SDR Progressive Dinner
- 7 SDR 356 Concours & Pageant of the Masters Weekend
- 11 SDR 4th of July BBQ & Pool Party
- 31 SBR Tour to Portland Parade
- 35 SDR Tech Session at Pioneer Centres
- 48 CCCR Concours at the Coast
- 59 Monthly Board Meeting Map
- 63 SDR Track Events

### Departments

- 2 SDR Board of Directors & Chairs
- 3 Calendar
- 4 At the Wheel -SDR President
- 5 Up Front- Editor
- 37 SDR Archives
- 46 Welcome Mat
- 47 Anniversaries
- 50 Tech Quiz
- 58 Board Minutes
- 59 First Impressions
- 60 Classified Ads
- 64 Ad Rates, Classifieds Policy
- 64 Advertisers Index

The *Windblown Witness* (U.S.P.S. 361-790) is the official publication of the Porsche Club of America San Diego Region, Inc. and is published monthly. \$14 of each member's annual dues is for a subscription to the newsletter. Copies are also available by subscription to non-region members at \$36 per year (Continental US). Any statement appearing in the *Windblown Witness* is that of the author, and does not constitute an opinion of the Porsche Club of America, the San Diego Region, Inc., its Board of Directors, the *Windblown Witness* editors or its staff. The editorial staff reserves the right to edit all material submitted for publication. © 2006 by the Porsche Club of America, San Diego Region, Inc. All rights reserved. Permission is given to chartered regions of PCA to reprint articles in their newsletter if credit is given to the author and the *Windblown Witness*. Office of publication: 4423 Date Ave., La Mesa, CA 91941. Periodicals postage paid at La Mesa, CA and at additional mailing offices.

POSTMASTER: Send address changes to PCA Executive Office, P.O. Box 5900, Springfield, VA 22150-5900.

# 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>

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](mailto:emaster@pcasdr.org)

## 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, 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	<del>SDR Tech Session</del> - Cancelled
23	Sun	SDR Cayenne Tour (page 22)
25	Tue	SDR Last Tuesday Social (page 6)

## August

2	Wed	SDR Monthly Meeting, Dente Home (page 59)
4/5	F/Sat	Z8 Rally to the Parade (page 30)
6/11	S/Fri	PCA Porsche Parade
16	Wed	SDR Tech Session, Pioneer Porsche (page 35)
18/20	F/Sun	Monterey Historics
19	Sat	SDR Autocross, Qualcomm West Lot (page 63)
26	Sat	SDR Social, Progressive Dinner (page 6)
29	Tue	SDR Last Tuesday Social

## September

6	Wed	SDR Monthly Meeting, Brown Home
9	Sat	SDR Volunteer Appreciation Party
9/10	S/Sun	Ventura Show (page 11)
10	Sun	Z8 Concours, Santa Barbara Region
16	Sat	SDR Autocross, Qualcomm West Lot (page 63)
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
13-15	F/Sun	SDR Performance Driving School (page 63)
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
10	Fri	SDR Autocross, Qualcomm West Lot (page 63)
11	Sat	Z8 Presidents meeting
12	Sun	Z8 Rally, Orange Coast Region
15	Wed	SDR Tech Session
17/19	F/Sun	Palm Springs Revival
24	Fri	SDR DE, Qualcomm West Lot (page 63)
25	Sat	SDR Autocross, Qualcomm West Lot (page 63)
28	Tue	SDR Last Tuesday Social

## December

6	Wed	SDR Montly Meeting
16	Sat	SDR Autocross, Qualcomm West Lot (page 63)
20	Wed	SDR Tech Session
26	Tue	SDR Last Tuesday Social

# Parade Portland

## Portland, Oregon; Aug. 6-11, 2006



# AT THE WHEEL

*by Margi Knight, President*



On December 26, 1957, Porsche Club of America issued the Charter for the San Diego Region, thus creating PCASDR. We will be celebrating our 50<sup>th</sup> anniversary next year and a select committee, consisting of Tami Ibbetson, Tom Brown and John Straub, has volunteered to begin the planning of a year long celebration. They will work closely with the Parade 2007 Chairs, Ruth & Paul Young, to coordinate activities. Get ready for a fun and busy year!

The celebration will kick off on January 6, 2007 at our Annual Banquet. This will be an exciting and challenging year with our 50<sup>th</sup> Anniversary and the San Diego Parade. We are looking for members to give us a hand in offering ideas to enhance a grand year of celebration and camaraderie. Contact one of the 50<sup>th</sup> Anniversary Committee Chairs, or me, if you have the desire to help in making 2007 a year the Club will never forget!!

The Nominating Committee for the annual election has completed their work and will be announcing board of director candidates at the July Board meeting. We have a great group of candidates offering their time to work for the Club. Ballots will be mailed some time in September and the winners announced in October. Do not forget to cast your ballot. Each primary and secondary member will be able to vote for four candidates. Look for the candidate biographies in the August Witness.

We have over 60 PCASDR members attending the Portland Parade. We are all looking forward to the many activities planned this year. I am told that the hotels are all booked but there may still be room for a few who would like to come and observe the festivities.

I will be having a PCASDR reception on Wednesday, August 9 at the Parade. More information will be sent to the attendees as we approach the date.

I am writing this mid-June and so far we have already had three events. The TT Chairs put on another exciting and hot event at the Buttonwillow track. The Hot Summer Nights in Fallbrook had an amazing turnout with 30 cars braving the horrendous traffic. The club was recognized for Best Car Club and for Best Sports Car for a Carrera GT. One of our new members, Karen Kelly, won the raffle drawing. The Spa Day turned out to be wonderful thanks to the preparation and planning of Denise Dente. Alan Johnson indulged us with a great presentation that provided me with new information about the racing history of Southern California.

The Time Trial Committee is recognized as the volunteer group of the month. We express thanks to Jack Miller, Robert Baizer, Mike Dougherty and Kary Clements who work very hard to put on time trials for the Region and Zone 8. Jack has been doing this for a long time and I am not sure we could do this without him. The attendance at Time Trials has been down a little from last year and so I encourage all of you who have the skills to sign up for a TT and see what a fine job this group of volunteers is doing.





# UP FRONT



(WHERE THE ENGINE BELONGS)



Each month I have good intentions about getting the issue out early, but procrastination is a very hard habit to break. So I am near the end of June putting my column together to finish up the July issue. That means the year is past half way, and I need to start looking for another editor for next year. If you have computer or organizational skills or just an interest in helping out the San Diego Region let me or another board member know (editor@pcasdr.org).


The good news for next month is that it looks slightly less busy. The time trial series will be taking a short break for the hottest summer months before we go off to the new Spring Mountain track at Pahrump, Nevada at the end of September. Start planning now as it will be another great event.

Our local stadium series will be picking up some of the slack. We just found out our stadium dates for the rest of the year and with increasing competition for fall weekends with the Chargers and Aztecs, we have become a bit more creative in our planning. Check out the schedule on page 63 and you will see that we will have our Performance Driving School in mid-October 13-15, but in November we will have two events over Thanksgiving weekend, with a DE on Friday and an autocross on Saturday. The autocross team also just finished a very successful event this past Monday in conjunction with the BMW Club and will be looking for other possible weekday events in the future. Check the website regularly for updates.

I will also be using some of the summer break to get my new track ready. Yes it is another 928. I picked it up in Las Vegas 2 weeks ago and then took it up to Palomar with the Father's Day tour to do a back roads test. It had already passed the freeway test on the drive from Las Vegas. It is a 1985 928S with a 1987 S4 motor, big Red brakes, Koni shocks and Hypercoil springs, 993 wheels, RA1 tires, custom exhaust with crossover, Sparco seats, MOMO steering wheel and a mostly gutted interior to get the weight under 3000

pounds! So with more power and less weight, I am hopeful of some faster times, although it looks like it will be a JI car rather than JP (but at least Otto Obrist is not in JI ;^)

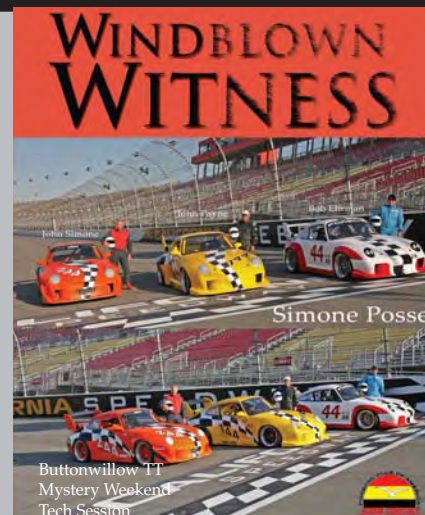
Otto was once again the JP winner at Buttonwillow this year. Although he had a few Cayenne moments in practice sessions, during timed runs he was fast and clean. I am sure I would have picked up another 5 seconds to challenge him had my wheel bearings not decide to quit working on Sunday morning (NOT). Jim Copp also brought a new car to Buttonwillow, but Bill Dawsons' Turbo was still the car that no one could beat (yet). But everyone will be looking to get him at Spring Mountain.

My weeeeknd was busy with getting this issue out, along with a couple of Padres games (both losses) and it was also a busy weekend of racing on TV. Besides the F1 win by Alonso in Canada, Jeff Gordon was road racing at Sears Point witht the good old boys, IRL was in Richmond, VA, Champ Car was in Cleveland and Grand Am was at Mid-Ohio! Thank God for DVR. 

## ON THE COVER

*This month's cover was shot by Chris Huck at California Speedway of the John Simone Posse which includes John, John Payne and Bob Ehrman. They were the winners of the cover auction at the Installation Dinner.*

Greg



July 2006

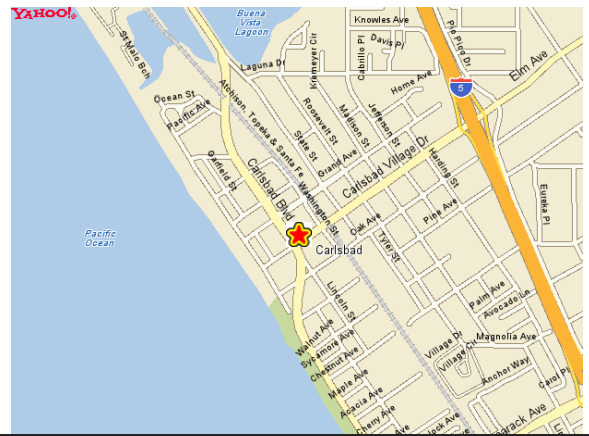
# July Last Tuesday Social

## July 25, 2006 at 6:00pm



Coyote Bar and Grill  
300 Carlsbad Village Drive  
Carlsbad, CA 92008  
(760) 729-4695

At the corner of Carlsbad Village Dr. and Carlsbad Blvd.  
Take I-5 to Carlsbad Village Blvd. and head west!

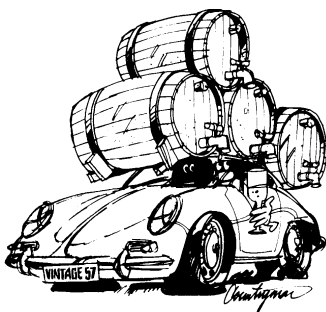


For info contact Kathy Alnwick  
(619) 229-1515, [imthekaps@yahoo.com](mailto:imthekaps@yahoo.com)



Progressive Dinner 2006 is coming!!

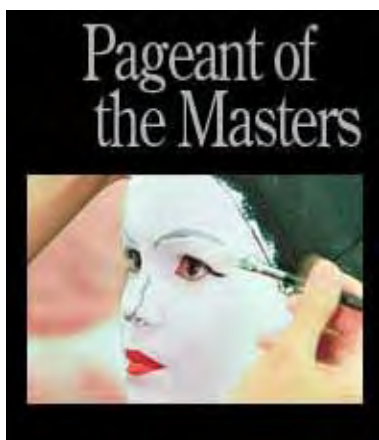
Saturday August 26, 2006



Save the date!



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



## 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](mailto:Imthekaps@yahoo.com)



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



# Buttonwillow Time Trial Dusted by the Turbos



Text & Photos by Greg Phillips

So far this year we have had good luck with our weather, but not great luck. We were hoping that an early June date for Buttonwillow would give us warm but not hot spring weather for the Central Valley. A week earlier that was the weather at Buttonwillow with highs in the low 80s. But when we arrived, it was now in the 90s, better than the triple digits they will see later in the summer, but still warm when you are in a car at the track.

The drive up was uneventful, although I had gotten a late start as my battery was low from sitting between events and while I was gone on my Alaska cruise. I had planned to caravan up with the Duncans, Bill Ibbetson and Steve Grosekemper. But they were making such good time I still had not caught up with them by the time I stopped for gas off of Sunset in LA. Unfortunately, when they stopped for lunch in Santa Clarita, I missed the phone call and went right on by. I did see

several other trailers headed north including Jae Lee, Randy Blaesi and Bill Behun. After my lunch stop, I hooked up with Hector Wilbur's 911 and followed him into Buttonwillow and the motel. Most of the trailers arrived soon after and we then headed off to the track to unload and where I also did my tech inspection.

The karma started out poorly as after the BMW club was done for the day on Friday, Jack Miller was checking out the new section of the track in his car when he felt an odd vibration. It felt like a flat tire but on closer inspection he had broken his front hub and his car was done for the weekend as we loaded it back on the trailer.

After loading Jack's car, we headed back to the motel to clean up and then it was off to the Willow Ranch for dinner. The ribs and tri-tip are great and were washed down with plenty of beer as we were walking back to



*At the Willow Ranch- John Kinkaid, Steve Grosekemper & Hector Wilbur*



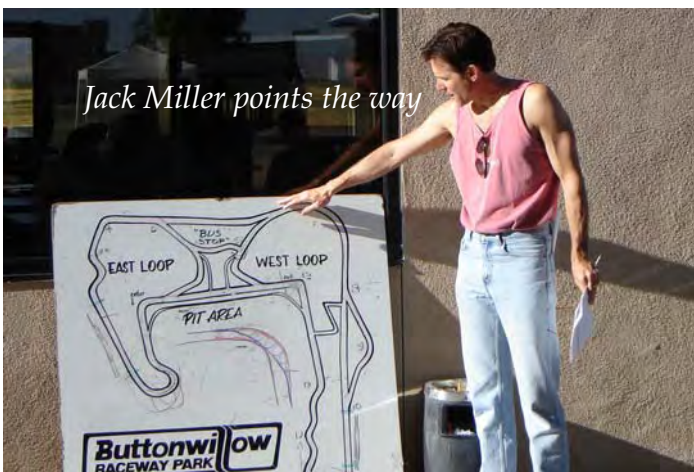
*Round table discussions at Willow Ranch*

the motels. Robert Baizer was handling registration, along with dinner, and the paperwork was soon done. After dinner, I headed back to the Motel 6 as I had waited too long and missed out on the Willow Inn & Suites. But it was off to bed early to get an early start to our track days.



*Drivers Meeting*

Saturday morning it was off to the track after a quick breakfast at Mickey D's. The weather was clear and warming up quickly. I had already unloaded most of the car, but still had to get ready with putting on my numbers, cleaning the windshield, checking oil and tire pressures and getting the Cool Shirt system ready. I had already filled the ice chest at the motel, but I needed to set it up and run the lines and power cord. But when I went to check it, I plugged the hoses into my shirt and was dismayed to find a steady leak around the hoses. It turned out the O-ring was missing from the connector. Steve Grosekemper looked into his bag of tricks and supplies and came up with 2 new connectors and they were quickly plugged into my shirt and I was back in the cool business. Thanks Steve!



*Jack Miller points the way*

Soon it was time for our drivers' meeting and we headed over to let Jack Miller fill us in on the track. Although we were going to be running the same direction as in the past, we would be using the new corner option at the On-Ramp. He reviewed the run groups and schedules and then the passing zones and flags before pairing up the students and instructors. My student was Jim Hicks who was here for his first track event with his FI "924S". OK, it looked like a 924S until you opened the hood and saw the 968 motor and saw the 6-speeds on the shifter knob!



*928 Still has it's bearings*

Red run group was out first so I had a little more time to finish getting ready and adjusting the passenger harness on my car and then on Jim's car.

Soon it was time for my group and we headed out. After a couple of yellow flag laps we started picking up the pace some. I am still trying to gauge how long my Toyo RA1s will last so I started the weekend on some practice tires with Pirelli PZero Corsas in 265/36/18 in the back and the 245/45/16 Hankook Z212 street tires in the front. The balance was good although the overall grip was not like the Toyos. My times were down to about 2:26 at the end of the session.

At the checkered flag we came in and switched over to Jim's car. He was running on Toyos and after his yellow flag laps started slowly picking up the pace. He had plenty of power but was still working on refining his line through the rest of the session. After the session, we went over the session and set some goals for our next session. After that, it was time to take in and then relieve some fluids before my run group was up again.

The track was still relatively cool and I was pushing a little more as I began to remember the track better. After our warm-up lap, we are just over 100 mph at the end of the front straight and begin braking for Sunrise corner. This is faster than it appears and I will spend



# America's Premier All-Porsche Event! PRESENTED BY THE VENTURA SHOW all PORSCHEs invited

September 9 & 10, 2006

Mid Engine

**Mania**  
on Main Street

**7 WORLD CLASS EVENTS**

AMERICA'S LARGEST PORSCHE ONLY INDUSTRY SHOW

INTERNATIONAL LITERATURE/TOY/MOBILIA MEET

PEOPLE'S CHOICE CONCOURS

PCA ZONE 8 JUDGED CONCOURS

FOR SALE CORRAL

HUGE SUNDAY SWAP MEET

**Come Celebrate  
MID-ENGINE  
MANIA!**

Special Main Street parking  
Saturday awards ceremony

**SEASIDE PARK**

10 W. HARBOR BLVD.,  
VENTURA, CALIFORNIA

**TICKETS \$10  
@ THE GATE**

• KIDS UNDER 16 FREE  
• OPEN 8 AM EACH DAY

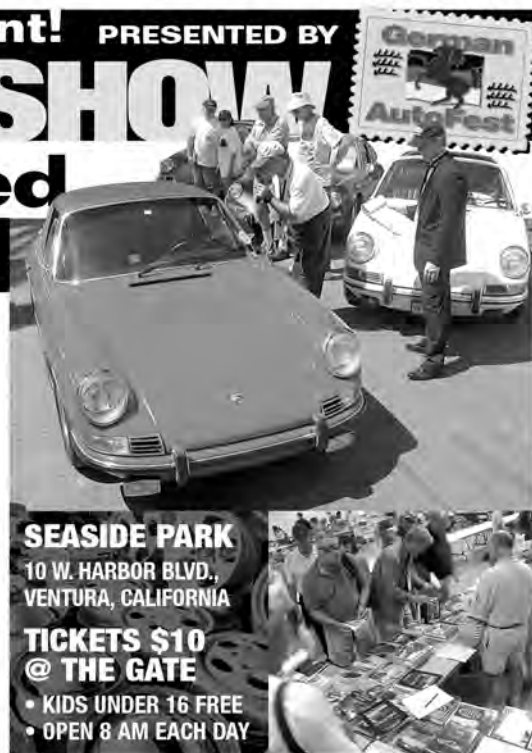
**EVENT ENTRY & EXHIBITOR INFO:**

Voice 661-296-6545 Fax 661-263-0431

Email: [info@german-autofest.com](mailto:info@german-autofest.com)

Please visit our Web site for all  
information and entry forms.

**WWW.  
TheVenturaShow  
.com**



## 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)

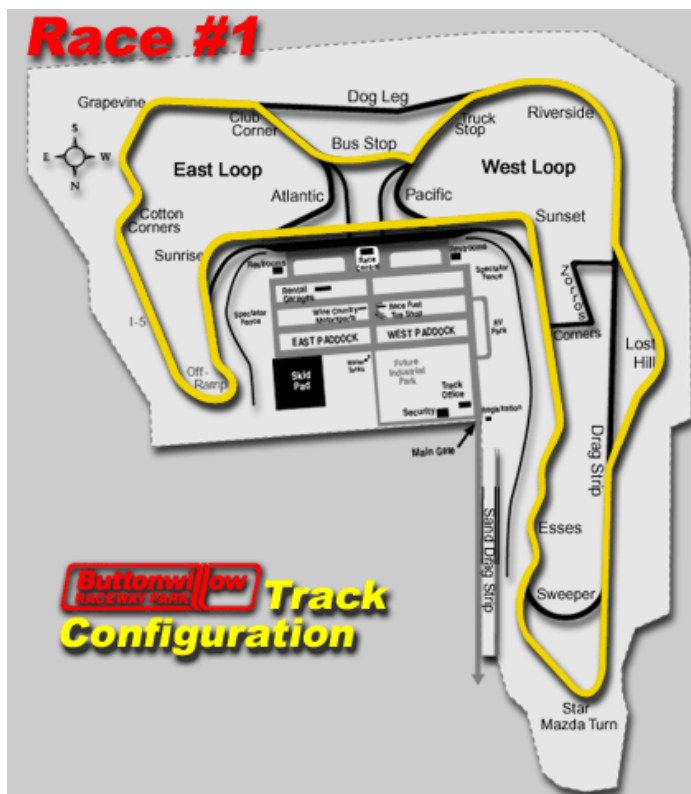
much of the weekend trying not to brake too hard and use the generous trackout area to carry speed down the short straight before braking for the new Off-Ramp corner. This corner was wider and faster on entrance, but needed a very late apex to carry speed onto the I-5 straight and seemed overall a bit slower lap times compared to the old corner.

Now you are accelerating down I-5 before hard braking for the Cotton Corners, a right-left-right combination over a small hill and then into a 90 degree right at Grapevine with a short straight before turning right into Club Corner and then a gentle left before braking into the Bus Stop corner and a harder left there. You needed to use all the trackout (and some used more) and then continue accelerating past Truck Stop and into the Riverside sweeper. This is a fun sweeper, with a slight decreasing radius. The trick is to carry as much speed as possible without going too wide on the exit as you need to get back over to the right side of the track to set up for the entrance to Lost Hill.



*Kary Clements MI winner*

This is another fun corner as you accelerate up the hill before braking and setting up for your apex at the top of the hill and then fly over the back side and down the hill hitting the left side of the track as you accelerate onto the Drag Strip straight. At the end of the straight, it is back on the brakes hard and down 2 gears for me



before turning in late for the Star Mazda corner which is very tight on entrance but then opens up on the exit as you accelerate into the Esses. This is a set of linked corners where there is a lot of speed if you hit it right, but easy to get wrong. I had hoped to be able to accelerate all the way through, but never did make it. You accelerate hard out of the last of the Esses and track out on the right and onto another short straight leading into the Sunset corner. As much as Sunrise seems slower than it really is, Sunset seems faster than it really is! Lots of

drivers carried too much speed or turned in too early and ran out of pavement and joined the Cayenne Off-road Club here.

The good news is that it is fairly flat and has a lot of runoff room. The bad news is that this time of the year it is full of dust that gets all over and into your car. The other problem is that your instinct is to try and save it after dropping a wheel or two off and then looping it back across the track into traffic and then the pit wall. Thankfully no one made it that far! But at least one 944 Turbo had a long lurid slide down the front straight for traffic to dodge.



*Jae Lee- He's back!!*

Assuming you made it through Sunset, it was back on the throttle and down the front straight heading back for Sunrise and another lap is done. In this session, I



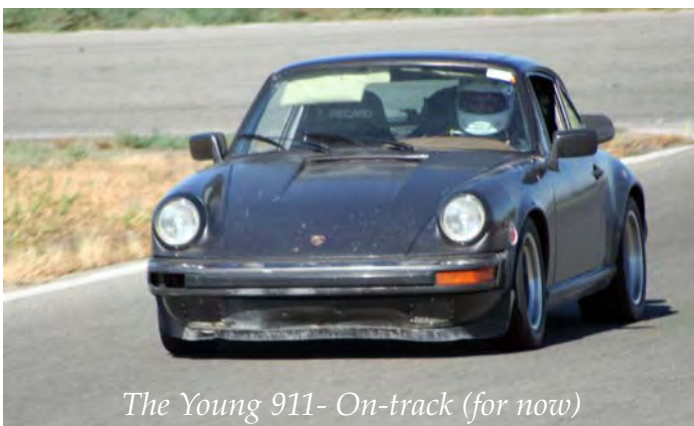


*Steve Grosekemper doing a 911 thing*

was able to drop down slightly and my best lap was a 2:24.

After my session, it was back into Jim's 924S+. The session started well but as we came around the Grapevine he felt it was down on power and when he checked his gauges the oil pressure was low and he pulled it off the track onto the Dog Leg section and shut it down. We waited until the end of the session when the tow truck arrived and pulled us back to the pits. When he checked his oil level it was low, but after topping it off when he turned the engine over again it made unhappy noises and he shut it off and he was done for the weekend. Bill Behun was kind enough to put Jim's car on his trailer and would then drive his 911 back to San Diego. Thanks Bill!

The rest of the day went quickly, but my times did not change much as the weather heated up more and the track lost grip and the engine horsepower in the heat of the day. I was able to keep my car clean, but several drivers were in need of dusting out their cars throughout the day. Paul (Off-Road) Young started an unfortunate trend when he went off at Star Mazda in his IS 911 on the first laps of the first session. Paul Jr. did not want to feel left out and so he ended up in the dirt a few times through the weekend. Another father-son shared car had Charles and Greg Sharp in their 944 Spec car that found both of them in the dirt at different times over the weekend. And I guess I should mention



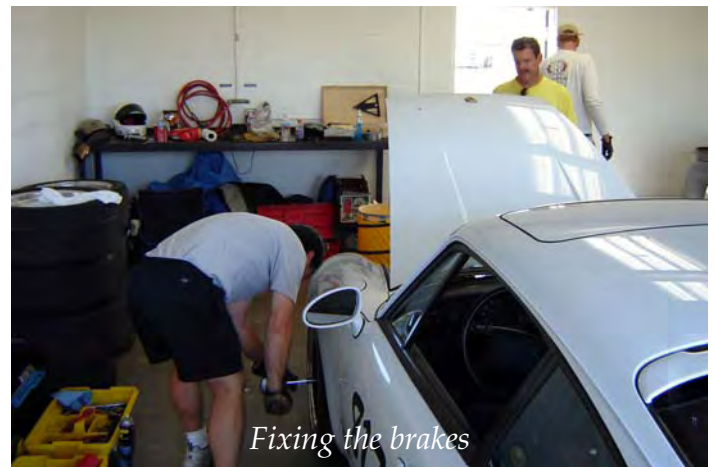
*The Young 911- On-track (for now)*

the other father-son team of Jim & Jad Duncan in their KP 944 Turbo S that they each put out in the dirt to send some smoke signals back to the pits. Jad was unfortunate to have his off in front of Curt Anderson's AM 911 who had his video running. Check out the Forum for the full details and video! Otto Obrist was not sharing his JP 944 Turbo, so he had to do all the dirty work himself, one of which I was able to get pictures of.



*Otto Obrist in Cayenne mode*

At the end of the day, I looked at my brake pads and they looked thin. Steve was kind enough to check them and then swap them out for a newer set of pads on the front. Although I was not completely down to the backing plate, it was close. Jeff Schmidt also needed new front pad service from Steve before we packed it up and headed back. Thanks again Steve!



*Fixing the brakes*

After cleaning up at the motel it was time for dinner. It was back to the Willow Ranch for more barbecue and beef and the beers to help wash it down. Somehow I was tired by the end of it all and was happy to get some rest before another early day on Sunday. After a quick breakfast, it was back to the track.

I figured that my Toyos would last through Sunday so I put them on while the Red run group was out. With 275s in the rear and 255s up front, I not only had



*Cooling off at the end of the day (Gail Dana photo)*

stickier tires, but now also wider. Grip is good! My first laps in the morning were now 5 seconds quicker and I was down into the 2:19s. My next session was even better and now I was down to 2:18.3. But I felt a worsening vibration in the steering when I was turning left. I had initially thought it was due to tires, but with the new tires it was worse and, after the second session, Steve checked the front bearings and I got the bad word; they were going out and the 928 was through at the track. We discussed options and Jad was kind enough to offer to trailer my car back to San Diego. I was initially going to drive his 944 Turbo (without AC) back, but his race seat does not fit my physique! Jim Duncan volunteered to drive it while I rested as a passenger in the air-conditioned X5. It turns out I was not alone with bearings as David Gardner's car also had problems and Glenn Marlin was kind enough to trailer David's car. Thanks Jad, Jim and Glenn! It is this kind of help and support that makes a track weekend with PCASDR even more enjoyable.

Since I was not driving, I now had more time to do some photography and even get some pictures of my run group. Just wait for the smoke and click away. During lunch we had another short drivers' meeting to cover the timing procedures and then the last practice sessions were combined from 3 down to 2 groups and then the timed laps were started. The fastest cars were

lined up first and it was no surprise when Bill Dawson's AR1 Turbo headed out and dropped the fastest time at 2:01.8. Although there had been some faster practice laps, this was very quick for the heat of the day in timed runs. The rest of AR1 was not far behind as Jim Copp's new car was next at 2:03.8, Roland Schmidt at 2:05 and then Bob Ehrman at 2:06.2. Kary Clement's MI 993 was next at 2:07 and then Jae Lee came back from a long layoff and ran in AR2 to stay out of the AR1 season standings and turned a 2:07.7. Next were a couple of the OC AM boys with John Risvold taking class honors with a 2:08 and then Curt Anderson's "zero point upgrades" car turned a 2:09.7. Robert Baizer's NP Turbo was next at 2:10.4 and Jad Duncan took KP honors and the final Top Ten spot in the "Death Star" 944 Turbo.

The rest of KP was not far back as Martin Reinhardt's C2 turned a 2:12.1 and Bill Ibbetson's 968 a 2:13.7 and then Jim Duncan at 2:19.4. In JP Otto Obrist led the way with a 2:13.4. In IS Paul Young beat Paul Jr., 2:20.1 to 2:22.9 and then Bill Behun at 2:30.1. In FI Jan Mellinger outran Randy Blaesi 2:32.47 to 2:40.7 and in GP Charlie Wolk's 911 nipped Jeffery Hollander's 914-6 2:30.9 to 2:31.4! In HI, David Quesnel's 911 was on top at 2:12.6 and then Steve Grosekemper at 2:15.6 and then Hector Wilbur's 911SC at 2:20.72. In the 944 Spec class, the son was winning again as Greg Sharp's 2:22.1 beat Charles at 2:23.3 and then John Kinkaid at 2:28.4.

After the end of timed runs, everyone quickly packed up their cars and trailers and headed back home to San Diego. It was a cooler ride for me in the BMW this time. But the next time trial event will be at the new Spring Mountain track in Pahrump, Nevada September 30 and October 1. Start planning now as it will be another great PCASDR production, directed by Jack Miller!



*The Sharp 944- Mostly On-track*



*Roland Schmidt at the checkered flag*





*Martin Reinhardt & Otto Obrist*



*John Risvold- AM winner*



*Robert Baizer*



*David Quesnel HI winner*



*Curt & Dan in the garage*



*Bob Ehrman with Jim Copp in pursuit*



*Drivers Meeting #2*







# Mystery Weekend Tour

## May 6 and 7, 2006



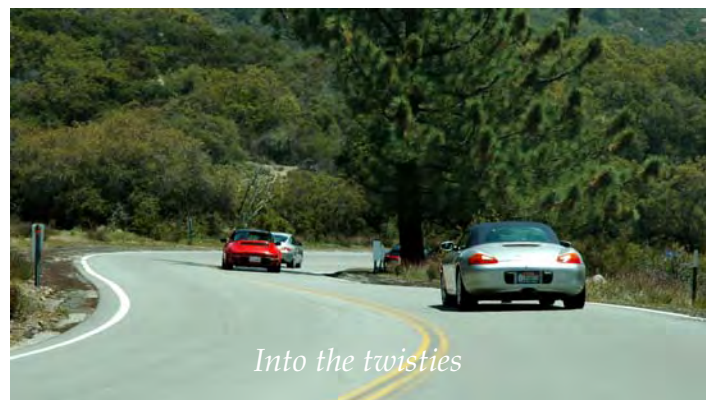
By Jan Mellinger  
Photos by Paul Silver & Eleanor Myrus

Most mysteries begin with “it was a dark and stormy night.” The Porsche Club Mystery Weekend began on a bright and shiny spring morning at North County Fair. Thirty adventurous souls put their trust into the leadership of Paul Davis and Kathy Alnwick to lead them on a bold trip of discovery. Before we left, we all guessed where we were going and what time we would arrive.

We drove north on Highway 15 until we turned east at Highway 79. As we drove along we were challenged by the Mysteries of the Road game, an exercise in deciphering clues with ties to landmarks we passed.



*Kathy Alnwick & Paul Davis-  
Mysterious leaders*



Our first stop was at Cahuilla Creek Casino where everyone was given two rolls of pennies. We had an hour to gamble and the person who came away with the most money from their original \$1.00 would win a prize. We continued on the back roads way to Palm Springs but took a left instead of continuing down the





*Lunch stop at Idyllwild*

Palms to Pines highway. We drove through beautiful mountain ranches and wound our way up to the picturesque town of Idyllwild. This was to be our lunch stop. We had some time to browse in the local shops, and then we gathered for an elegant lunch at Restaurant Gastronomer where we had a choice of many lovely entrees. After lunch we posed for a group photo at the large totem pole in the middle of town.



*Family Classic Motorcars*

We headed west down the mountain (a REALLY fun road) into Hemet and continued west, finally landing on the Ortega Highway. This is another good driver road if you can get there when there is not a lot of traffic. We ended up in San Juan Capistrano at Family Classic Motorcars for a drooling session at the many classic cars that they had on display.

It was getting to be around 4:00 pm and the group was anxious to learn our destination. We rolled into the



*Dana Point Yacht Club*

lot at the Dana Point Marina Inn and checked into our lovely harbor view accommodations. After a snooze or happy hour, we met to walk to dinner at the breathtaking Dana Point Yacht Club. There is a buffet and you may choose your meat to barbecue yourself on the deck. Our group settled in to the center of the club where the decibel level increased throughout the evening. We had all been told to bring a wrapped white elephant gift and a spirited exchange with many thefts and covert deals brought hilarity to the group. We walked back to the hotel around 10:30 and gratefully turned in.

Brunch was also at the Yacht Club where we gathered to receive awards and say good-bye. Cecelia Knauf had guessed that our final destination was going to be Laguna Niguel so she received the destination award. Kathy Alnwick won \$6.01 from her original dollar at the casino and took home that prize. The Mysteries of the Road game was won by Jan Mellinger and Randy Blaes tied with Vince and Cecelia Knauf.

A lovely final touch was numerous raffle prizes which allowed almost everyone to win something. Paul and Kathy did a wonderful job planning and keeping secret this fun event. Fortunately, this mystery weekend had a happy ending.



*Vince with his Bass*



*Smile for the camera*





*Mysterious table*



*Some people are already in their rooms*



*Happy table*



*Puckered up*



*Everyone is a winner (?)*



*Kathy & Paul*



*Rikki checking her score*



*Dick & Rikki Schroeder & Kathy*

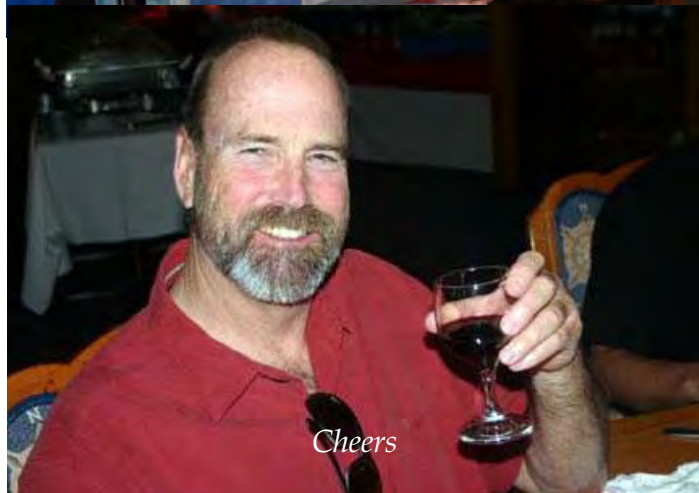




Table



Charlie Wolk with his prize




Cheers



Vince & Cecelia

# **SPEEDZONE**

## **PAINT+BODYWORKS**



**SPECIALIZING  
IN QUALITY PAINT AND BODY  
FOR YOUR GERMAN AUTOMOBILE**

» EXPERT COLOR MATCHING AND DENT REPAIR  
» SATISFACTION GUARANTEED

**www.speedzonepaint.com**  
9962 Prospect Ave. Unit A • Santee, Ca. 92071  
T: 619.596.9663 • brad@speedzonepaint.com

**We specialize in fine European cars; Porsche, BMW, Benz, Audi, Ferrari & Rover - consider us not only for maintenance and upgrades to your daily driver but also for your custom projects.**

*We offer:*

- Major mechanical & repair work
- Tuning & fabrication
- Performance enhancing Tune-ups
- Car collection end to end services
- Built to order 1955 Porsche Vintage Spyder 550 replicas





# **EXTREME**

**MOTORSPORTS SD**

**Experts in Performance, Service, Repair & Tuning**

**Expertise - Integrity**

**7926 Raytheon Road • Kearny Mesa  
858-278-3988 • ExtremeMS.com**



# 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 \_\_\_\_\_

# I Learned About Racing From That



By Ted Myrus  
Photos by Ted Myrus,  
Greg Phillips & Curt Anderson

O.K. You pilots will recognize the take off (no pun intended) of the title. Contributory articles in *Flying Magazine* are often titled "I Learned about Flying from That." Or this could be titled Pretty 356 to Pretty Ugly 356 to Pretty 356.

The last race of the Historic Sports Racing West season was the Inaugural Palm Springs Revival on November 18-20, 2005. My 356 was running exceptionally well that weekend. However, Saturday afternoon during the qualifying race, the car spit out a spark plug. Not a new problem, as I had incurred the same failure at California Speedway. Seems the thread insert blows out of the head. With some borrowed tools and parts from Don Clark, I was able to cobble it together for the race on Sunday. Doing well and running strong I made a critical mistake. I passed a 911 on the inside of

the first turn after the long straight, instead of bidding my time and taking him on the exit. Upon relinquishing the proper line, I went into the turn too fast, got sideways, caught a wheel in soft dirt and rolled the car 2 ½ times. I knew I was in trouble as the car got light and I thought it's going to go over. It did, but it didn't stop once. We went another 1- 1/2 times! I had "both feet in" but that's pointless when the wheels are facing the



*Getting back on its wheels*



*Palm Springs roll*

sky! As the car came to a stop, I turned the fuel pump and ignition switches off. The race was a red flag finish as there were only a couple of laps left. My car suffered severe body damage. There wasn't a straight panel left on it. The roof was rectangular, conforming to the shape of the roll cage. The emergency workers winched my car onto a rollback and then slid it into my trailer.





The ride home was long. I had frightened my bride of many decades and she was understandably quiet. She did ask if I had had enough and was I going to buy a 911. She routinely asks this question when my yellow baby breaks.

At home, I off-loaded the car, checked the oil and attempted to start it. It fired right off so I drove it back and forth in the driveway. Had all its gears but, of course, with the fenders wrapped around the tires, it didn't steer well. I took it to have the chassis checked out. They took exacting vertical and diagonal measurements, as well as corner weights, and found it to be within specification. A testament to Porsche's durability. Again my mate asked, what now? My reply was I wrecked it and I'll fix it. Long live the 356!



*Before the accident*

I located a quarter panel in Pine Valley and a front fender and roof in the Bay area. Fellow racer, John Rogers, had recommended a shop in Tijuana. John has had several vehicles repaired and painted there with good results. My apprehension was pretty high. The thought of taking my car to Mexico and never seeing it again was worrisome. At least I could take it to them to look at and give me an estimate. My experience is that many body shops shy away from large jobs, preferring

smaller more lucrative work. I removed the engine to address the cylinder head/spark plug issue and to cure some chronic oil leakage. Then I purchased Mexican insurance for my truck and trailer but they refused to insure the Porsche claiming it was a classic and therefore ineligible. That was not very comforting. Not knowing what to expect, I took copies of the titles and registration for all three vehicles. In 2003, when I crossed the border in Nuevo Laredo to run the Mexican Road Race, they were very strict and even required a \$500 bond to ensure the return of the race car. Saturday morning John and I headed south. When you cross, there is a toll booth-like structure with red and green traffic lights. As we went through, the green light was on. I thought this was strange. I'm taking an enclosed trailer into their country and they show no interest? We went several blocks when a pick-up truck, with blazing light bar and a loud speaker blaring in Spanish, was upon us. Turning to John I said I think they want to talk to me. When I pulled over, two uniformed customs/immigration



*On the way to Tijuana*

officers approached speaking in Spanish. I told them I only spoke English, so the second officer took over. He asked what was in the trailer and I told him. He said let's see. While unlocking the tailgate, he noticed the "La Carrera Pan- Americana" bumper sticker on the trailer. He asked if I ran in that and I replied yes. He said in the big one? Yes. In Mexico, there are only a few major sports. There's soccer, bull fights, and road racing. Mexicans are passionate about the Carrera. He looked in the trailer and was shaking his head. Then he walked to the truck and looked in the bed and asked how much the parts cost? I told him and he said have a nice day.

When I arrived at the body shop, the adjacent street was closed due to some police action. I parked in front of the shop and opened the trailer. Two guys looked the car over and took notes on what was to be done. They inspected my replacement parts and continued to write and write. I gave them dimensional drawings from the



factory manual so they would know what it was supposed to look like. I also provided color pictures of the manner in which I wanted it painted (racing stripes, number backgrounds, etc.). Now the moment of truth. I hadn't any idea what they might charge and thought well, I can always negotiate. To my surprise he said \$1900. No need to dicker. I asked how long will it take and he replied ten days. They asked if I had a windshield gasket and I said no, but I can have one in about a week. My windshield had not shattered but the gasket would need to be cut to remove the glass. We off-loaded the car and the owner went over to talk to the police. The cops stopped traffic and opened the closed road to enable me to back the trailer, turn around and return home. Nice to have friends.

I returned on Wednesday, with the new rubber gasket, to find my car on jack stands, wheels, lights, and glass removed. They had straightened the roof and marked where it would be cut off and the replacement welded in place. They announced that they were not going to use the fender and the quarter panel, as the old ones were salvageable and would require less work than cutting and welding in the replacements.

I received a call the following week and was asked to bring a rear quarter window and a headlight ring so they could be certain of the fit. Upon arrival, I found my car straight and partially primed. I looked under the fenders and found lots of hammer marks and heat shrinking marks. I tapped on the body and ran a magnet over the surface. The body man said there was very little filler, just a skim coat. You could not detect where the roof was spliced.

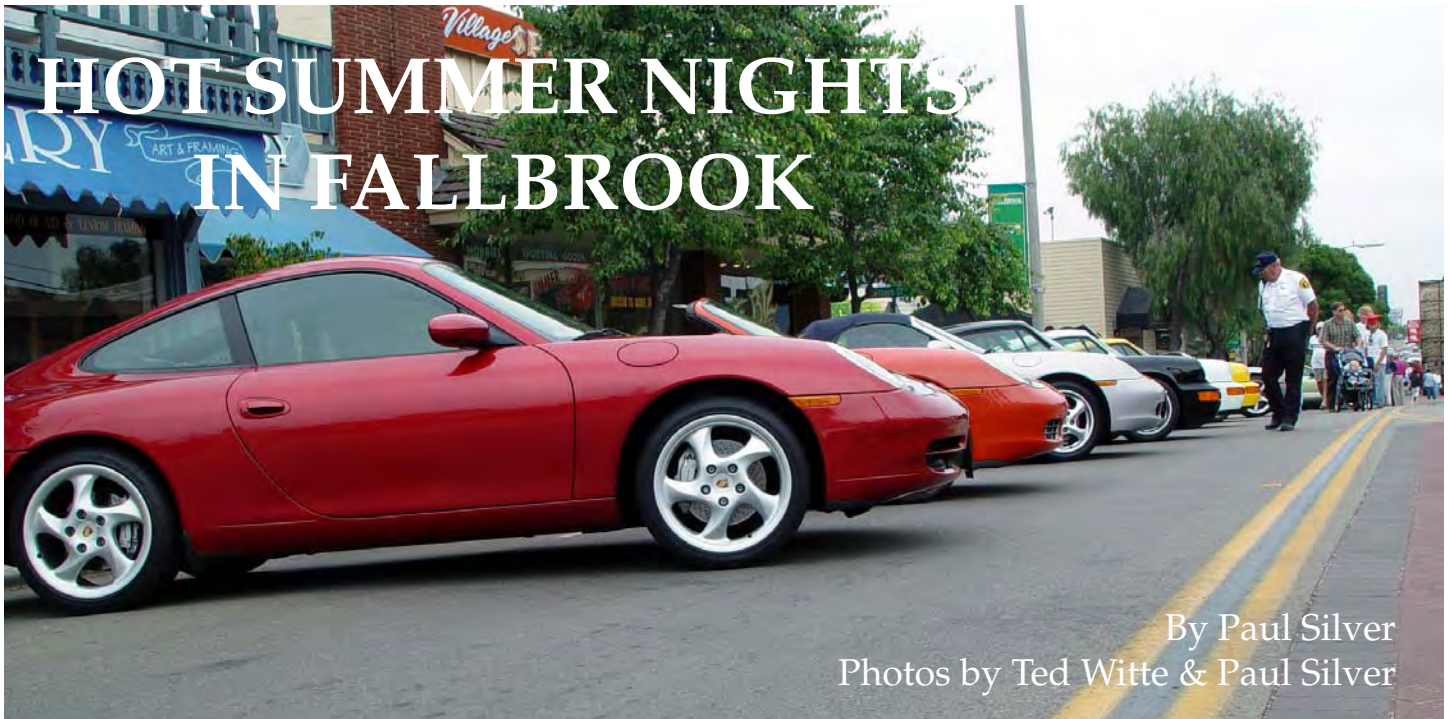
I received a call on Wednesday saying my car was ready (it was more like three weeks, still record time). I went down on Saturday morning and my car was in the street with a cover over it. When it was unveiled, I was pleasantly surprised. It looked nice and was done as I had asked. The bill was just under \$2000 including the Tijuana City tax. We loaded it up and took it home. I put it back together, did a 4-wheel alignment, and put on a new set of tires. I raced at the Phoenix Historic Festival at PIR on February 10-12, 2006.

My baby is back!



*Back on track at Streets of Willow*





# HOT SUMMER NIGHTS IN FALLBROOK

By Paul Silver  
Photos by Ted Witte & Paul Silver

Yeah, right. Drive up to Fallbrook on a Friday evening! Do you know what traffic is like on the 5? And the 15 is even worse! Those are thoughts that went through the heads of many members when they first saw the advertisement for this event, I'm sure. But people still came and had a great time.

couple of Ferraris, an Aston Martin Vantage, an MGTF, a few Mustangs, several Chevy Belaires, a beautiful '57 Cadillac Eldorado and so on. Car club members and the general public had an enjoyable time wandering around and looking at some beautiful automobiles as well as enjoying the food and drink on sale in the central square. Also, in the center of everything, was a climbing wall for those who wanted to test their skills at climbing and rappelling.



It was neither hot (the temperature was in the mid 60s), nor summer (the event technically fell during spring), nor night (the event started at 4:30 pm, though it did last until nearly 8:00 pm). But it was a good time, nonetheless. The town of Fallbrook closed off the streets in the center of town for a three-block long car show. Exotic and classic cars were parked diagonally, facing into the street, and mostly (but not completely) organized by make. There were a few Maseratis, a



After walking around for a while, several PCASDR members made their way into the local Irish pub and enjoyed a few drinks while awaiting the judging. Yes, there was judging. Trophies were being awarded for best car club, best sports car, and "judges' choice." To be eligible for the latter two, you had to register your car, which also put you into a raffle drawing.





*Photo Opportunities galore*

At about 7:30 pm, everyone gathered in the central square for the awards presentations. One car club with a strong turnout was the Viper club, which had maybe a dozen cars or so lining one side of the street on one block. It was a very impressive sight. However, lining both sides of the street on another block, with around 30 cars and 60 members turning out for this event, was none other than the Porsche Club of America San Diego Region. Margi was called up to accept the award for Best Car Club on our behalf and say a few words about our club.

Next up, the award for the best sports car. The event organizer, Bill LeMasters, stated that this award typically does not go to a newer car. However, there was a special newer car that was brought in from Nevada by its owner for the show. The winner was a Porsche Carrera GT, owned by Ernie Moody.

Judges' Choice went to a 1965 Ford GT40 – well, sort of. It apparently wasn't completely real; it was a recreation. But it was still a nice sports car.

And who was the raffle winner? Why, it was new PCASDR member Karen Kelly! She became the proud recipient of an assortment of car care products.

After the awards, people began to clear out, and several of us headed over to a couple of local Fallbrook restaurants and enjoyed dinner and conversation. All in all, it was not a bad way to spend a cool, spring evening!



*Ginny & Jack Case*







*Carrera GT & Paul Davis*



*Checking out the Ford GT*



*Keith Verlaque*







*Porsches- lining the streets of Fallbrook*

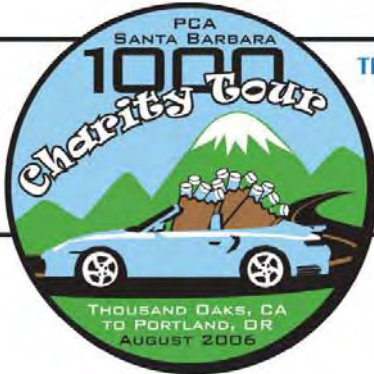


*President Margi Knight accepting award*





# 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.

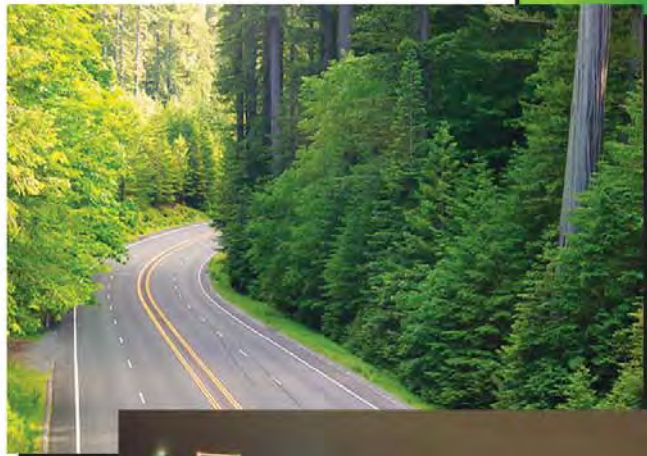
**WHERE:** THOUSAND OAKS TO PORTLAND, OREGON

**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](mailto:DRS993@VERIZON.NET).

**DEADLINE FOR REGISTRATION IS JUNE 15TH.**



# TECH SESSION

## *Pioneer Porsche - Introduction of the new 997 Turbo*

Pioneer Porsche will be unveiling the phenomenal new 997 Turbo during a special tech session in Pioneer's newly, beautifully remodeled showroom. Pioneer's new model introduction events are not to be missed not only to see new Porsche models but because the number of members that attend is exceptional, the refreshments are always special and they always provide a great opportunity to interact with this very supportive host of the club and the community. For information on the new 997 Turbo, go to [www.porsche.com/models/911/911-turbo](http://www.porsche.com/models/911/911-turbo) or [www.pioneerporsche.com](http://www.pioneerporsche.com)

**When:** Wednesday, August 16, 2006

**Where:** Pioneer Centres Porsche  
9020 Miramar Rd.

San Diego, CA 92126

**Time:** 7:00 pm



**Directions:** From I-15 exit Miramar Rd, travel West approx 1 mi. to 9020 Miramar on the right.



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



# *SDR- THE WAY WE WERE*

John Straub, Archivist

Here we go with more on the history of San Diego Region with the last half of 1973.

Our membership of 320 people was small by today's standards. Remember, we now have about 1500. The coming Porsche Parade in 1977, that San Diego was to host, was a big member boost for us. Our treasury was equally as small, at that time about \$2,500.

Much of the talk that summer was getting ready for the Parade being held in Monterey. The concours was to be held at the 18th hole at Pebble Beach and the autocross was to be on the race track at Laguna Seca. The rally was to be a 6-hour affair and, for the first time, the Carmel Mission was to be used for a banquet. This was a true 7-day Parade not like the shortened versions we have now of 6 or 5 days.

Some of the SDR members that attended were: Wally and Bea Cole, Tom Sr., Tom Jr. and Nat Hauseur, Don Anderson, Dieter and Ria Vongehr, Dave Goodell, Joel Naive, George and Gae Thwing, Pat Scanlan, Ralph and Lee Hurty, Bill Koll, Ernie and Carol Paschoal with their daughter Porcia, Bob and Debbie Brown, and Bob Jones.

SDR members came home with Dieter Vongehr 1st in the Tech Quiz, Tom Hauseur Sr. first in class in the autocross and Joel Naive's 1950 Black Coupe was voted people's choice. Alan Johnson took TTOD with his 914/6GT.

Also that summer, we had our Grossmont Concours put on by Ernie Paschoal and Pat Scanlan. George McClellan took first in the 356 class with his beautiful red cab with Jim Douthit and Joe Fritzenkotter placing. In the 911 class, Wally Cole and Warren Grundmeyer did well.

That fall we were holding a Cerebral Palsy Charity Rally chaired by Joe Payson. We had 40 cars run the rally. The Rally was sponsored by Pardee Homes and went from one Pardee Development to another. Velda Westphal came in first but the real winners were the children at the cerebral palsy center who received \$450. In 1973, that was a fair amount of money.

In November, we had our Holtville Driver Training and Time Trial Chaired by Dieter Vongehr. The cost was \$5 and \$2 for a female driver in the same car. Members were required to show their 1973 membership cards. Dennis Sherman took TTOD in his 914/6. I remember that car. Dennis had cut the windshield off, had GT flairs with fiberglass deck lids and it was wickedly fast.

In December, we had a Hare and Hound Rally chaired by Jerry Freeland and Cliff Craig. Also in December, was our Christmas Dinner-Dance with the Holtville trophies given out and the new Board Members were installed. This was held at the Catamaran Hotel the same night as the Mission Bay Boat Parade. It was way cool!

And last, in San Diego we were to get a second Porsche Dealership. Alan Johnson Porsche Audi had its ground breaking. It was to be built at Rosecrans and Sports Arena. Why do I mention this? Well, Alan was a true Porsche enthusiast and racer. We did have Dick Barbour Porsche, who was also an enthusiast and racer, but that Dealership had become Mesa Porsche Audi. It was nice to have an enthusiast back.

See you next month.  
John



## April Tech Session @



Photos by Paul Silver

On the night of April 19<sup>th</sup>, 2006; the Porsche Club of San Diego visited Bumper Doc, located at 3885 Convoy Street in the Clairemont/Kearny Mesa area.

During the evening's festivities, members were fascinated by the skills displayed by our painless dent technicians. Master Dent Tech Roger Varley as well as Shad Cice informed and educated members about Painless Dent Repair (PDR) and its benefits. PDR is a process of gaining access to the rear of the dented panel, then gently massaging out the dent with specialized tools exclusively designed for the trade. Each of the guys performed several demos for members; as well as larger repairs on the spot. The crowds of Porsche owners were eagerly gathered to have their hood, fender and door dings removed. PDR can be performed on virtually any panel of a vehicle with great results. If the paint is not damaged, Bumper Doc can repair the affected area

painlessly (painlessly?) for hundreds less than the repainting process.

Members were also shown around Bumper Doc's 5000 square foot state of the art facility; including our clean prep stations and the custom down-draft paint booth.



The good people at Bumper Doc explained to us how they are uniquely different than other shops. Unlike traditional repair shops, Bumper Doc specializes in repairing a portion of your bumper in order to save you time and money. Traditionally, when one scuffs, dents, cracks and punctures a plastic bumper; a total replacement is required. "We can complete most bumper repairs the same day we get it. We'll repair, repaint and clear coat the damaged portion of your bumper with a lifetime warranty, satisfaction guaranteed", said General Manager Mike Allen. While marketing Director Jeff





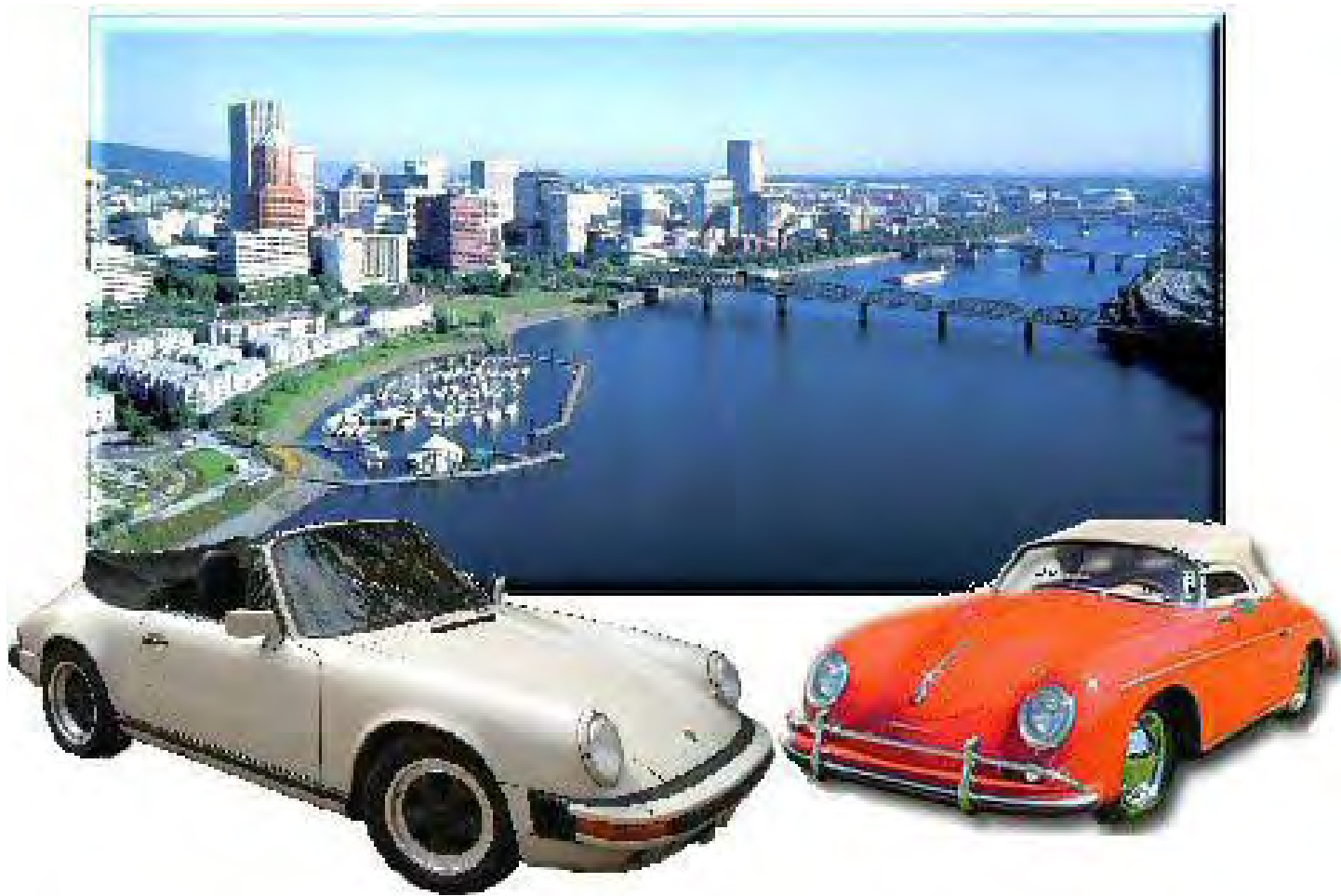
Tarlton headed the proceedings, Shop Manager Ryan Logan and the rest of the techs greeted incoming members and friends alike.

Club members were provided an exclusive sneak-peek into the future of automotive reconditioning services throughout the evening at BumperDoc. Additional services available at Bumper Doc include full details, headlight restoration, Teflon sealant application, windshield chip repair, as well as traditional bodywork. All services are completed to the customers' satisfaction. The guys at the shop are motivated and personable, intent on saving you time and money on all of your automotive reconditioning needs.



The tech session was a success at BumperDoc. We will most certainly enjoy a second trip to this one of a kind shop, with one of a kind personal service to boot. We encourage you to visit the shop for a free written estimate, they're happy to serve you.





# **Parade Portland 2006**

***Making it different!***

***Aug. 6-11, 2006***

## New 928 Track Car





# Torrey Pines Races Revisited

By John Straub  
Photos by Paul Silver

It was a beautiful morning to gather at The Lodge at Torrey Pines with past SCCA National Champion Alan Johnson. Alan was there to relate information that he knew about the old race course at Torrey Pines to interested club members,

As he described, the Torrey Pines Golf Course was Camp Callan from 1941 to the end of World War II. The camp was an anti-aircraft training base where soldiers fired artillery shells at targets towed by planes out over the ocean. There were basic, one-story barracks and, most importantly for this story, paved roads. Some time after the war ended, the Army gave the area to the City of San Diego. Alan guessed this was about 1949. The buildings were torn down but the roads remained.

About this time, interest in sports cars and sports car racing was beginning to be significant. Most of the cars were British - MGs, Jaguars, Healeys, Alfas and others.

There were few Porsches in this part of the world at this time. However, they would begin to show up soon.

In 1950, the California Sports Car Club was founded and races were starting to be held at various places, including the airports at Santa Barbara and Palm Springs, the movie studio location used for westerns that was known as Paramount Ranch, and several other locations that were great for sports car racing at the time, but are now gone.

In 1951, the City of San Diego was approached and gave permission for sports car races to be held on the roads that were left from where Camp Callan had been. As we stood there, we could look out on the golf course and just imagine the cars roaring by.

Alan explained that the California Sports Car Club ran events there from 1951 to 1957. The first was run on December 9, 1951. Two events were held in 1952 and in 1954 there was a 6-hour race on December 4th. The year 1955 saw two races and the July race was won by Carroll Shelby. In 1956, the 8th and last race was held at Torrey Pines on January 15th. According to Alan, the local press speculated Torrey Pines might become an American Le Mans.







The courses were laid out with hay bales at the corners, which basically defined the course, but provided little or no safety for those watching from behind them. It's hard to believe today. There were a few accidents at Torrey, but nothing to compare with what happened at similar courses at Pebble Beach, Pomona and Vacaville. There were several recognizable drivers that raced at Torrey, including Phil Hill, Richie Ginther, Ken Miles, and Briggs Cunningham. Being that the Torrey Pines course was used only once or twice a year, the City was given alternatives for the use of the property, that being a golf course.

There were other sports car races held in San Diego in the years past. Hour Glass Field, which was on the west end of what is Mira Mesa today was used and the Torrey Pines races were moved to the Del Mar Fairgrounds on the east side parking lot that is now Jimmy Durante Blvd. The last race course was at the Qualcomm Stadium west parking lot where an SCCA National race was held in 1968.

Alan explained, "Although there are those of us that would love to have a major racing facility in San Diego, we all might agree that the Torrey Pines location has become a truly beautiful golf course." He also related that there have been automotive events located in the Torrey Pines area recently. In 1999, Bill Evans was primarily responsible for a Concours held on the golf course. Alan Johnson had a chance to do something for the first time - drive at Torrey Pines. There was a hill climb on the Torrey Pines Grade. It was my pleasure to have him drive my 914-6GT at this event.







*Another Tuesday, another great SDR event!*

# WELCOME MAT



**Henry F. Amigable**  
San Diego, CA  
2001 Carrera Cab

**Laurena K. Diloreto & Kevin**  
San Diego, CA  
2000 Boxster

**Sebastian L. Oros & Alison**  
San Diego, CA  
2000 911 Coupe

**Seann G. Bernshaw & Eve K.**  
Pauma Valley, CA  
2002 Carrera Coupe

**Robert A. Elliott**  
San Marcos, CA  
2002 911

**Carlos R. Perdomo & Carlos**  
Spring Valley, CA  
1987 924

**Chris Bowman**  
San Diego, CA  
1990 928 Coupe

**Gunter Enz & Kim**  
Olivenhain, CA  
2001 Boxster

**Bill P. Pogue**  
Del Mar, CA  
1963 356 Coupe

**Brett C. Brocato**  
Coronado, CA  
1990 944

**Jason B. Gustaveson**  
La Mesa, CA  
1984 944 Coupe

**William D. Riley & Casey**  
San Diego, CA  
2006 Cayman S

**Steve G. Brown & Sheryl**  
La Mesa, CA  
1958 356 Speedster

**Matthew Horn**  
Coronado, CA  
2006 Cayman S

**Robert J. Ritz**  
San Diego, CA  
2005 911 S

**David W. Bruno**  
Spring Valley, CA  
2006 Cayman S

**Michael J. Hull**  
Carlsbad, CA  
2002 Boxster

**Mark F. Rondeau**  
El Cajon, CA  
2001 Boxster

**Martin O. Caldera  
& Mario Vasquez**  
Spring Valley, CA  
1988 924

**Paul A. Joelson & Kevin**  
San Diego, CA  
2004 911 Coupe

**Sue Serino**  
San Diego, CA  
2006 Boxster

**Timothy K. Chan**  
San Diego, CA  
2000 Boxster

**Bertrand C. Liang**  
San Diego, CA  
2004 911 Cab

**Bruce C. Smith**  
La Jolla, CA  
2003 Cayenne S

**Richard E. Chang & Colleen**  
San Diego, CA  
2006 997 Coupe

**Geoffrey H. Longenecker & Iann**  
La Jolla, CA  
1997 911

**Gregg Stavros & Kristi**  
San Diego, CA  
2004 Boxster S

**Carla C. Clark & Wayne**  
Carlsbad, CA  
2006 Cayman S Coupe

**Russ Mckee & Matthew T.**  
Coronado, CA  
1998 993

**Andy G. Styles  
& Masako Kaneko**  
San Diego, CA  
2002 911 Targa

**Christy L. Copeman**  
Menifee, CA  
1999 911 Cab

**Marilynn J. Miller  
& Curtis E. Steitz**  
Tucson, AZ  
1985 911 Carrera

**Robert Suarez**  
San Diego, CA  
2005 911 Coupe

**Jose Juan De Olloqui**  
Mexico City 11000,  
1971 911 Coupe

**Robert B. Moreland**  
San Marcos, CA  
2006 Boxster

**Jason S. Talbot**  
San Diego, CA  
1999 911 Coupe



**Andreas P. Termin & Angelika**  
Encinitas, CA  
1971 911E Coupe

**Jospeh Tesoro Jr**  
Escondido, CA  
2000 Boxster

**Steven M. Tom**  
San Diego, CA  
2006 997S Coupe

**Kenneth Trevellyan**  
San Diego, CA  
2006 Caymen S

**Rich Weinhofer**  
Carlsbad, CA  
2006 Cayman S

**Louis L. Williams**  
San Diego, CA  
1994 968 Cab

**Gerald G. Sciborek & Jennifer Matlak**  
San Diego, CA  
1999 911



*Offert* 1999.com

## JULY ANNIVERSARIES

### 5 YEARS ...

STEPHEN C. FAILING  
DION P. GOLDSWORTHY  
ANTOINE A. HALLAK  
JIM HAMERLY  
KURT LISTUG  
MICHAEL PAGE  
AL SLOCUM  
MICHAEL VAN ZANDT

### 10 YEARS ...

DENNIS L. BOWEN  
PETER A. LOEB

### 15 YEARS ...

ALEXANDER J. CUESTA  
FRANK J. HERRERA  
THOMAS RANZ  
ROBERT H. SOGLOW  
ALLAN H. WEGNER

### 20 YEARS ...

KEN GAMMIE  
JAMES GRANT  
ARTHUR NEFSKY

### 30 YEARS ...

VOLKER BRUCKMANN  
WILLIAM K. FINCH

### 35 YEARS ...

JIM NOE

**Concours at the Coast**  
AND  
**All European Car Show**  
**Sunday, July 16, 2006**  
**Laguna Lake Park, San Luis Obispo, CA**

European Car Enthusiast,

The California Central Coast Region, Porsche Club of America will again host its traditional Concours at the Coast event on July 16. This year we have decided to expand the event by inviting our friends from the British and Mercedes car clubs and all other European makes to participate. We would like this to be a low key, fun event for all participants - truly a gathering of friends. Proceeds from these two events will go to benefit the Women's Shelter of San Luis Obispo County.

Concours at the Coast

If you own any model Porsche you are invited to enter your car in this portion of the event. Classes are Full Concour Division (entire car judged), Street Division (engine, interior, exterior, storage judged), Wash and Shine Division (exterior and interior only judged), Unrestored Division (original unrestored cars older than 1973), and Display Only (non-judged). See the attached entry form for the correct class for your car. All PCA Zone 8 concours rules will apply.

All European Car Show

If you own any model, any year, British or European car we invite you to enter it in the European Car Show portion of the event. "People's Choice Balloting" by the entrants will determine awards in the event. All entrants will receive two ballots. Voting will be completed by 12:30 with awards at 2:00 PM.

Classes are:

- A1 – thru 1959 – original price under \$3500 – all models
- A2 – thru 1959 – original price over \$3500 – all models
- A3 – thru 1959 – original price under \$6000 – all models
- A4 – thru 1959 – original price over \$6000 – all models
- A5 – 1960 thru 1980 – original price under \$6000 – all models
- A6 – 1960 thru 1980 – original price over \$6000 – all models
- A7 – 1981 thru 1991 – all models
- A8 – 1992 to present – all models

See the attached entry form for additional entry information.

The BBQ Lunch

Ray Cattaneo and crew will again serve us the best BBQ meal of any car event that you have ever attended. This is a full meal consisting of appetizers, steak, chicken, two salads, beans, bread, drink and dessert. On the attached entry forms indicate how many lunches you would like to reserve. The cost is \$20 per adult and \$10 per child.

We hope that you and your family will join us this year. If you have any questions, please contact our Co-chairmen for the event. Hope to see you at our gathering of friends.

Hamp Miller  
805-781-8605  
hampmiller@charter.net

Ed Swain  
805-549-9705  
edswain@charter.net



# TECH QUIZ

1. The 908 provided Porsche with its first Makes Championship in:
  - a. 1968
  - b. 1969
  - c. 1970
  - d. None of the above
2. The Porsche 909 and 907 share what characteristic?
  - a. Driving lights
  - b. Right-hand driving position
  - c. Wings
  - d. Twenty inch wheels
3. The Porsche 904 was the best-placed 2.0-liter sports car at Sebring in 1966 and was first in the sports category at Daytona the same year.  
**True or False**
4. Series production of the original Porsche 911 officially began in:
  - a. January 1965
  - b. March 1966
  - c. September 1964
  - d. None of the above
5. The Porsche 914 was introduced at the Detroit auto show in 1969.  
**True or False**
6. The brake discs on the Type 993 were the first to offer this performance enhancing feature on all road cars:
  - a. ABS
  - b. Mono-block piston calipers
  - c. Ceramic construction
  - d. Cross-drilled rotors front/rear
7. The Type 993 all wheel drive version differed from the Type 964 C4 version primarily due to:
  - a. Viscous coupling versus computer DME controlled all wheel drive system
  - b. Four inch longer wheelbase than the comparable C2 version
  - c. Carbon fiber aerodynamic underbody panels to protect the AWD system
  - d. None of the above
8. In 1990, the Carrera 2 introduced which new option to the Type 964 series?
  - a. ABS
  - b. All wheel drive
  - c. Supercharging
  - d. Tiptronic
9. The 993 did not have a new four-spoke steering wheel.  
**True or False**
10. What was the priority for the four-wheel drive system installed in the Type 993 compared to the 964?
  - a. Aesthetics
  - b. Handling
  - c. Aerodynamics
  - d. None of the above

1. B Panorama 12/01, page 25-b  
 2. B Panorama 3/01, page 60-b  
 3. T Excellence, Vol. 1, pages 327 and 331-T  
 4. C Excellence, Vol. 1, page 348-c  
 5. F Excellence, Vol. 2, page 489-F

6. D The Porsche Family Tree, PCA, page 18-d  
 7. A The Porsche Family Tree, PCA, page 19-a  
 8. D The Porsche Family Tree, PCA, page 16-d  
 9. F Excellence Was Expected, Vol. 3, page 1265-F  
 10. B Excellence, Vol. 3, page 1279-b



## PORSCHE MARKS 50TH ANNIVERSARY OF HISTORIC TARGA FLORIO VICTORY

Text & Photos from Porsche Ag

—First and last Porsche overall winners have direct bloodlines to the latest Porsche race and production cars of today—

Stuttgart. — The most successful of all sports car manufacturers in the history of endurance sports car racing, the company now known as Dr. Ing. h.c. F. Porsche AG, Stuttgart, is celebrating one of its biggest and most important racing victories in its storied motorsports history - June 10, 1956, at the Targa Florio.

Despite the fact Porsche has won the 24 Hours of Le Mans 16 times overall, and the 24 Hours at Daytona 20 times overall, no victory was bigger in company history than that day in 1956 when a Porsche 550 A Spyder, grandfather of the today's Porsche RS Spyder Le Mans Prototype 2 racer and father of the current Porsche Boxster street car, scored an overall win - Porsche's first in a world championship event. And Porsche's record 11th and last victory at the Targa Florio in 1973 - was tallied by a Porsche Carrera RSR, the predecessor of the recently announced 2007 Porsche 911 GT3 RS street car.

50 years ago this week, Italian racecar driver Umberto Maglioli was the unexpected overall winner of what was then the world's longest-standing and most difficult road race, the Targa Florio. The upstart Porsche organi-

zation gained worldwide recognition with this victory since it was the first time that a driver in the under-two-liter class managed to beat vehicles with larger cylinder displacement. With an average speed of 90.9 mph and a lead of nearly 15 minutes on the second place vehicle, Maglioli not only out-classed the competition but also assured the first overall victory for Porsche in the Manufacturers World Championship.

This victory was made all the more surprising because of the fact that the Porsche 550 A Spyder only debuted eleven days before the Targa Florio at a 1,000-kilometer race on the Nürburgring. Spurred on by the victory in this class, Porsche's racing director, Huschke von Hanstein, traveled to Sicily with driver Maglioli and two mechanics to test the open-top Spyder's competitiveness once again. In contrast to other road races of the time, routes were not closed during practice, so the drivers always had to be prepared for local traffic and obstacles.

Furthermore, for the Stuttgart sports car manufacturer, it was the first time they took part in this legendary race because, at the time, the Targa Florio - from which the name Targa originated for many Porsche model designations - was seen as the home turf of larger-engined sports cars from Italy. Maglioli completed the 720-kilometer route without changing



drivers in a time of 7:54.52 hours - and thanks to the reliability of his Porsche, only pulled in to the pit stop to refuel.

Yet even before this overall victory, the Targa Florio was closely associated with the name Porsche. First sponsored by the Italian Count Vincenzo Florio, the Sicilian Madonie, with its 6,000 curves and countless hills, was one of the greatest challenges in international motor sport for many decades. In 1922, the small Sascha model designed for Austro-Daimler by Ferdinand Porsche confidently won the 1100-ccm cylinder class. This was followed in 1924

by the overall victory of the Mercedes 2l Targa Florio race car developed at Daimler-Motoren-Gesellschaft under the technical supervision of Ferdinand Porsche.

Umberto Maglioli's victory in 1956 marked the beginning of a unique success story for the Stuttgart sports car manufacturer. After Umberto Maglioli's astonishing victory in 1956, driving a Porsche 718 RSK Spyder, the duo of Edgar Barth and Wolfgang Seidel brought the second overall victory at Targa Florio home to Stuttgart-Zuffenhausen. In 1960, Joakim Bonnier and Hans Herrmann won in a Porsche 718 RS 60 Spyder. In 1963, the Porsche 718 GTR, driven by Joakim Bonnier and Carlo Abate, emerged victorious. A new era in racing began for Porsche in 1964 with the 904 Carrera GTS designed by Ferdinand Alexander Porsche. Racecar drivers Antonio Pucci and Colin Davis left all the competitors' prototypes in the dust driving a standard 904 model and, in April 1964, took home the fifth overall victory.

The introduction of the Porsche 911 in 1964 also heralded a new era in racecar engineering. With the six-cylinder engine based on the Porsche 911, the Porsche

906 Carrera 6 only proved to be unbeatable, and not just in the 2-liter sports car class. At the 50th Targa Florio in 1966, Herbert Müller and Willy Mairesse won in the racecar fitted with a space frame and plastic chassis. The Porsche team entered the Targa Florio in May 1967 with a fleet of six Porsche 910 prototypes. The race ended with a triple victory as Rolf Stommelen and Paul Hawkins crossed the finish line in their Porsche 910-8 ahead of two 910-6 model racecars.



Porsche managed a hat trick in 1968 with the victory of Vic Elford and Umberto Maglioli in a 907-8. As a result, the coveted Coppa Florio trophy finally landed in the hands of Porsche AG and earned a place of honor in Ferry Porsche's office.

In 1969, Porsche responded to a new Brand World Championships regulation with the development of the 908/02 Spyder. Out of six Porsche 908/02s that entered, four finished in the first four places. The overall victory was taken by Gerhard Mitter and Udo Schütz, who set a new course record with a time of 6:07.45 hours. Porsche sent the light and agile 908/03 Spyder to the start of the 1970 Targa Florio and this race also ended with a Porsche double victory (Jo Siffert/Brian Redman, Pedro Rodriguez/Leo Kinnunen), which was crowned by Kinnunen's record lap with an average speed of 128.57 km/h. In 1973, it was Gijs van Lennep and Herbert Müller, who drove into the history books in the historic long-distance race with a Porsche 911 Carrera RSR, the grandfather of today's Porsche 911 GT3 RS production car. By the final staging of the race as a World Championship in 1973, Porsche was the most successful automobile brand with a total of eleven overall Targa Florio victories.



# BOARD MINUTES

*Greg Phillips, Secretary*

Called to order June 7, 2007, 7:35PM

## **Calendar:**

3-4 SDR hosts Z8 Time Trial

04 Z8 Concours, Orange Coast Region

07 SDR Monthly Meeting, Hofmann Home

09 SDR Social, Hot Summer Nights

10 SDR Social, Day at the Spa

11 Z8 Concours, Los Angeles Region

18 SDR Tour with Father's Day Brunch

19 SDR Autocross, Qualcomm, West Lot, No Points

21 SDR Tech Session, Autopia Auto Detailing

24 CANCELLED - SDR Rally,

24 Z8 Autocross, Riverside Region

24 CANCELLED - Z8 Concours, Las Vegas Region

27 SDR Last Tuesday Social

## **Minutes Approval:** MSP

**Treasurer Report:** \$26,600 out \$18,500 in \$27k black for the year. May autocross profitable, but DE unprofitable. Goodie store profit of \$1204 for year. Mystery Weekend showed a profit. Witness \$2970 profit for the year. Quarterly taxes paid.

**President's Report:** Next year is 50th Anniversary. Looking for volunteers (include one 2007 Board member) to work on plans for year and coordinate with Parade team. John Straub, Tom Brown, Tami Ibbetson on the committee. Need to design logo, plan banquet, etc. Discussed the possibility of attendees caravanning to Portland Parade and a SDR reception on Aug. 9. Zone 8 Region Rules comments due July 31. PCA Executive Council 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

June 15 is the Stadium allocation day, slim pickings are available. Other venues??

## **Chair Reports**

**Witness Sales:** Delinquent accounts, GT Motorsports, Mind Over Motorsports

**Witness Business:** Budget request per Royce Ann to buy stamps at \$78. MSP by e-mail. Discussion of \$75/month limit, continue as present.

**Witness Editor:** June issue was delivered today

**Web Team:** NO REPORT

**Vintage Racing:** NO REPORT

**Tours:** Keith Verlaque presented on a joint tech session tour. He requested that when scheduling 2007 Parade meetings, that we consider scheduled Club events to avoid conflicts. Father's Day Tour & Brunch upcoming. Possible tour to Julian and Menghini Winery.

**Timing:** Problems with large display reported.

**Time Trial:** Reconciliation YTD \$41k in \$41.2 K out \$600 in the red.

Decreased attendance and increased costs for venues were responsible.

**Tech Session:** Joe Hoffman requested money for August tech session at Pioneer \$400. MSP Keith Verlaque volunteered to assist. Jackie Corwin is planning a women's tech session at Pioneer on Sept. 12.

**Sponsor Liaison:** Keith Verlaque reported on a meeting with Tom Browne of Hoehn Porsche regarding sponsorship opportunities.

**Social:** Mystery Weekend Reconciliation showed a profit of \$240. Coming events reviewed.

**Safety:** No report

**Region Rules:** Update on progress of Rules changes and discussion of Zone 8 rules proposals.

**Rally:** Summer Solstice cancelled.

**Parade:** Discussion of a pre-parade get-together.

**Membership:** Primary=1512

Secondary=1152

**Legal Liaison:** Mickey Walker has our articles of incorporation for distribution.

**Insurance:** Tom Golich reported all insurance is in place for coming events. Kudos for a job well done.

**Goodie Store:** Gary Samad presented reports for May \$985 /\$394.50 & June \$514 profit.

**Equipment:** NO REPORT

**EMaster:** Cooler E-Mail account Report. Charles Becker made a request for reimbursement (\$1,170) for E-Mail service MSP. Gary Samad recommended using Lunarpages that we are already using for our FTP site which would be less expensive.

**Corner Working:** NO REPORT

**Concours:** Steve Lopez, on schedule for Sept. 23 at Sunset Point.

**CDI:** NO REPORT

**Charity:** Katina Gonzalez presented a report on YTD activities and article for Witness. She is also planning a July 4 charity toy drive, and using the autocross dates for the collection of toys.

**Auto Museum:** Skip Shirley presented that the new curator has plans for upgrades to museum.

**Autocross:** Budget Requests (June 19) \$2500 expenses and minimum entries of 25 for event to continue. MSP

**Archivist:** Needs to get his extra archive copies of the Witness mailed.

**New Business:** Discussion of tax obligations for this year. Discussion of how to contact Zone 8 rep.

**Old Business:** Bob McLaughlin reported that the Nominating Committee had selected a slate of candidates that we will announce at the July Board Meeting.

Adjournment: 9:43 PM

**Next Meeting:** Allen's home





# FIRST IMPRESSIONS

by Tom Brown

## *the* Windblown Witness **92**

February



*porsche club of america  
san diego region*

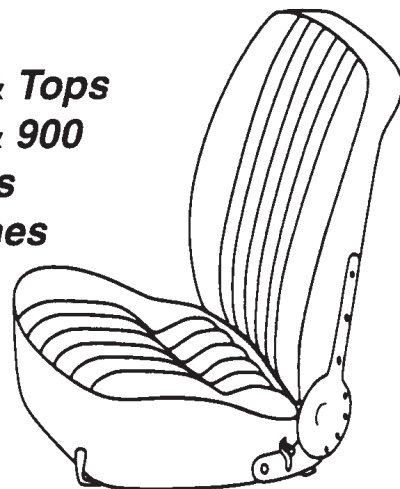
This month's installment comes from February 1992. The cover shot is of the new 968, a photo supplied by PCNA. In addition, this issue provided complete specs on the 1992 911 America Roadster as well as insight into the new 1993 911 RS America. Labeled "A pure Protein Porsche 911" by PCNA executives, the 911 RS America was designed to handle more like a competition version 911. The emphasis in this 911 was on "ultra-sporting handling feel and agility." This 911 was lighter in weight and offered improved suspension, tires and wheels over the standard 911, as well as a very limited set of options (to keep the weight low). Also interesting to note was that at this time, Porsche was the only car company to offer driver and passenger airbags as standard equipment in all models. Additionally, in this issue was an in-depth article about the 1991 Del Mar Grand Prix Weekend by long time member Tim Comeau



**Autos**  
INTERNATIONAL, INC.

Since 1977

**Interiors & Tops  
for 356 & 900  
series  
Porsches**



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

## Monthly Meeting

**Location:** Dente Home  
858-454-2996

5595 Rutgers Road  
spachick@san.rr.com

**Directions:** Take Interstate 5 Exit Grand/Garnet (Pacific Beach). Go West on Garnet. Right on Soledad Mountain Road until it comes to a "T" at the top of the hill.

Left on La Jolla Scenic South which twists until it comes to a "T". Left on Rutgers Road.

House will be on the Left side of the street about a quarter mile.



# PCASDR AUTOCROSS QUALCOMM-WEST LOT

July 15 & 16 (QDE) (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

July 1	Autocross	SE Lot
July 15	Z8 Autocross	West Lot
July 16	<b>QDE</b>	West Lot
Aug 19	Autocross	West Lot
Sep 16	Autocross	West Lot
Sep 30-1	Zone 8 Time Trial	<b>Spring Mountain</b>
Oct 13-15	<b>SDR Performance</b>	<b>Driving School</b>
Nov 10	Autocross	West Lot
Nov 24	<b>QDE</b>	West Lot
Nov 25	Autocross	West lot
Dec 16	Autocross	West Lot





2006 Bugatti Veyron W16



2006 Rolls-Royce Phantom



2006 Lamborghini Murcielago



2006 Bentley Cont. Flying Spur



2006 Saleen S7



2006 Spyker C8



2006 Lotus Exige

# SYMBOLIC

## MOTOR CAR COMPANY

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



7440 La Jolla Boulevard  
La Jolla, CA 92037

**858.454.1800**

# WINDBLOWN WITNESS

Greg Phillips, Editor

PERIODICALS



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).

©2006 Porsche Cars North America. Porsche recommends seat belt usage and observance of all traffic laws at all times. Prices good through July 31, 2006



## Along came a Spyder.



**ALMS  
Men's Polo**  
\$65.00



**ALMS  
Rugby-style Polo**  
\$65.00



**ALMS  
T-shirt**  
\$25.00



**ALMS  
Baseball Cap  
Yellow or Black**  
\$20.00



**RS Spyder  
Watch**  
\$375.00



**RS Spyder Model**  
1:43 \$39.00  
1:18 \$48.00

### Pioneer Centres

858.695.3000  
9020 Miramar Road  
San Diego, CA 92126  
[pioneerporsche.com](http://pioneerporsche.com)  
Parts and Service  
Mon-Fri 7:30AM-6:30PM



**PORSCHE**