

## A large photograph of a red Lotus Elise race car from a front-three-quarter perspective. The car features a black and white checkered graphic on the front fender with the number '275'. The word 'MIRAGE' is written across the windshield. Various racing stickers are visible, including one that says 'CR' and another with 'Enduro'. A small American flag decal is on the roof. The car has round headlights and a black bumper.

# Zone 8 Banquet Willow Springs Time Trial Autocross

**2007**  
**POA** *Club*  
**Speed Festival**  
**2007**

**SPORTS CATEGORIES**  
 Mini Cooper (1996-2001)  
 Mini Cooper Racing  
 Mini Racing  
 Honda Civic  
 Lotus Elise (1999-2001)  
 Lotus Elise (2002-2004)  
 Lotus Elise (2005-2006)  
 Lotus Elise (2007-2008)  
 Lotus Elise (2009-2010)  
 Lotus Elise (2011-2012)  
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# March 2007



## **Your dream isn't going to fulfill itself.**

Sleek arcing roofline and curving shoulders flow in perfect unison. Muscular hips telegraph what lurks beneath the surface. Press the accelerator and feel the road-grabbing power of an unbridled, 295-horsepower, 3.4-liter, mid-mounted flat-six engine. The unprecedented Cayman S. It's stirring things up.

**The new Cayman. Starting at \$49,400.**

### **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**



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# San Diego Region Calendar

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

## Web Sites:

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

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

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

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

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

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

## March

- 3 Sat Zone 8 Concours Judging School (page 10)
- 3-4 S-Sun Z8 Time Trial Streets of Willow (page 9)
- 7 Wed SDR Monthly Meeting, Samad home
- 10 Sat LA Literature & Toy Show VW-Porsche
- 11 Sun SDR Autocross West Lot
- 11 Sun Porsche Swap Meet
- 17 Sat SDR St. Patrick's Day Party
- 17/18 S-Sun LVR Driver's Ed Spring Mtn.
- 30-31 F-Sun Z8 Festival of Speed California Speedway (page 11)
- 31 Sat RR Zone 8 Concours

## April

- 1 F-Sun Z8 Festival of Speed California Speedway
- 1 Sun RR/GER/CAI Z8 Autocross
- 4 Wed SDR Monthly Meeting, (page 58)
- 7 Sat Z8 Concours School
- 13/15 Fri/Sun Long Beach Grand Prix
- 14 Sat Cal Inland Z8 Rally
- 16 Mon GPX Z8 Autocross (page 42)
- 20/22 F/Sun SDR Performance Driving School
- 22 Sun SBR Z8 Autocross
- 28 Sat SDR Autocross SE Lot
- 28 Sat SGVR Z8 Concours

## May

- 2 Wed SDR Monthly Meeting,
- 4 Fri SAR Cinco De Mayo Welcome Party
- 5 Sat SAR Z8 Concours
- 6 Sun SAR Z8 Autocross
- 7 Mon OCR Z8 Autocross
- 12 Sat SDR DE West Lot
- 12 Sat SBR Z8 Rally
- 19 Sat SDR Autocross SE Lot
- 19 Sat GER Z8 Autocross
- 19/20 Sat/Sun LVR Drivers Ed, Spring Mountain
- 20 Sun GPX Z8 Concours (page 12)

## June

- 3 Sun OCR Z8 Concours
- 6 Wed SDR Monthly Meeting,
- 16/17 Sat/Sun SDR Z8 Time Trial, Spring Mountain
- 23 Sun SDR Autocross West Lot

## July

- 1/5 S/Thu 52nd Porsche Parade, San Diego
- 6/7 Fri/Sat SDR Cayenne Off-Road Adventure
- 7 Sat SDR Autocross West Lot
- 14 Sat RR Z8 Night Autocross
- 21 Sat SDR DE West Lot
- 22 Sun SDR Autocross West Lot

## August

- 3 Wed SDR Monthly Meeting,
- 12 Sun LAR Z8 Concours
- 12 Sun OCR Z8 Autocross
- 17/19 Fr/Sun Monterey Historics, Laguna Seca

## September

- 3 Wed SDR Monthly Meeting,
- 8/9 Sat/Sun The Ventura Show
- 15 Sat SBR Z8 Autocross
- 16 Sun SDR Z8 Concours
- 23 Sun SGVR Z8 Rally
- 29/30 S/Sun SDR Z8 Time Trial, Spring Mountain
- 29/30 Sat/Sun RR Timeline

## October

- 3 Wed SDR Monthly Meeting,
- 5 Fri GER CA Challenge Party
- 6 Sat GER Z8 Concours
- 6 Sat GER Z8 Rally
- 6/7 Sat/Sun Coronado Historics
- 7 Sun GER Z8 Autocross
- 7 Sun SDR Z8 Hospitality at Coronado Historics
- 8 Mon GPX Z8 Autocross
- 13 Sat/Sun LVR DE, Spring Mountain
- 14 Sun SBR Z8 Concours
- 19/21 Fri/Sun OCR Z8 Club Race

## November

- 2 Fri AZ Phoenix Flight Welcome Party
- 3/4 Sat/Sun Rennsport Reunion
- 3 Sat AZ Z8 Concours
- 4 Sun AZ Z8 Autocross

*SDR=San Diego Region, Z8=Zone 8, SGVR=San Gabriel Valley, LVR=Las Vegas, DE=Drivers Education, GER=Golden Empire, SAR=Southern Arizona, SBR=Santa Barbara, AZ=Arizona Region, GPX=Grand Prix Region, RR=Riverside Region, OCR=Orange County, CAI=California Inland Region, LAR=Los Angeles*

# From the Pole

by Ted Myrus, President



Volunteers are crucial to keeping the club strong. Being involved with a committee or putting on an event is fun and encourages camaraderie within the region. That said, I'm very pleased to announce that Gloria and Kent Lewis and Linda and Mike Thompson have volunteered to co-chair the Goodie Store this year. Thank you all for stepping up.

Write a book? Ever thought, "I should write a book"? Thus providing you an opportunity for expression, creativity, graphic design, and artistry? Then I have a job for you, maybe more than one person, perhaps a team? Our multiple award winning editor and PCA Enthusiast of the Year, Greg Phillips is retiring. Greg has done a superlative job with the Windblown Witness, one of the consistently best newsletters in the country. Our collective subscription is running out! Only nine more issues to go! Act now and help out. Greg will train, mentor, and help transition the new team to hit the ground running for 2008. Contact a board member or Greg for details.

50<sup>th</sup> anniversary fun continues with Bill Behun winning a prize at the January autocross for being the fiftieth member to register for the event. Jackie Corwin won a prize at the February Willow Springs Time Trial for recording the fiftieth timed run. Stay tuned with more to come.

A significant portion of our activities are social events. Our monthly board meetings are open to all members and typically draw 20 to 30 people thus, a de facto social event. Last Tuesday Socials are loosely structured and no host. These are usually well attended and enjoyable. The problem arises with planned events involving a program, venue, and catering. Our social committee works very hard developing and planning these events. RSVPs and prepayment are crucial to the success of these events. Recently it was necessary to cancel the Valentine's Day Sock Hop because of a lack of response. We can not wait until the last minute and neither should you. I urge you to sign up early for future events to ensure they come to pass.

## SDR Needs You!



### Newsletter Editor

We're looking for the next Editor of our region's newsletter the *Windblown Witness*. This position can be filled by an individual or a team – your choice. Training will be available from the current editor. Start now or train for a few months. The newsletter design and templates are already set up! This is a great opportunity to hone your creative skills and to put your mark on one of the greatest newsletters in the PCA.

Computer knowledge is a must. Experience with publishing software is helpful but not required.

*contact editor@pcasdr.org*

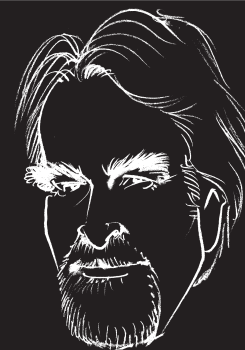




(Where the engine belongs)

# Up Front

Greg Phillips, Editor



Why is February a short month? I don't know either, but it throws off all of my careful scheduling for the Witness. I am trying to finish up this issue and get it to the printers before the weekend to try and get it back out on time.

Don't forget that the 52<sup>nd</sup> annual Porsche Parade is coming to San Diego July 1-5. Online registration will open on March 6 at [www.pca.org](http://www.pca.org). You may also register by mail, but it can not be postmarked before March 6. If you are planning on attending, go now to the website to register (for the PCA website) and get your user name and password that you will need when you register (for Parade) on March 6. If you are not confused yet, stand by and I will try harder.

I need to thank and give credit to Jill Beck from the Arizona region for the nice want ad on the previous page. Jill is the present editor of Arizona Region's newsletter, *Going Places* that won the most recent Heinmiller Award. She is also the new PCA National Newsletter Chairman. She started her tenure as editor about the same time I started out in San Diego and we both are planning on ending our tenures at the end of this year. This means we are both looking for replacements and that could be you. If interested or have questions contact me at [editor@pcasdr.org](mailto:editor@pcasdr.org) or Ted Myrus at [president@pcasdr.org](mailto:president@pcasdr.org).

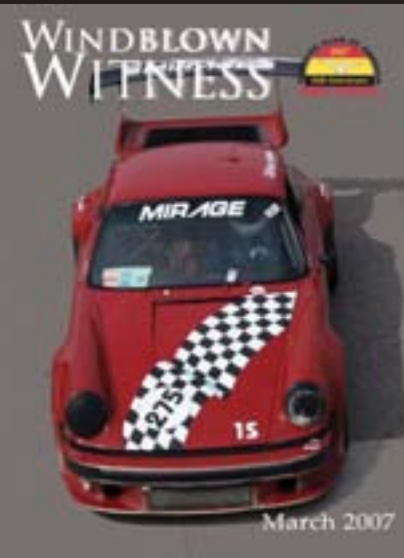
Although the autocross season has been slow to get started due to the Chargers playoffs, the time trial season is off to a fast start. We started at Willow Springs on the big track (see page 13) and we will be back there in early March at Streets of Willow and then move on to Fontana's California Speedway at the end of March for the Zone 8 Festival of Speed. This event includes club races, time trials, Concours, autocross, track tours and car displays. You should plan to attend. With the lighter weekend traffic it is not a long drive up the I-15. You will not be disappointed.

My experience at the Willow Springs time trial was mixed. Although my timed runs were my fastest yet at Big Willow, my power steering failure took some of the fun out of driving. And that was just the major failure, the hanger for my exhaust also broke and the rear latch release broke. Although a coat hanger provided a fix for the exhaust, the rear hatch was a little more difficult. The remote release had already been removed for weight, so when the key did not work somebody (thanks Steve Grosekemper) had to wriggle back through the roll bar into the rear compartment and release the hatch from the inside. We were then able to bungee it closed for the drive home. Hope Streets of Willow will be easier.

LP

## On the Cover

*This month's cover was taken at the California Festival of Speed last year of Bill Dawson's very fast TTOD Turbo. Plan to attend this year's event in Fontana.*  
Greg





# Last Tuesday Social

March 27 at 6 PM

Tuesday March 27 @ 6-9PM  
Yellow Coyote Tortilla Factory  
1901 Calle Barcelona  
Carlsbad, CA 92009  
760-633-3070



Exit I-5 at Leucadia and go east. Go down the hill and turn left on Calle Barcelona. (If you pass the gas stations and McDonald's you went too far). Turn right into the Forum



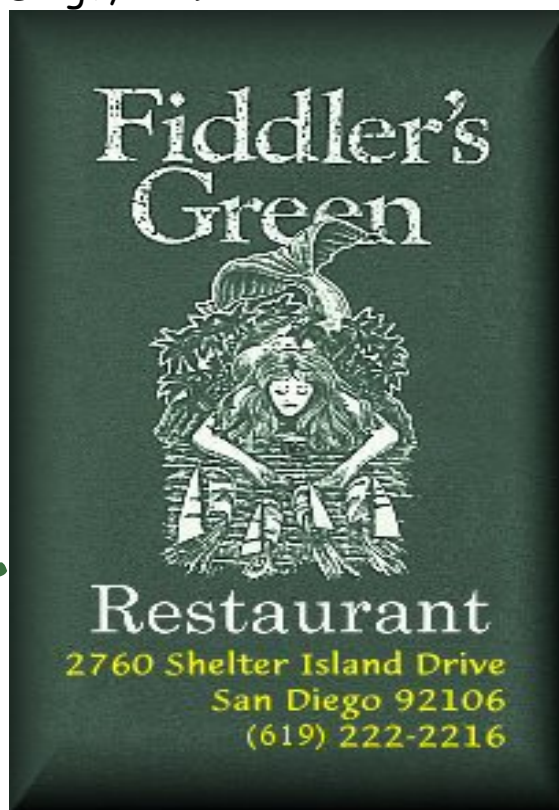
Photos by Tom LaFleur

# St. Patrick's Day!

*March 17, 2007 at 4 pm*

Cost \$3 pp or \$5 per couple. After March 11<sup>th</sup>, \$6 pp/\$12 per couple. Order off the menu, no host bar. everyone on their own meal cost.

**\*\*Please make checks payable to PCASDR and mailed to Katherine Alnwick  
7961 Laurel Ridge Road, San Diego, CA 92120**



They are on Shelter Island Drive, about a mile-and-a-half from Lindbergh Field (Airport). Follow Harbor Drive away from downtown and the airport to Scott Street. Turn left on Scott Street, and then left again on Shelter Island Drive. One block ahead on the left, UP THE STAIRS, is the restaurant.

Info: Kathy Alnwick 619.229.1515 [imthekaps@yahoo.com](mailto:imthekaps@yahoo.com)





# PORSCHE CLUB of AMERICA – SAN DIEGO REGION

and



present

## Spring 2007 Performance Driving School Apr 20<sup>th</sup>, 21<sup>st</sup> & 22<sup>nd</sup> - 2007

This driving school is a chance to safely learn the limits of your Porsche in a controlled environment with the guidance of experienced instructors. *“Sometimes, in order to find your limits you have to exceed them”*

This is an opportunity to learn driving skills that can be applied to any driving situation in any vehicle, that will significantly enhance your ability to enjoy driving your Porsche for only **\$275**.

This three-day school consists of:

Friday - Apr 20th 6:00 pm – 9:00 pm	Saturday – Apr 21 <sup>st</sup> 7:00am – 5:00pm	Sunday – Apr 22 <sup>nd</sup> 7:00am – 5:00pm
Black Forest – Engineer Rd	Qualcomm Stadium West Lot	Qualcomm Stadium West Lot
“Chalk-talk” in a classroom environment	Driving exercises - most performed on a skid pad	A non-competitive autocross for instructional purposes

No prior Performance Driving experience required - PCA membership is a requirement - Food is included

For further information, contact PCA-San Diego Region Joint Chief Driving Instructors

**Keith Verlaque (619) 265 8377 or David Gardner (858) 549 1830 or [cdi@pcasdr.org](mailto:cdi@pcasdr.org)**

**Applications must be by mail and MUST BE POSTMARKED Mar 19<sup>th</sup> 2007 OR LATER**

**(no metered mail) and will be accepted on a first come, first served basis.**

### **APPLICATIONS POSTMARKED PRIOR TO Mar19 WILL BE REJECTED**

Mail in registration form below (copies accepted) with a check payable to “PCA-SDR” for \$275 per driver

**PCA-SDR Performance Driving School c/o 7954 Mission Vista Dr, San Diego, CA 92120**

#### **Student Driver**

Name: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 City: \_\_\_\_\_ ZIP: \_\_\_\_\_  
 Phone#: \_\_\_\_\_ Shirt Size: \_\_\_\_\_  
 Porsche model and year: \_\_\_\_\_  
 PCA membership # \_\_\_\_\_  
 e-mail: \* \_\_\_\_\_  
 Prior Driving School attendance? Yes / No  
 Prior Autocross Experience? ? Yes / No

#### **2<sup>nd</sup> Student driver (same car)**

Name: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 City: \_\_\_\_\_ ZIP: \_\_\_\_\_  
 Phone#: \_\_\_\_\_ Shirt Size: \_\_\_\_\_  
 Porsche model and year: \_\_\_\_\_  
 PCA membership # \_\_\_\_\_  
 e-mail: \* \_\_\_\_\_  
 2<sup>nd</sup> driver Yes / No  
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\*NOTE: All data pertaining to the PCA-SDR school will be distributed by e-mail so applicants need to ensure the e-mail address given above is both current and regularly monitored.

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Streets of Willow • March 3-4, 2007



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## March 3-4 --PCA-SDR & Zone 8 Time Trial -- Streets of Willow

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Driver Name _____	
Phone _____	
E-mail _____	
Member # _____	Region _____
Emergency Contact _____	Phone _____
Driver Status:	Instructors, will you instruct?
Student Driver Instructor	Yes No

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Driver Name _____	
Phone _____	
E-mail _____	
Member # _____	Region _____
Emergency Contact _____	Phone _____
Driver Status:	Instructors, will you instruct?
Student Driver Instructor	Yes No

Do you have a Competition Permit? Yes No

Do you have a log book? Yes No Signed: \_\_\_\_\_

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Anthony DiLanzo

# Super Sunday at Willow Springs



Text & Photos by Greg Phillips

Although we had hoped that the Chargers would be playing on Super Bowl Sunday, it turned out to be a Midwest struggle of Bears and Colts in the rain at Miami. And while most of the US was suffering with freezing cold weather or rain, Southern California was blessed with a beautiful weekend of weather to go racing at Willow Springs.

The drive up on Friday caravanning with the trailers was uneventful and we were able to get out to the track

to drop cars off the trailers and check out the track. There were a few cars still turning laps, including a Ferrari F430 that was making a beautiful sound, but only turning laps around 1:45. We hoped to do better the next day.

The Boxster boys of Mike Daugherty and Ethan Dahlkamp were unloaded and setting up Mike's trailer for the weekend along with Kary Clements and Bill Ibbetson who would be staying at the track for the duration. After unloading the rest of us headed back into town to check into our rooms at the Inn of Lancaster.

Although it was busy with a softball tournament in town, we were able to do tech with Neil Heimburge and get registered with Robert Baizer before heading off for dinner. One group was off for Italian food but we headed for some steaks at the Stuart Anderson's Black Angus. Although there would have been a long wait for a table, we were able to snag a booth in the bar and order up our dinners and drinks in record time. After dinner it was back to the inn and turning in for an early start on Saturday.



Steve Grosekemper





*At the Black Angus*

Saturday morning was brisk but sunny with the weather expecting to improve throughout the weekend. After a quick breakfast it was time to head to the track. George Copelin was not quite sure of the way to the track so he followed me out on my easy route to Willow Springs. Go east on Sierra Highway until you get to Rosamond Blvd. in Rosamond and turn left and head north until you get to the track. You avoid the 14 freeway and CHP altogether.

At the track the rest of the time trialers were settling in and getting ready. Soon it was time for our driver's meeting with Jack Miller. Jack explained the run groups and passing zones and reviewed the flags and safety questions and then did the student-instructor pairings.



*Boxster Boys heading out*

We were going to have plenty of track time for the weekend. With about 45-50 drivers, there would be 2 run groups that would alternate every 30 minutes. First up was the red run group to start the day. The big dogs headed out to clean off the track surface. In AR were Roland Schmidt, Jae Lee, Bob Ehrman and Anthony Dilanzo. The other fast group was KI with Jack Miller and Ethan Dahlkamp as holdovers from last year and moving up from KP were Jad and Jim Duncan, Martin

Reinhardt, Mats Lindstrom and Kris Urquhart. Bill Ibbetson was holding down the fort in KP. NP was another fast group with the turbos of Robert Baizer and Joe Hegener along with Mike Dougherty's Boxster S and David Gardner's 993.



*Richard Park's new paint job (wing)*

Soon it was time for my run group to hit the track. Jack had reminded us that the tires would be cold and to start slowly, but I found out quickly how little traction there was. Just leaving the hot pits after clearing the starter I rolled into the throttle at about 20 mph and the rear tires lit up with wheelspin. OK, be really careful on the first few laps until they have some heat. The first two laps were under caution and then we slowly began to speed up. I was still on my street tires but grip did improve, although I did have some brake lockup as the session went on. Then towards the end of the session exiting turn 9 my steering tightened up and became hard to turn. As I straightened out it freed up and seemed OK down the front straight but I slowed before turn 1 and as I turned in it was tight again. I finished the lap slowly and then pulled into the pits.

As I maneuvered into the pits I felt it was a power steering problem, but when I opened the hood to



*Martin Reinhardt (wing)*

*Martin Reinhardt & Jeff Schmidt*

check, everything seemed OK. The power steering belt was on, the pump was turning and there was fluid in the system, but no power steering. Steve Grosekemper was kind enough to check it out and he felt it was the steering rack or the pump, but unless I could find a replacement on a weekend in Lancaster, it was not a trackside repair. There was a new AutoZone parts store on Rosamond, but no luck with Porsche 928 steering parts before Tuesday! So I would be getting an upper body workout for the weekend!

It did not take long before it was time to head out again. I had left the street tires on and the track weather was warming up nicely, but my lack of power steering remained.

Luckily, Willow Springs is probably one of the easier tracks in this situation. It is a fast high speed track with only 9 turns and no really tight corners. Except for the omega, it is sweepers and straights. Coming down the front straight was fine with speeds near 130 mph in 4<sup>th</sup> gear as I began braking for turn 1 and downshift into 3<sup>rd</sup>. It was when I started to turn left into 1 that the steering became hard. I then tracked out of 1 and accelerated down the short straight before turning into the long sweeper of turn 2. It was hard work the whole way around until I could finally straighten as I tracked out and accelerated for turn 3. Heavy braking from around 100 mph and downshift into 2<sup>nd</sup> and then turn up the hill to start the omega with turn 4 at the top and then accelerate down to turn 5 and upshift to 3<sup>rd</sup> before braking and turning left and accelerating to the right over the rise at turn 6 and upshifting on the backside into 4<sup>th</sup>. I accelerate past turn 7 and up over 120 mph as I turn right into turn 8. I have scrubbed off some speed

but try to hold my speed over 110 before braking and downshifting to 3<sup>rd</sup> before turn 9. I wait for the turning and then try to accelerate past the apex of 9 and back onto the front straight (not too wide) and quickly shifting up to 4<sup>th</sup> before the pit entrance and then back to full throttle to start another lap. Simple track in concept, devilishly complex in the details to try and learn and turn better laps. I end this session early to rest my arms and hands.

*Steve Grosekemper (tail)*

It turns out that I am not the only one with mechanical issues as Bob Ehrman and Jae Lee are both out early on Saturday. The Young's 911SC's transmission was balky but they were able to continue throughout the weekend. Steve Grosekemper was setting up Hector Wilbur's HI 911 and the car was running well with its new suspension, oil coolers, rear tail and front splitter. Speaking of tails, Jad Duncan's 944 Turbo S had sprouted a large tail appendage for the weekend and Martin Reinhardt had joined the air force also with his wing. Apparently at Big Willow it don't mean a thing if it ain't got that wing!

*Jad Duncan (wing)*

But looking at the times they were turning it was hard to argue with them. As the weather improved to a beautiful warm day, the track began heating up and the times started dropping. Most of the fast times were in the low 1:30s, with the AR men flirting with 1:29s and





*Otto Obrist JP winner*

the KI boys running from 1:32 to 1:38. In the unwinged category Otto Obrist's JP 944 Turbo was running in the 1:32s and Bill Ibbetson's KP 968 was dipping into the 1:34 range.

Over lunch we were able to take a break and catch up some after running half hour on and half hour off track. After eating I put on a new set of tires, the Hankook Z211 R rated tires with 285 rears and 235 fronts. In the first session after lunch my times did come down slightly, but I knew I was not pushing hard without the power steering. I was able to work on my line through turn 9 and try to carry some more speed through turn 8, but was losing time through the omega and my braking without ABS was still a steep learning curve. The new larger master cylinder was helping and I had much less smoke and brake lockup than I had at Spring Mtn., but I could do better with practice (I kept telling myself).

I skipped one of the afternoon sessions and shot some pictures of my run group and checked out the transponder times at the timing building. Times were continuing to drop as people were dialing in their cars



*Forrest Walker & Ethan*



*Young's new paint job*

in anticipation of the early timing session on Sunday. Since many people wanted to watch the Super Bowl, Jack had decided to have only one morning practice session and then do the timed runs on Sunday morning. This would allow the football fans to leave after the timed runs, while the rest of the drivers could continue lapping for the rest of the day.

At the end of Saturday we packed up the garages and parked the cars before heading back to the motel. After some debate, the dining decision was for beer and pizza. Jad and I checked out the selection from the GPS navigation and found a Round Table Pizza not far away. After cleaning up we loaded up the SUVs and headed over. Although it was initially crowded with softball players from the tournament, we soon had our pitchers of Fat Tire Ale and started working on the pizzas as they came out of the oven. We started slowing down eventually and it was again time to turn in for another early start on Sunday.

Sunday morning was another driver's meeting to review how the timed runs would progress. My run



*Jackie Corwin #50 winner  
with Jack Miller & Jim Duncan*





*Roland Schmidt takes checkered (wing)*

group was out first on Sunday so the red group could heat their slicks up before timed runs. The temperature was warmer than Saturday and grip was good, but I was surprised to find out how sore my hands were from fighting the wheel on Saturday. After about 20 minutes I was done and came in early. While red run group was running I finished my prep for timed runs and took my camera down to the flagstand for some pictures during timed runs.



*Kary Clements MI winner (wing)*

Since we were running the fastest cars first, there was not too much suspense for who would be TTOD. The fastest cars of the weekend had been Roland Schmidt and Anthony DiLanzo in their AR 911s. Except for some early laps by Jae Lee and Bob Ehrman who were now gone, they had been the only drivers below 1:30 for the weekend. And it stayed true to form with no surprises with Anthony DiLanzo taking TTOD at 1:27.91 ahead of Roland's 1:28.53. The next question was if any of the other drivers would get below 1:30 and that turned out to be negative. Kary Clement's MI 993 was next at 1:30.11.

Next was the KI question, which would be on top? Ethan's Boxster and Jad's 944 Turbo had both been in the 1:31s. But Jad's engine management developed some faults just before timed runs and he was down on



*Ethan Dahlkamp KI winner (wing)*

boost but still turned in a very quick time of 1:31.8, but Ethan turned his best lap of the weekend at 1:30.92 to take KI and 4<sup>th</sup> TTOD. Jad was 5<sup>th</sup> and was followed by Mats Lindstrom's 944 Turbo at 1:31.95 and then Steve Eguina's PS GT2 was in 7<sup>th</sup> at 1:32.31 with the 911 Turbo of Joe Hegener at 1:32.35 in 8<sup>th</sup> and then rounding out the top ten were more KI drivers with Martin Reinhardt at 1:32.47 and Jack Miller at 1:32.78.



*Charles Sharp 944 Spec winner*

The top BRI was Otto Obrist's JP 944 Turbo who had an impressive time of 1:33.35 to take JP ahead of the 944T of Michael Cornelius's at 1:38.03 and Bob McLaughlin at 1:39.61. Bob's time was especially impressive as he was notable to run until Sunday and only had one practice session before his timed runs. In 944 Spec, Charles Sharp was turning in very impressive



*Bill Ibbetson KP winner*



*Greg Phillips (spoiler)*

times all weekend and continued that with a very quick 1:39.95 to beat Rich Bessette's 1:43.29. In IS, age and cunning were just able to beat out boyish enthusiasm as Paul Young beat Paul, Jr. 1:39.84 to 1:40.67.

As we got near the end of timed runs it was time for my laps. I had been stuck in the mid 1:40s with a best of 1:43.3 during practice. But I figured I could push hard for the three laps and not worry about the hard steering. It seemed to work as my first timed lap was 1:40.5 and the final lap was 1:39.7! I felt really happy to finally get under 1:40 and to drop almost 4 seconds in timed runs. Unfortunately for me, Pete Millikin and his winged 911 was still a few seconds ahead of me at 1:36.35 to take the II class.



*Pete Millikin II winner (wing)*

In KP, Bill Ibbetson may have been lonesome, but still had a very good time of 1:34.07 and Steve Grosekemper's HI 911 also was quick at 1:35.67. Jeff Schmidt took top honors in NS over Tawfik Benabdeljalil 1:36.58 to 1:40.85. Charlie Wolk debuted his new KS car and turned in a 1:45.68. We also had a



*Steve Grosekemper HI winner*

couple of ladies driving this weekend with Jackie Corwin's GP 944 at 1:45.76 and Lisa Eguina's GT2 turning a 1:41.56.

After timed runs several of the drivers were packing up to head home. Although I had originally planned to be a diehard, the practice laps on Sunday convinced me it would not be fun to circulate the rest of the day without power steering so I was packing up also. Jad and Steve were caravanning back on the I5, but I had to stop and gas up before leaving so they sent me ahead with instructions to catch up with their trailers on the road. I left a few minutes ahead and got gas and took off about noon down Hwy 14 in pursuit. It did not take too long as I caught up with them just into Orange County! Yes, they tow just about the way they drive. The weather for Sunday was also beautiful and it was a postcard day for the LA basin as the smog was gone; there were blue skies and miles of visibility. It seemed warm and Jad was happy to point out over the radio that his outside thermometer was reading in the 80's, but with the climate control in his new BMW X5 he had not noticed.

The drive back to San Diego was uneventful and I got back to Coronado just as the Super Bowl was kicking off (and being run back by the Bears).

Next event in early March will be back at Willow Springs, but this time on the tighter Streets circuit. I will need power steering for those corners and the new rack is already in place (thanks Steve and Dieter's). Just a few weeks later at the end of March will be the Zone 8 Festival of Speed at California Speedway. This will be a combination of high speed oval with the tighter infield sections. Start planning your tire budget now.







*Martin is a little wide at turn 9*



*Jeff Schmidt NS winner*



*Martin Reinhardt*



*Robert Baizer*



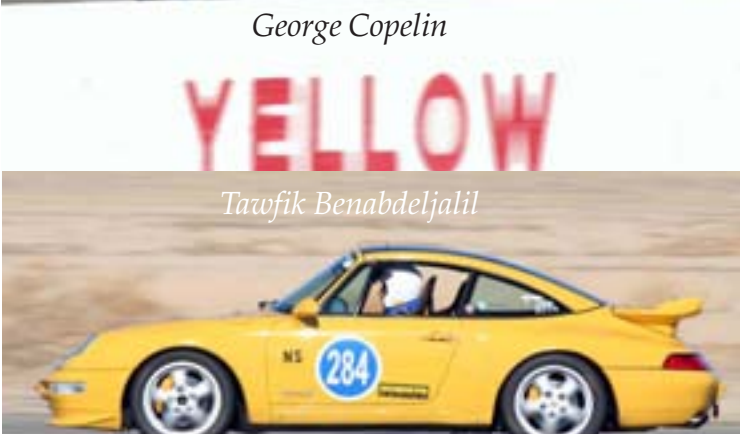
*Jack Miller*



*George Copelin*



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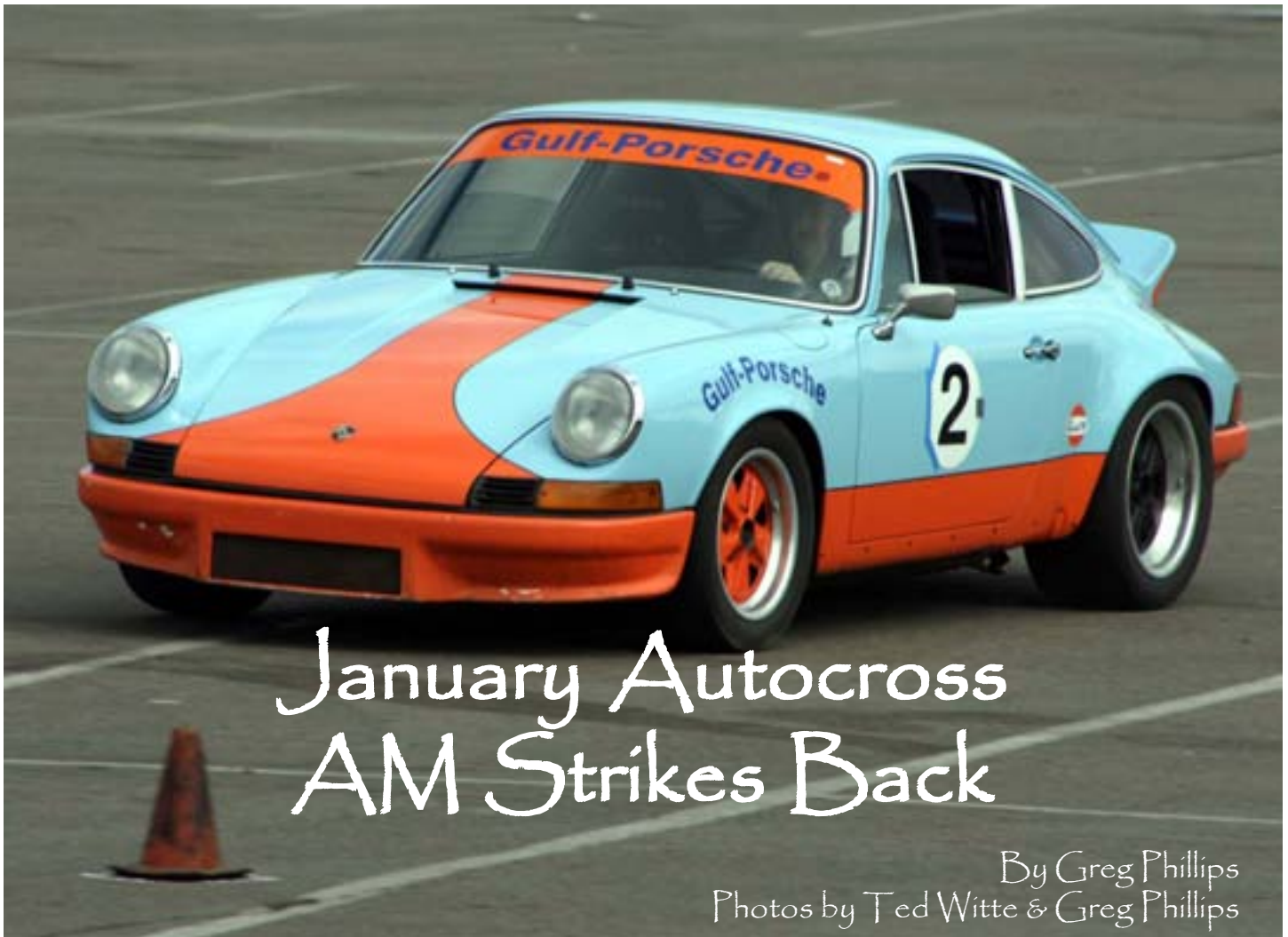


*Tawfik Benabdeljalil*



*Curt Yaws GT3*





# January Autocross AM Strikes Back

By Greg Phillips  
Photos by Ted Witte & Greg Phillips

Because the Charger's were in the playoffs, our 2007 autocross season was off to a late start. It was late in January before the new autocross team was able to throw a new track and we could start using up our tires! The weather looked like it could be cool, but cleared up well and ended up being nice weather for the day. I was driving my "new" 1985 928 and eager to try out the new suspension changes and brake adjustments.

After tech it was time for a track walk to see what David Kochanek had up his sleeve for today's track. Although there were no tight turns, he also left out any real straights. It looked like it was laid out by a drunk driver! At the driver's meeting we were introduced to the new autocross and safety team, along with the old corner worker chairs and Keith Verlaque representing the CDIs. There were several new drivers and my student, Perry Shipman, turned out to be one of them along with his wife, Linda, in their 944S2 cabriolet.

When our run group came up we headed out on the track. The first lap was slow to get our bearings and the

next few laps we slowly increased our pace. I was still braking too late at a couple of corners and that led to a little wheel lockup, but otherwise it seemed a fun track.

After my run session it was time for Perry to head out. He also started slowly but was maintaining a good line and had good car control skills. He attributed it to the time he spent living in Alaska and driving on snowy/icy roads. Each lap he was a little smoother and was having fun the whole time. It turned out his wife was also having a great time with Jerry Sturm as her instructor.



*A sea of cones for Taroufik Benabdeljalil*

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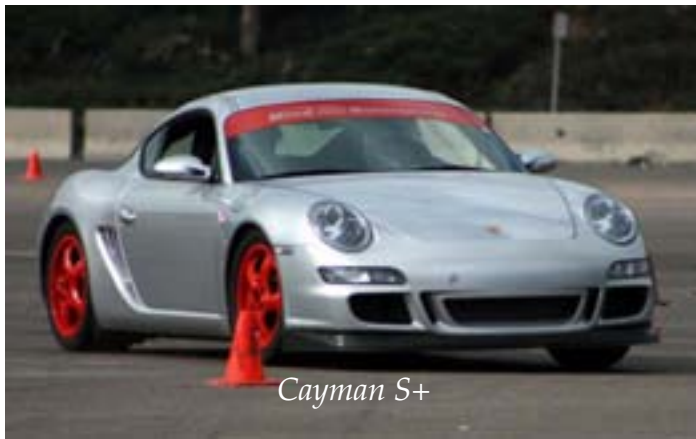
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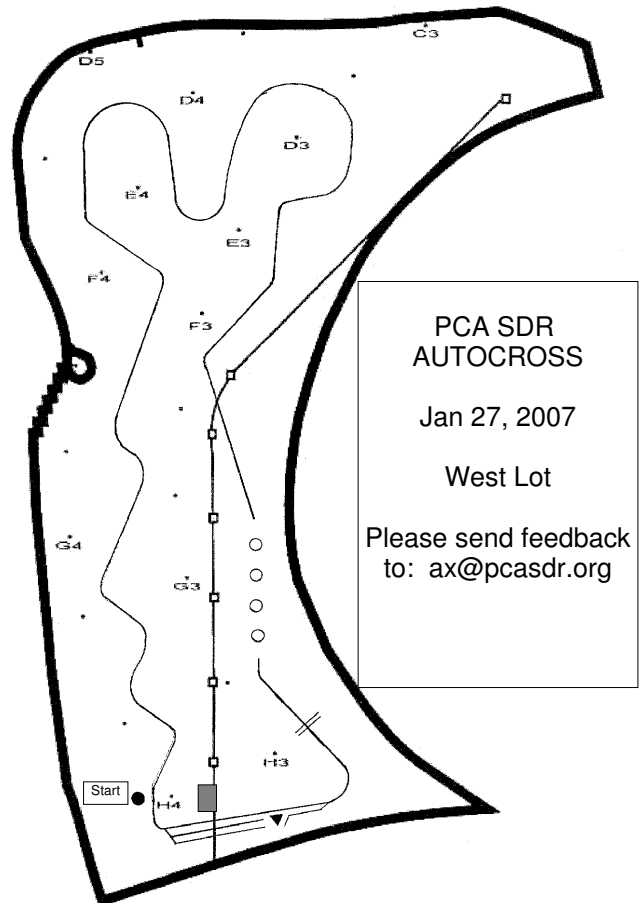
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The next practice session we started a little faster as we knew the track better. After accelerating out from the start the track quickly turned right, and then left for a short straight and then left again before a series of esses and finally shifting into 2<sup>nd</sup> gear before a tap of the brakes and a left climbing up the hill. It had a short straight before going to the right and then a sharp right at the top of the hill and heading down the hill into an off-camber left and then accelerating down to another off-camber turn to the right. There was a short straight and then a narrow left that took you down the hill and onto the only straight and up to 3<sup>rd</sup> gear before braking into the slalom section. After getting past the slalom cones there was more acceleration before slowing down for a left and then right to accelerate past the timing lights.



asphalt breaking up. Although they were able to make the change before any timed runs, it was, unfortunately, after our practice sessions. And since my run group would be the last to run, there would be a long break between runs.

I filled out some of the time taking pictures and also checking out the new white 997 GT3 that was in the lot. It had a very nice color and interior scheme. We also had time to see the rest of the timed run sessions. Red run group went fairly early and they were putting down some fast times. The KI crew was out in force



Perry Shipman &amp; Greg Phillips

After Perry's session it was time for us to corner work and we headed out. We ended up on a nice corner with a good view of the track, but not too much action. And we were able to hear they were having problems with the track breaking up before the slalom and they eventually had to move the track slightly because of the



Tom Comeau

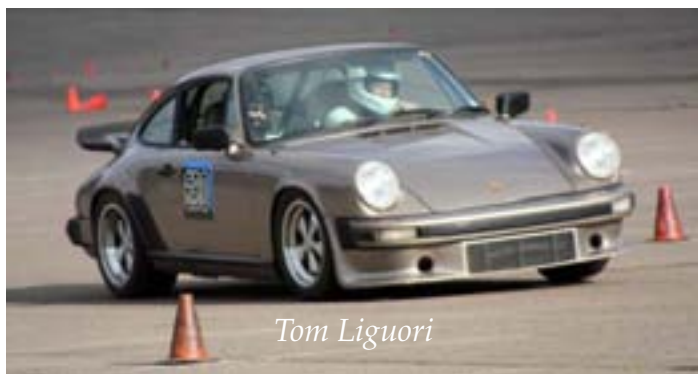




Steve Grosekemper

with Martin Reinhardt, Jad and Jim Duncan, Kris Urquhart, Bill and Tami Ibbetson (slumming from KP) and Tom Comeau wondering where everyone came from. Another fast car was the Mind Over Motorsports MI Cayman S, that was running a 3.8 liter Carrera S X51 option motor. It had great handling and power but it looked like it could use a limited slip to help put down some of that power.

By the end of the day the track had cooled down and, although the sun was low, the track layout kept it out of our eyes until after the end of the run. On my warm-up lap I was warming up my tires but tried to slow down before the slalom to see how the new track section went. It did seem to pinch the entrance to the slalom slightly, but I did not feel it was a big change. My first



Tom Liguori

lap went fairly well and was clean and I had a 73.2. The next lap I tried entering the slalom on the other side and the combination of trail braking with my turn-in after the first cone caused my rear end to step out, a lot. I was able to catch it and get around each of the next slalom cones, but the oscillations were getting bigger each time. But when I got past the last cone I was able to accelerate and catch the last slide and head back down the track without hitting a cone. Not the fastest way, but maybe this drifting technique will catch on



Martin Reinhardt

someday. So I had one lap left. This one was going well until I got to the slalom. I went back to my original side but this time I went in too deep and I was braking too late and my tail went wagging around the slalom cones again. Again, surprisingly no cone but my time was still slow at 75.44.

Although it looked like the race was between KI and MI with Chris O'Connor and Tim Weiner, a dark horse emerged from the pack with Dan Andrews' AM 911 with Gulf livery throwing down the top time at 67.43 to nip Martin Reinhardt's 67.95. Chris O' was next at 68.5, Kris Urquhart at 68.82 and then Sean Dynes' AM 911 had a 68.98. Rounding out the top ten were Tim Wiener at 69.27, Bill Ibbetson at 69.32 in his 968, Clark Smith's AM 911 at 69.37, Steve Grosekemper in a HI 911SC at 69.57 and finally Austin Smith's AM 914-6 at 69.63. For full results, check out the website at [www.pcasdr.org](http://www.pcasdr.org).

After the track was cleared, awards were handed out and Dan Andrews was wondering why he had not been driving down from the OC more often for the easy TTOD pickings in San Diego. He will have until March 11 until he has to defend his TTOD status.



Dan Andrews TTOD (Mr. Aqualung)



*Martin & Jennifer Reinhardt*



*Jerry Mize & Casey Corwin*



*Linda & Perry Shipman*



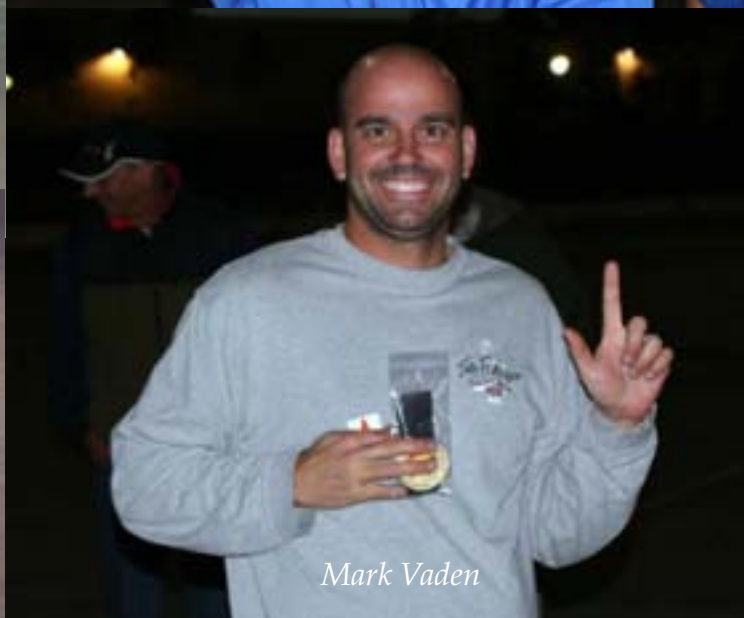
*Curt Yaws*



*Pete Millikin*



*Jerry Sturm & Linda*



*Mark Vaden*

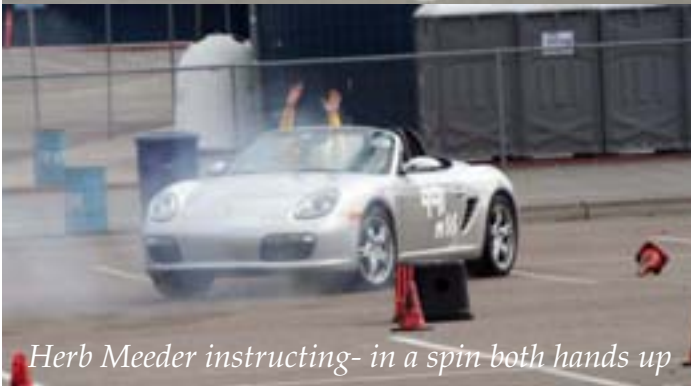




*Katina Gonzalez- driving*



*997 GT3*



*Herb Meeder instructing- in a spin both hands up*



*Robert Scheussler & Lisa Goetsch*



*Carl Scragg*



*Stacy Smith & Tom Comeau*



*Lauren Linares*



*Mike & Angela Avitt*



# Zone 8 Awards Banquet



Photos by Greg Phillips & Eleanor Myrus



*Bev Giffin-Frohm & Gary Peterson*



*Jennifer & Martin Reinhardt*



*Bev & Revere Jones*



*Ziggy & Inca Szielenski*



*Pat Corona & Inca*



*Ted & Eleanor Myrus*



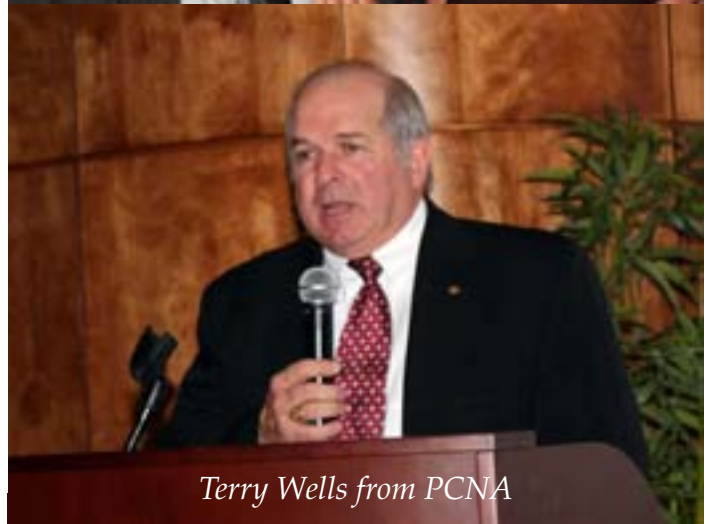
*Jack & Ginny Case with Cecelia Knauf*



*Neil & Julie Heimburge*



*National VP Kurt Gibson*



*Terry Wells from PCNA*



*Ziggy, Linda Corrarubias & Inca*



*The Goulds & Bev*



# Welcome Mat



**Diana Akins**  
Centreville, VA  
2001 Boxster S

**Robert H. Albrecht & Mona**  
Ramona, CA  
1965 350

**Mark E. Allen & Brad Moon**  
Oceanside, CA  
1970 911s Coupe

**Blaise Baldeschwiler  
& Kurt Celis**  
San Diego, CA

**Frank Barboza & Frank**  
Carlsbad, CA  
1987 944

**Matthew D. Bickell & Kim**  
Santa Monica, CA  
1981 911

**Michael A. Boardman**  
La Mesa, CA  
2005 911

**Kelly G. Bowie & Kathryn**  
La Mesa, CA  
2003 911

**Edward W. Bustin**  
San Diego, CA  
2007 Cayman S

**Kenneth R. Crawford & Jan**  
San Diego, CA  
1982 928

**Hugh M. Dunklee & Mary Beth  
Kellee**  
San Diego, CA  
2007 Cayman Coupe

**Mark S. Franklin**  
Carlsbad, CA  
2002 911 Cab

**Joseph M. Gang & Gigi**  
Carlsbad, CA  
1985 944T

**Brian Goldberg**  
Redondo Beach, CA  
1974 914

**Keith R. Hanson & Susan**  
Lakeside, CA  
1989 944 Turbo Coupe

**Joerg Ineichen & Ryan Fraga**  
San Diego, CA  
2005 997

**Jake Jacoby**  
San Diego, CA  
2007 Carrera S

**Jason B. Khoury**  
San Diego, CA  
2007 997 Coupe

**Peter A. Kirsch & Wendy**  
Oceanside, CA  
1989 911 Coupe

**Chester M. Kolley**  
Carlsbad, CA  
2007 Cayman S Coupe

**Anthony F. Kraus  
& Sarah Goodwill**  
San Diego, CA  
1971 911 T Coupe

**William T. Kreiss**  
Murrieta, CA  
2007 Cayman Coupe

**Thomas McClure  
& Melanie Parker**  
San Diego, CA  
1996 993 Turbo

**Michael C. Montefusco & Tara  
Dolinski**  
Santee, CA  
1997 Boxster

**Cory J. Pigeon**  
San Marcos, CA  
2005 911

**James F. Pilkington & Laurie**  
El Cajon, CA  
1999 911

**Brian Prager**  
La Jolla, CA  
2006 Boxster

**Michael Robnett  
& Loren Speigel**  
San Diego, CA  
2003 Boxster S

**Randall S. Ruminson**  
San Diego, CA  
1986 944

**Rodney Satterwhite  
& Karen Meeks**  
Cardiff By The Sea, CA  
2004 Cayenne SUV

**Thomas J. Sleboda & Kristen**  
Oceanside, CA  
1995 993



**Billy M. Sprague Jr & Rhea**  
Temecula, CA  
1985 944

**Shelia Steverson**  
San Diego, CA  
2007 GT3

**Eric R. Strom**  
San Diego, CA  
1985 944 Coupe

**Richard S. Sweet & Monica**  
San Diego, CA  
1973 911 Coupe

**James P. Walsh & Carol**  
La Mesa, CA  
1999 Boxster

**John Weinberger**  
Del Mar, CA  
1958 356 Sedan  
1998 993 Carrera Cabriolet

# MARCH ANNIVERSARIES

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Clifton Fitzhugh  
Roger Lai  
Mark S. Matsumoto  
George C. Meiser  
Rex Sampsell

## 20 Years ...

Gregory Daw Smith

## 10 Years ...

Roger D. Crim  
Aubrey Eyer  
Joe Jose  
Jay Stolper

## 25 Years ...

David Belanich

## 15 Years ...

Christopher Glembofski  
Charles R. Netherland  
Robert Pachorek  
Skip H. Shirley  
Michael J. Skyhar

## 40 Years ...

George Thwing III



*Paul Young & Neil's TT award*



*Paul & Bev*



*Paul & Jeff Schmidt TT winner*



*Ziggy & Inca with Concours trophies*



*Mike Dolphin & Neil's AX award*



*Paul & Martin's TT trophy*



*Gary Peterson with Concours trophies*





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**When:** Wednesday, March 21

**Where:** Coast Car Covers  
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**Time:** 6:30-9:00 pm

**Directions :** I-8 West exit 3b to Morena Blvd.



For further information contact: George Mancuso or Paul Chevalier at  
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# SDR - The Way We Were

## John Straub, Archivist

Here we are, the last half of 1977. We left off in the last issue at our first Porsche Parade, held at the end of July. In this issue I'm going to continue with the rest of that year's events rather than talk about the Parade. I'll cover that Parade as well as the 1992 Parade in separate articles ("Looking Back") coming up in future Witness's.

However, before I get started on the rest on 1977, I have to tell you about a phone call I received a month ago. It was from Leo Lipec. Leo joined the club in March of 1977 but had Porsches for many years before that. We got to talking about those days in the club and he related a story about taking his car into Dieter's when Dieter's was located on East Main in El Cajon. He had taken his Porsche in for repairs but needed a car to get to work. Believe it or not Dieter lent Leo his RSK Spyder to drive to work. Do you think that would ever happen today? A Spyder just like that one recently sold at auction for \$850,000!

In August of that year we were planning our first Tour to the Monterey Historic Car Races. The Monterey Historics were started in 1974 so this was the fourth event held. Our trip was chaired by Herman Caruthers and we were to depart from Del Mar on Friday and drive to Carmel. On Saturday we planned to head to the races and have dinner that night at the Hog's Breath Inn in Carmel (formerly owned by Clint Eastwood). Sunday we were off to the Pebble Beach Concours and then back to San Diego.

Also in August was our Zone 8 Concours chaired by Pat Scanlan. This event was held at Fashion Valley. We had 27 cars with brand new 930 Turbos, Fred Davies' 906, 914 race cars and 356s. Tom and Candy Van Zant helped with all the details of the event. This event was special to me because I met a member named Bill Devin. At the time, I had no idea that Bill and I were to become neighbors and close friends years later when I moved to Mount Helix. Boy could I tell you stories out Bill and his beautiful 356. I have always wanted to buy that car and show it. Well maybe some day.

In September we had our Progressive Dinner with stops at Dave Goodell's, Ivan Richmond's and Jim

McDaniel's. The food, Mexican—the drink, Margaritas. We had about 65 cars with about 130 members.

October was our Holtville Time Trial with 74 cars. Bill Roberts got TTOD driving Wayne Baker's 914. Was this your normal 914/4? No, not quite. It was the first 914 with a wing on the back and a 2.5 liter, weighing 1,420 lbs. and developing 210 h.p. at 6,000 rpm. This topped off the year for Wayne and Bill. These were their records for the year: TTOD Willow POC (Bill), TTOD Willow PCA (Wayne), TTOD Phoenix PCA (Wayne), TTOD Sear Point POC (Wayne), TTOD Willow PCA (Bill), TTOD Las Vegas PCA (Wayne) and then Holtville. This was against George Thwing with his 904 rocket ship exceeding 150 mph on Holtville's back stretch. Some of the other members running were: Paul Chevalier (one of our new tech session guys), Steve Miller, John Bond, Jay Moore, Joe Weber, Don Clark, Guy Ober, and Dieter Vongehr.

October 1977 was also the first, as we know it, "modern San Diego Region Driving School" and was chaired by Joe Weber, Guy Ober and myself. So when you think of driving schools today in the Region, this is when it started. We had a class session at night a few days before and the driving session at Miramar College parking lot. Thirty cars took part, a group comprised of four to six cars and three instructors were assigned to each one of four different turns. The group walked, discussed and drove the turns until the instructors and students were confident and ready to try the next turn.

Not to be left out, "Rallying" was starting to have a comeback in our Region about this time. Art Wrightson, Jack Rabell and Slim Durham were leading the way. They were all hitting the Zone 8 Rallies hard and bringing awards back to SDR.

To end the year, we had a Christmas Dinner Dance at Little Bavaria in Del Mar. This was put on by Bill Shaffer, one of our Charter Members. German food was the order and all for \$7.50 per Person.

See you next month,

John



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 Schedule 7:00 am: Car placement starts, 10:00 am: Judging starts, 2:00 pm: Awards Ceremony

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C-1 356 (closed)  
 C-2 356 (open)  
 C-3 911, 912 (65-73)  
 C-4 911, 912 (74-83)  
 C-5 911 (84-89)  
 C-6 911 (90-), 89 C4, GT2, GT3  
 C-7 Boxster, Cayman  
 C-8 914  
 C-9 924, 944, 928, & 968  
 C-10 Special Interest, Curr Comp, Limited Production  
 C-11 Cayenne

### STREET DIVISION

S-1 356 (closed)  
 S-2 356 (open)  
 S-3 911, 912 (65-73)  
 S-4 911, 912 (74-83)  
 S-5 911 (84-89)  
 S-6 911 (90-), 89 C4, GT2, GT3  
 S-7 Boxster, Cayman  
 S-8 914  
 S-9 924, 944, 928, & 968  
 S-10 Special Interest, Curr Comp Limited Production  
 S-11 Cayenne

### WASH & SHINE DIVISION

WS-1 356 (all)  
 WS-2 911, 912 (65-83), 914  
 WS-3 911 (84-98)  
 WS-4 924, 944, 928, 968  
 WS-5 Boxster, 996, 997, GT2, GT3, Cayenne, Cayman

### UNRESTORED DIVISION

UR-1 356 (all)  
 UR-3 911, 912 (65-73)  
 UR-4 911, 912 (74-83)  
 UR-5 911 (84 Y-10)  
 UR-8 914  
 UR-9 924, 944, 928, 968  
 UR-10 Special interest, current competition, limited production, all water cooled



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**SuesanWay@gmail.com or (619) 992-4287**

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2nd Driver Name \_\_\_\_\_ Are you an instructor?: Y N Shirt: S M L XL XXL

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Car and Model: \_\_\_\_\_ Year: \_\_\_\_\_ Zone 8 Competition Class: \_\_\_\_\_

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# A Less Taxing Way to Spend Tax Day, A Cayenne Off Road Tour



By Cecelia and Vince Knauf

Cecelia and I have been hosting Cayenne Off Road Tours for the San Diego Region for about two years now, and are really enjoying driving our Cayenne off road, and sharing the experience with our Porsche Friends.

We have found some interesting roads in the high country off of I-8 for the next tour. This will be Sunday April 15, as a way to get away from taxing concerns, and see the beautiful San Diego backcountry that you can only see from an SUV.



*Do it in the dirt*

For this tour, we are inviting all Cayenne drivers to go off road with us yet again. And we also extend this invitation to PCA members who have SUVs, but have not yet stepped up to the most capable Porsche made. The 08 Cayenne will be introduced in a few months, and is a major upgrade. More power is a given and better handling as well. Those who have driven it tell me that it is a big step up from the one that Cecelia and I have.

We will require high ground clearance and 4wd for any non Cayennes for this event. We allowed a 2wd jeep once and it was out of place.

We are planning on two different trail routes; the first one is a bit easier than the second one. This makes it great preparation and training for the much more scenic route that we will drive in the afternoon.

If you have not yet taken your Cayenne off road yet, no worries. We have had good attendance at our prior tours, which have been safe events and fun for all. We have pre driven all of these routes and feel confident that by the end of the day everyone will be excited to come back and do another tour. And perhaps go off on their own for their own tour.

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.





*Where did he park that 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 will be meeting at the Rest Stop on I-8 just east of Alpine and the Viejas Casino at 8:30 in the morning. We need folks to register for this, because we will need a count of vehicles going, to have enough route guides printed. We are asking for \$15/car to cover printing and other costs, which will be taken care of as part of the registration process. This will be done through ClubRegistration.net. This is a PCA affiliated registration site that we used for the Zone 8 Speed Festival. Registration there will be open by the time you read this. Go to the site; select a user name and password. Ask your computer to remember these. You will need to spend a moment filling out some information on the "My Profile" link on the right upper part of the first page. Be sure to click on "update" when you are done. Then go to the "Event Sign Up" link and scroll down by event date to the Cayenne tour on April 15. It may say Zone 8, but is really SDR.



*Splish-Splash*

Click on the link to the right hand side saying "register for the tour". Follow the directions. When you get to the payment page, print this and follow the directions there.

The email address that you provide here will be used to send you significant information to everyone about off road driving and the process of preparing to do so.



*Balance*

Call me if you have any problems. 619 287 4334 or find my email on the SDR website.

We will start with an orientation talk at the Rest Stop.

This tour will take the better part of the day, and we need to have you bring lunch and beverages for those in your car. There are no picnic grounds on this tour, so have a blanket everyone in your party to sit on, bring all the utensils you will need, clean up supplies and a bag to carry out your trash. There are no porti-potties on the off road sections, but we will be making a stop at a gas station/convenience store about midday to address this. And there will be big rocks to wander behind as well.

Please have a full tank of gas, and be ready for whatever the weather will have for us. Bring jackets, warmer than you think you will need, for everyone in your party. Hats and gloves are a plus.

We will be off road at elevations between 3,500 and 4,000 feet, and some areas that we will be stopping at are wind exposed. It could be quite warm or quite cold in the mountains.

I recommend hiking shoes for everyone, because there is a cave and an abandoned mine walking distance from the road we will be on, and they are worth a visit.

Don't forget sunscreen and a good hat to prevent the sunburn that happens easier at higher altitudes.

Please join us on this adventure.





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by Tom Brown

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928! This cover is for Greg, our editor. September '77 was graced by a 928 drawing by Dr. Joe V. Juliano on the cover. Dr. Juliano was a frequent contributor of artwork to the Witness in this time period. This cover was very fitting for the times, as the 928 had just been introduced a few months earlier, at the 1977 Parade here in San Diego. This issue contained several retrospective articles on the '77 Parade, including an interview with Mrs. Ferdinand Porsche (by Diana Johnson, wife of Alan Johnson). Also, It was interesting reading about the stir Dr. Porsche created when he attended the Parade Concours. Seems he was very interested in how people were taking care of "his" cars. From reading this issue was quite obvious that a lot of volunteers did a lot of work in '77 (just as they are today) and that it was very much appreciated.



# JMC Tech Session



By Jason Mills, 2006 Tech Chair  
Photos by Bob McLaughlin

About 35 San Diego Region members were greeted with JMC's staff, busy showroom and shop on a cool December evening. There was a special treat of delicious Greek cuisine provided by our JMC's team. Owner John Da Luz, Matthew Kogan, Dave Turner and Seth Scally were our enthusiastic and knowledgeable hosts from JMC for the evening's discussion and demonstration on racing technology media equipment and their new Dynodynamics Dynamometer.

Who is JMC Motorsports? JMC sprung from two popular San Diego shops, Dave Turner Motorsports and John's Mustang's and Classics. They offer a wide variety of racing supplies in their showroom, hard to find replacement parts for classic cars (particularly Mustangs) and expert mechanical services that focus on racecar prep, engine builds, restoration and custom suspension work. Their shop is impressive—very clean and state of the art. These guys are true enthusiasts themselves. They race their own cars and spend many of their weekends working at the shop with plenty of enthusiasm for their craft.

The evening's discussion focused on some of the popular new technology offered at JMC for racing like the G2X Data Acquisition System. This is an impressive GPS based, car mounted module for gathering data for use during racing or track events. It does track mapping with lap and segment times, records acceleration and lateral g-forces, engine RPM, battery voltage, vehicle speed and can record other data from optional inputs. It allows the user exceptional flexibility for



*Jovani & Joe Hoffman*



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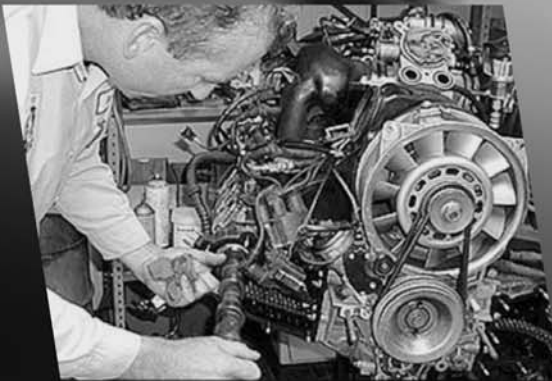
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*Matt Kogan with G2X Data logger*

managing the data and selecting options. Matthew Kogan of JMC expertly explained the benefits of the system.

Next up was Randy Chase, the owner and developer of the Chase Cam, a car mounted digital video recording device. We were all extremely impressed with the image quality that he demonstrated on the big screen that he brought along.

These guys are racers themselves and have a lot of experience in this arena so they know what works. Tim Comeau, one of our active club racers, was especially interested in these systems and reported some of his findings in the club's forum at [www.pcasdr.org](http://www.pcasdr.org).

JMC has a great new state of the art, above ground dynamometer made by Dynodynamics. We were explained why this dynamometer is more accurate than other similar types in the industry as we got a thrilling demonstration with a JMC customer's classic fastback, performance modified Mustang. The choice to use this car as the demo car was no accident; it was really loud and throaty sounding and produced tons of power.

JMC is not just a Mustang shop; there were a lot of different makes there in the shop in the process of having various performance work done and in various



*Randy Chase with Chase Cam*

stages of completion. Please take a ride over to visit JMC if you are interested in race prep, performance tuning or restoration for your car.

Let's support this great local resource that is supporting our club. Much thanks to the staff at JMC Motorsports for this very interesting and enjoyable tech session!

JMC can be reached at: (858) 268-2244 and they are in Kearny Mesa at 4783 Ruffner Street, San Diego, CA 92111. They have a great website too: [www.jmcmotorsports.com](http://www.jmcmotorsports.com).



*Raffle Drawing*



*Randy Chase presents*

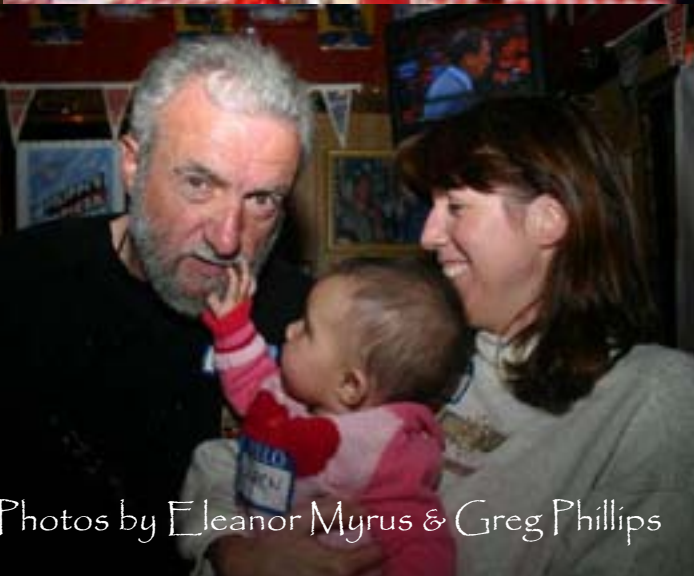


*Ted Myrus & Margi Knight*





# Last Tuesday Social at Fillipi's



Photos by Eleanor Myrus & Greg Phillips

# SDR-50th Anniversary

John Straub, Archivist

Our 50th Anniversary, what a great year! Here is more on our history that I would like to share with you.

In this issue I'm going to tell you about some of our early members who had a part in shaping the Region. These members left a legacy for all of us to enjoy, just like our current members are leaving for future members still to come. Here they are.

Paul Madigan was a charter member of the San Diego Region, 1957 and was the person who took the bull by the horns and started the ball rolling here in San Diego to form San Diego Region by contacting National PCA. Paul remained active for many years here in San Diego serving as the first President for an entire year as a PCA Region in 1958. The last time I saw Paul was at our 25th Anniversary Celebration.

Bill Shaffer was a charter member of PCA joining in December, 1954. He said he read an article in "Sports Car Illustrated" (now "Car and Driver") about the Club and joined. He was one of the charter members who started San Diego Region and remained active in the Region for many years with his 356s and a 69' 912. He loved going to the Riverside Raceway and to Holtville always driving his heart out. Bill also served several times on the SDR Board of Directors.

Keith Ewton and Lorraine were also charter members of the San Diego Region. Keith was a President in the early years and was, in great part, responsible for the first "West Coast Weekend" here in San Diego in 1958 held at the Town and Country Hotel. He remained active off and on to about 1975.

Those were the three members out of the original ten charter members (Paul Madigan, William Zonghker, Robert Kollmar, Keith Ewton, Paul Veal, Bill Schaffer, Wally Schmidt, Robert Thacker, John Bowman, and Doug Stephens) who continued in the club for some years. Bill Schaffer was active the longest.

Joel and Kathy Naive joined in 1958 and remained active for many years. Joel provided a parking lot for San Diego Region to hold many of its gymkhanas and swap meets. Joel also restored one of the world's oldest Porsches, number 226, delivered October, 1950.

That car went to an auto collection in Reno.

Wally and Bea Cole joined in 1959 after being contacted by Paul Madigan. Back then in the Club, a

prospective member had to attend three events in order to join and thank goodness they did. Bea became the first woman President of San Diego Region years later and was our first real Historian. Wally and Bea remained super active for many years chairing numerous events.

Jerry and Dawn Lehrer joined in 1960. They arranged San Diego's first "Predicted Economy Run" to Borrego Springs also in 1960. We held these economy runs annually until 1966. The last time I saw Jerry was about two or three years ago.

Ernie and Carol Paschoal joined in 1961. Ernie served as President of San Diego Region as well as Concours chair and a Zone 8 Rep. They were also active in the first Porsche Parade in 1977, here in San Diego, as the Goodie Store Chairs and then the Concours Chairs for the 1992 Parade here in San Diego.

Tom and Nat Hauseur also joined in 1961. Tom and Nat are the ones who introduced San Diego Region to Imperial Valley. They were responsible for many of our weekends at the Brawley Municipal Airport which were our first high-speed driving events. We played on that Airport from 1962 through 1966 and then found Holtville....well, Dick Barbour was the member who actually got that location. Our first Holtville event was in March of 1967. Tom was also a President and the member who came up with the idea to hold a Porsche Parade here in San Diego. He ended up being the Chair of that first Parade. The only Parade to give away not one, but two, new cars!

There have been many other members throughout the years who have made an impact on San Diego Region; these were some of our first. I know not all of them are gone, however, most are. I also know that they would still be active if they were still with us. I guess you could say, they are up in that Big Porsche Factory in the Sky looking down on us and watching us, , driving and enjoying each other's company.

As we say, "The Porsche Club of America is the people you meet and the friends you make."

I've been very lucky!





# Something You Did Not Know About Neil Heimburge



By Casey Corwin

You can't miss him: funny, outgoing, humble; he's so humble, in fact, that he's left some really interesting stuff out of his story. So here's the dirt on Neil Heimburge.

Born in San Diego, Neil has lived here all his life, leaving only for a brief career in the Army, vacations and racing. After picking an unlucky semester to sit out of college, Neil was drafted into the Army in 1969. When asked to choose an occupational specialty, he requested an assignment to a motor pool. This would have suited him well, if the MP notation that the officer indicated on his paperwork had indeed stood for motor pool rather than for military police. A dirty trick, yes, but it didn't turn out so badly in the end. While 80% of his Army unit was being deployed to Vietnam, Neil had volunteered for dog handler school in Texas. He was first in his class and stayed for a while as an instructor.

In a fortuitous bureaucratic flub, Neil received two sets of orders. So he had to make a decision to go to either Vietnam or a "miserable little installation on the West Coast called Malibu, California." To tell you which post he chose would be a waste of ink. So

instead of going into the war, Neil enjoyed watching breathtaking sunsets with his dog Prince as he guarded Nike and Hercules missiles.

After the Army, Neil returned to school where he majored in physical education and minored in industrial arts. He spent thirty-one years teaching and coaching P.E., swimming, water polo and basketball. In addition, he spent time teaching woodshop, photography, and auto shop. Neil built and started the first fully operational technology lab for San Diego City Schools. Last year he retired from Scripps Ranch High School as their P.E. Department Chair.







You might be wondering how Neil came into his profession. It turns out that he has had the tendency since childhood where he worked with his dad building projects for the family business. At age fourteen, he was a champion swimmer at the national level. While at SDSU he had Coach John Madden as one of his instructors in his major. Unfortunately, a pinched nerve in his shoulder ended Neil's career as an athlete and, as he put it: "those who can, do, and those who can't, coach." It wasn't that simple. He went into education

as his profession. The year that Neil was applying for a teaching position there were 2000 applications for four P.E. teaching positions in San Diego. Neil didn't get one of the four spots, but he did manage to secure a substitute position, which eventually turned into a permanent slot. During his career, Neil has coached several CIF championship teams and served for eight years as a mentor teacher for his district. He also continues to serve as a consultant on teaching standards for the State Board of Education.

Now that Neil is retired, he loves to race with our club, along with many of the other club activities. He bought his first Porsche in 1997- an '88 944. He has, since then, upgraded to a 1997 993 Twin Turbo, #54. He loves the camaraderie and seeing all of the cool cars.

Besides hanging out with us, Neil is remodeling his house and enjoying retirement.

"I wake up in the morning," he says, "what am I going to do today? Whatever I want. Sometimes I just go back to sleep."

Neil also collects coins, and has a collection of hundreds, ranging in age from before Christ to the present day.



# Tech Quiz

1. The VW sports-car study that became the first Porsche, the Type 356 roadster, had which of the following features:
  - a. Frameless windshield
  - b. Full wheel covers
  - c. High ground clearance to suit poor road conditions
  - d. All of the above
2. On May 16, 1952, Porsche was awarded a contract to design a new car for which American automaker?
  - a. General Motors
  - b. Ford
  - c. Chrysler
  - d. Studebaker
3. The first Porsche 550 (550-01) was a winner its first time on the track at the Eifel Races at the Nurburgring on May 31, 1953.  
**True or False**
4. The Porsche 935/78 is better known as:
  - a. Moby Dick
  - b. Henry
  - c. The flying turbo
  - d. None of the above
5. One of the finest racing achievements in the 914's history was the GT category win and sixth overall at which race in 1970?
  - a. Nurburgring
  - b. Spa Francochamps
  - c. Monaco
  - d. Le Mans
6. For the 917-homologation review on April 21, 1969, the Porsche men extended a string the full length of a courtyard and used it to line up how many coupes?
  - a. 10,000
  - b. 500
  - c. 1000
  - d. 25
7. The Cayenne's active control system for stabilization of the vehicle during extreme driving maneuvers is known as:
  - a. Porsche Active Suspension Management
  - b. Porsche Traction Management
  - c. Porsche Stability Management
  - d. None of the above
8. On the 2004 Cayenne without level control and height adjustment, water crossing is possible if the water is not deeper than \_\_\_\_\_ inches.
  - a. 36
  - b. 48
  - c. 65
  - d. 21
9. Top speed of the Cayenne Turbo is estimated to be:
  - a. 110 mph
  - b. 200 mph
  - c. 120 mph
  - d. 165 mph
10. The Cayenne S and Cayenne Turbo do not share the same cylinder dimensions (93 mm x 83 mm) of the Boxster S and the same high-silicon alloy material from the 944 series.  
**True or False**

1. D Excellence, Vol. 1, page 29-d  
2. D Excellence, Vol. 1, page 76-d  
3. T Excellence, Vol. 1, page 101-T  
4. A Panorama 7/01, page 31-a  
5. D Excellence, Vol. 2, page 517-d

6. D Excellence, Vol. 2, page 563-d  
7. C 2004 Cayenne S/Turbo Owner's Manual, -c  
8. D Cayenne Owner's Manual, page 216-d  
9. D Panorama, 7/02-d  
10. F Excellence, Vol. 3, page 1433-F



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# Board Minutes

## Tami Ibbetson, Secretary

February 7, 2007

### Calendar:

2/7 Board Meeting, Harris Home  
 2/10-11 HSR Race Phoenix  
 2/17 Parade Meeting  
 2/17 Valentine's Party  
 2/23-25 Big 3 Swap Meet  
 2/25 Tour to Peterson Museum LA  
 2/27 Last Tuesday Social  
 3/3 Zone 8 Judging School  
 3/3-4 TT Streets of Willow  
 3/6 Parade Registration  
 3/7 Board Meeting  
 3/10 LA Literature Meet  
 3/11 356 Swap Meet  
 3/11 Autocross  
 3/17 St. Patrick's Day Party  
 3/18 Parade Meeting

**Present:** Ted Myrus, John Straub, Tami Ibbetson, Martha McGowan, Greg Phillips, Christy Copeman, and Jim Duncan

### Minutes Approval: MSP

### Treasurer Report and budget request.

Budget request approved for Treasurer Supplies not to exceed \$200. MSP Expenses that hit the books in January (\$34,430) were slightly higher than income (\$31,699) by \$2,731 leaving our total checking account balance at \$20,760 as of January 31, 2007. We are \$2,731 in the red for the year. The Jan 27 AX generated about \$1,317 in profit. The final accounting for the banquet is as follows: \$9,685 income. \$6,017 spent on awards, \$1,875 spent on the president's reception, \$22,207 spent on the Banquet itself. Final total loss came to \$20,415 which was \$1,595 over the budgeted loss of \$18,820. Over \$13,000 was raised for charity. Pioneer donated \$59,000 to Rady's Children's Hospital. The Witness income of \$4,878 was higher than expenses of \$3,538 by \$1,340 this month. We paid the State Board of Equalization \$349 for the income generated by the Goodie Store. We have paid out \$8,200 in 50<sup>th</sup> Anniversary expenditures (most was

for the Calendar). In March the cost to store the trailer will be increased to \$176 per month from \$162.

### President's Report:

Thank you from Winnie and George Meiser. A unanimous vote occurred via e-mail to approve the expenditure of \$500 for 100 copies of the new Membership Book. All chairs are to copy Greg and Bill on ads for upcoming events. Paul Davis will monitor the calendar to keep chairs on schedule with ads, 3 months, 2 months, 1 month, etc. The Standing Rules Committee currently consists of Jim, Greg, Martha, and Keith. I would like to include Tom Brown in that committee. Distribute Zone 8 CD on PCA, RPM, Forms, and Waivers. 2007 Z8 Competition Rule books were distributed. At the President's Meeting, There were three seminars, Insurance, Membership, and Driving Event Seminar. The Driving Seminar was put on by Michael Dolphin. He covered the fundamentals of a driving event. He made some great points. The Insurance Seminar was presented by Kurt Gibson, National VP. The Seminar was very informative and a little disconcerting. National and the Zone have some requirements and recommendations which include the use of wristbands, proper waivers being signed, absolutely no timing at DEs, making sure drivers have a valid driver's license and insurance, get insurance certificates from all contractors at an event, all event chairs need to carry incident report forms and have the ability to photograph incidents, and we need to apprise entrants that their cars are not insured by PCA. Insurance companies might not cover cars at or during any racing event.

### Chair Reports:

**Autocross:** Ron submitted budget request for AX's through July. MSP

**Auto Museum:** Bob Swanson, Director of the Museum, reported that the Museum continues to grow. They are looking for a fulltime curator. They announced a new President of Volunteers, Dick Kurtz. Please contact Bob if you're interested in volunteering at the Museum, whether acting as a docent, working on restoration projects, etc. He thanked us for our contribution last year which helped achieve a \$25,000 grant. The March event at the Museum features Law Enforcement Vehicles. They would also like to be a part of the Porsche Parade and offered to display any part of their collection.

**50<sup>th</sup> Anniversary:** Budget requests: 125 three color 4x3 static cling decals at \$228.97. Budget submitted for \$700 to be used for promotional gifts to be awarded randomly throughout the year at a variety of events. (Passed/Martha abstained)  
 Equipment rental discussion continued between PCASDR and Parade.

**Goodie Store:** We would like to thank, Mike and Linda Thompson and Gloria and Kent Lewis for becoming our newest Goodie Store Chairs. The Samad family will be there for support and guidance.

**Legal Liaison:** Mickey Walker has requested copies of our legal documents from the State. The 2007 PCA Region Continuity Check List has been submitted.

**Membership:** 1570 Primary, 1198 Secondary for a total of 2759

**Social:** March 17 St. Patrick's Day Party Budget request not to exceed \$75. MSP **Sponsor Liaison:** Ted and Paul met with Mark Smith of Pioneer. Their request is to use the inside front cover of the Witness at a rate of \$600 per month from March 2007 to March 2008 as their primary sponsorship source to the Porsche

Club of San Diego. This allows each of us to plan and budget for the year. He is interested in sponsoring Concours at \$1500 and wants to help out with the Charity Banquet (co-sponsor) of \$1800 at Installation Dinner. Mark Smith of Pioneer is going to donate \$3300 at \$275/month from March 2007 thru Feb 2008. As a venue to increase the visibility of our (their) donation of \$100 for each Porsche sold to Rady's Children's Hospital. They would also like to join the clubs' efforts in the Charity toy drive. (Perhaps make Pioneer the donation drop-off location for our toy drive.)

**Standing Rules:** Tom Brown's proposals submitted/ passed. **Proposal 1** - Rewritten with specific exceptions to the Zone rules for Regional events and the Regional series. Note however, that any event declared a zone event by the SDR Board of Directors (in conjunction with the Zone Staff) must follow the Zone rules or obtain a variance from the Zone Rules Committee in advance (per the Zone rules). **Proposal 2** - Changed the verbiage to extend drivers, instructors and "Track Tour" participants to be allowed on the track, as described in the Zone 8 rules. **Proposal 3** - Reworded to make us more approachable to potential new members. New proposal reads, "Members may enter cars other than Porsches in SDR autocrosses with the advance consent of the event chair. Similarly non-members may participate with the consent of the event chair, either in the vehicle of a sponsoring member, or their own vehicle and only if that is a Porsche. For DE and Time Trial, participation by non-members and their vehicles of any make is with the consent of the event chair." **Proposal 4** - A motion has been moved to accept revisions. Proposal 4 has been modified to read, "Everybody at the event must sign the Waiver. All registered drivers and everybody else signing the waiver must wear wrist bands or display hand stamps to prove the signing of the waiver. **MSP** **Time Trial:** Instructor Certificates are to expand to Time Trials. The loss of income will go to the Performance Driving School. **MSP Taste of the Track** - At the Chair's discretion to charge up to \$100 for Taste of the Track in order to establish interest. A participant will sign up, sign the waiver, and attend the driver's meeting in order to become a passenger in a car with a qualified instructor. (Ted and John abstained/Majority passed)

**Concours:** Zone 8 judging school is March 3<sup>rd</sup>.

**New Business:** Voting - if voting occurs via e-mail we need to add that information to the Minutes.

Trailer - needs decals restored or replaced by Parade.

**Old Business:** Budget request for name badges submitted by Ted Myrus not to exceed \$900. **MSP**

**Tours:** Vince submitted a budget request for an April 7<sup>th</sup> Cayenne Tour at no cost to the club. **MSP**

**Witness:** A/R Aging Summary Submitted. GT Motorsports is still delinquent.

**Adjournment:** 10:23pm

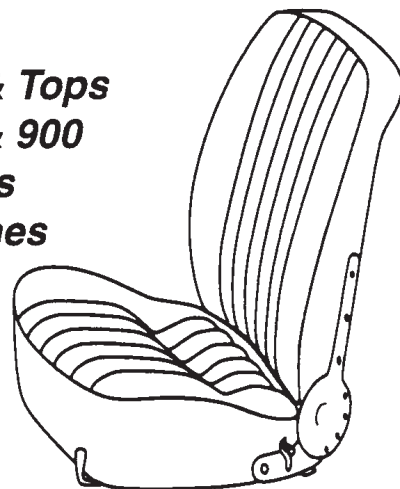
**Next Meeting:** Samad Home, March 7, 2007, 7:00 pm



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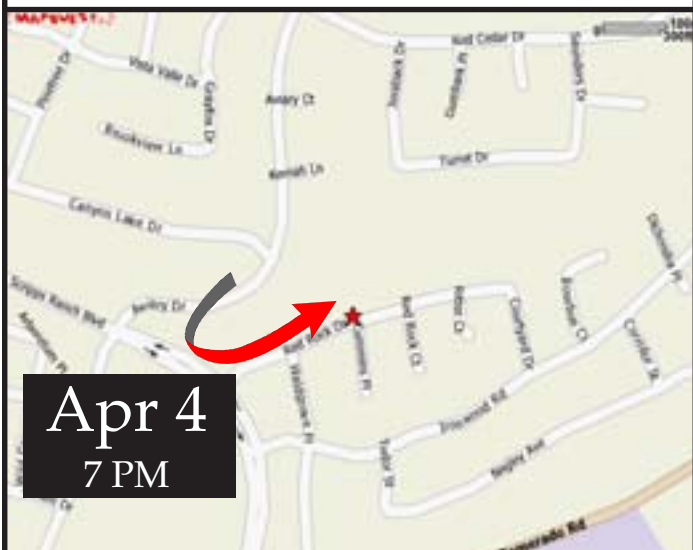
**1236 "B" Simpson Way  
Escondido, CA 92029  
(760) 737-3565 (760) 735-9909 (fax)**

## Monthly Meeting

**Location:** Myrus Home  
San Diego, CA 92131

10898 Red Rock Drive  
858-566-5039

**Directions:** Exit I-15 at Miramar Road/Pomerado Road  
East on Pomerado to the second traffic light  
Turn left onto Scripps Ranch Blvd.  
Turn right on the second street, Red Rock Drive



# Classifieds

## RENTALS

**Car Trailer For Rent** - great open top car trailer, has an optional tire rack, storage box, all equipment, ready to go. lewis@sdgaltv.com or (619) 299-6645

**RACE CAR RENTAL** Local AX arrive and drive 944 spec rental. \$250 w/ instruction from 20 yr PCA driver. 944's also available for big track DE's & TT's. Tim Comeau 619.994.0919 www.comeauracing.co (619) 582-1913

## STREET CARS

1982 RED 911 SC Excellent Condition New Clutch, New Oil Cooler, and New Turbo Tie Rods \$14,500 (858) 583-8440

**2003 Boxster, 14K miles** \$35000, Tiptronic, met blue w/ blue top, grey interior, 18" carrera wheels, perfect shape, under warranty. email info@endotrak.com (858) 456-2480

**1995 BMW M3. 6,450 miles** (not a misprint). Dakar Yellow/Black. 5-Speed, LSD, Heated "Vader" Seats, Trip Computer. Flawless "as new" condition. \$38,500 (858) 775-3932

**1980 924 Turbo** Extremely clean-Rebuilt engine and Turbo, New Paint, Ruby Red Metallic, always garaged-less than 2,000 Miles on Rebuilt engine. 2nd owner purchased in 1983 \$8995 OBO wsilvestro@sec.sanyo.com

**1995 968 Coupe. 3,100 miles** (not a misprint). Speed Yellow/ Black. 6-Speed, Sunroof Delete, M030, LSD, Sport Seats. Flawless "as new" stock condition. \$39,500. (858) 775-3932

**1997 CAB. 993 MINT COND.** Midnight blue, fresh top end, warranty by Dieter's. 18" Turbos, Michelins, new top, all service records, extras. Must SEE! \$34K, obo (619) 742-6833 (619) 742-6833

**2003 911 Cabriolet** Stunning Artic Silver Cab w/6 speed. 18" Lt Carrera w/ new tires. 25K miles. Digital Stereo. One owner CA car w/ bal of warranty. \$51,900. (760) 522-7327

**911 Slant Nose Cabriolet** 1984 911 Carrera Cabriolet  
Slant nose, wide body, whale tail, 930

turbo look. Champagne with tan leather, 5 speed, 6 cyl engine. Blaupunkt CD/ AM/ FM stereo, Fusch aluminum wheels, elec. doors/ mirrors, z rated tires, owner since 1988, only 76K miles, maintained at same Porsche shop past 8 years, \$18K OBO, call Joel at 619-994-2178

**1992 C4 Coupe** 98K miles, meticulously maintained; black/black, turbo suspension, all service up to date. Very fast, great looking 964. Cup1's. \$27,000 info@endotrak.com (858) 456-2480

**99 Carrera Cabriolet** 40K miles, Excellent Condition, Always Garaged, Porsche Serviced, Blue, 6-Speed, Hard Top, Aero Kit, Chrome Wheels, Upgraded Exhaust and Sound. \$38,500. (858) 335-038

**1988 911 carrera cabriolet** A beautiful and well cared for classic. Red. Looks new, operates same.. Proud owner 96,000 miles. \$23,000 (858) 488-3013

**1986 Carrera Sunroof Coupe** Black w/ tan leather. 15,800 miles (not a misprint). Heated, sport seats. Auto heat. Short shift. Cruise. Garaged and covered always. One owner. Interesting history. \$26K. Jim (619) 435-8205

**Boxster 2002** Red/ Tan, tiptronic, 38,500 miles, new tires, brake pads, muffler, all records, no paint damage, excellent condition, \$23,995 (760) 720-7191

**99 Porsche 911 for sale** Car for sale 1999 Porsche 911 2dr 6spd blk/blk low mileage 69200. California car, 1 owner, well maintained & runs great, complete service records. Don't pay extra to a dealer. Extra pictures upon request. (310) 766-4893 Price: \$32,000.00 (310) 766-4893

**98' 993- Last Air Cooled** Classic Arctic Silver Cabriolet, Turbo Wheels, Tiptronic, 82,000 miles, garaged, all service and records. Must Sell \$33,995. (619) 276-1940

**1994 Speedster. 15,600 miles.** Guards Red/Black. Air Conditioning, LSD, Trip Computer. Flawless "as new" stock condition. \$68,500 (858) 775-3932

**1984 911 Carrera** Metallic Blue/ Parchment interior. Low miles (102k) LaJolla Audio upgraded stereo system with Alpine CD player. 7&9" factory wheels. All service records since new. Maintained by Dieter's in San Diego. Immaculate condition. New home forces sale. \$16,000 obo (858) 451-3225

**944 1986 Low Mileaged Beauty** This pristine, family owned 944 is a must-see/must-have car. Only 29,000 miles on original engine with original tires and original bill of sale! \$13,500 or best offer (619) 316-6670 (619) 316-6670

## TRACK/RACE CARS

**914 2.0 1974 914.** Street legal, but set up for track. New, complete heads/ springs/valves, new oil cooler w/ braided lines, custom exhaust with street muffler and straight pipe, new wiring harness, lightened, Weltmeister sway bars, 200 lb. springs, Corbeau racing seat, Simpson 5-point, MOMO wheel, harness bar, extra gauges, new shocks, some fiber glass, Hoosiers and Khumos. Beautiful car in Marathon Blue. Constant class winner. \$10,500. (619) 944-0934

**944spec Racecar** fully sorted, LSD, Short 5th, camber plates, 400# springs, Autopower Cage, maintained & supported by Black Forest, READY2RACE! \$14K email: theaddys@san.rr.com for details. (858) 715-1465

**993 Racecar** PCA GT2R/ MI, 2550 lbs., 310 HP, street legal, JRZ double adjustables. Corner balance, camber and toe all set to Farnbacher Racing specs. Ebach springs, TRG sway bars, camber plates with monoball, carbon fiber brace, bump steer kit, widened track, BBS GT3 Porsche Cup wheels, WEVO flywheel/ racing clutch plate, custom gears, Featherlite Trailer, e-mail Chris for complete list - kineticcorporation@cox.net, \$38,000 OBO. (760) 622-0207

**SPEC 944 RACE CAR** This car was professionally built in 2003 by Mind Over Motorsports to compete in the growing Southern California 944 Spec class which runs with POC and NASA. This car was built to maximize performance within the rules of spec



racing. It weighs approx. 2,440 lbs. dry, and is street legal with current registration. Build sheet available upon request. Over \$27,000 originally invested. Price includes 2 sets of powder coated rims (red and blue). Offered at \$19,000.00 (619) 840-8700

## OTHER VEHICLES

2004 Audi S4 Quattro Sedan w/24K mi. Loaded. Imola yellow/ black. 340-hp; 6M; Recaros; 19" BBS wheels/ P-Rossos. All records; under warranty. Gorgeous. Must sell \$38K /obo. (760) 598-5285

**2002 BMW X5** Well equipped, silver/grey, great tow vehicle, low miles, excellent condition. \$27K or best offer. Jad. Duncan@es3inc.com (858) 350-4589

## TRAILERS

**Equalizer Hitch** Draw-Tite Equalizer/Weight Distributing Hitch. \$300 new, sell for \$100. Kenyon (858) 530-9100 (Kenyon@videpost.net)

## PARTS

911 rear red tail light lenses, pr. fits 1969-89, \$75 both. Leo 619.464.4920

**4 Fuchs replicas** 8x15 ET11, straight and true, spokes need repainting, \$250, thofmann@cymer.com (858) 967-7785

**Toyo RA-1, NIB (shaved).** 2 Toyo RA-1, 225/40ZR18. Never been mounted; shaved 4/32". Paid \$454 + tax + shipping; yours for only \$400. Call Kris @ (858) 775-8744

**RIMS 16X8** Factory fuchs, 944 turbo. "We" use 'em on 911's. Perfect for your narrow body / SC. You clean 'em, \$700.00. With tires (619) 287-2783

**Boxster Roll Bar, Brey Krause** BK\_R3010 List \$695, Padding BK\_R9050 List \$187, Pair of Simpson Arm Restraints, \$400 for all. (760) 720-7191

**1984 - 944 Parts Car** Complete car without interior. Runs well. New head. Solid drive train. Great race car project. New tires. Sold as is, where is. No title. \$600 obo Trey (858) 449-2754

**BK Harness truss for 996/GT3** Brey-Krause R-1035 harness bar. uses only existing mounting points. Once installed, the main portion can be

unbolted in ten minutes, allowing use of the rear seats. \$550 va122@hotmail.com (917) 363-2560

**MOTOR 3.2ltr.** Euro 3.2, complete with brain & harness. \$5,800. 619-823-1950

**911 PARTS, BIG SELECTION** If your looking for good prices on used original parts I just may have what you need. Brakes, Suspension, Wheels, Interior, Body Parts, and electrical. I also custom fabricate light weight body panels. Call and ask for John Simone (760) 940-1244

**RACE SEATS** Sparco Evo L, Brand New, with sliders and mounts, \$750. (760) 940-1244

**3.6L engine rebuilt** top end rebuilt, complete w/ brain/ harness or, can build to full race spec.. jae lee (858) 581-1101 email: jae@mirageintl.com

**Boxster Camera Mount** NEW BreyKrauseR9011mount fits factory rollbar between hoops, holds 1camera via standard shoe&strap, 3axis adjustable. 304stainless/ aluminum w/ delrin mounting clamp. \$110 (\$191list) Russell rdshon@san.rr.com (858) 774-1804

**996/986 RacingSeat SideMounts** BreyKrauseR9071driverside/ R9072passengerside seat mounts, adapts SparcoEvo/ Pro2000 to 996/ Boxster factory sliders/ provides inboard factory seatbelt mount. Type304stainless powdercoated blackwrinklefinish. \$85ea/\$140both (\$167list ea). Russell rdshon@san.rr.com (858) 774-1804

**911/944/986 Seatbelt Mounts** 1Pair BreyKrauseR9001 Tunnelside Mounts for 996/ Boxster/911/944. TIGwelded304Stainless, Secures snap-in lapbelts to factory seatbelt latch mounting. Willnot interfere w/ factory seatbelt. \$50 Russell(858) 774-1804 rdshon@san.rr.com

**996/986 Fire Extinguisher Mnt** NEW BreyKrauseR2020 Mount for 996/ Boxster (stock seats). Perfect4DE/ TT. TIGwelded type304stainless powdercoated black wrinklefinish, holds2.5lb extinguisher. PCA compliant. \$75 (List\$127) Russell rdshon@san.rr.com (858) 774-1804

17" C2-Turbo Replica wheels 7.5's&9's w/ tires. Great Cond. Fits EARLY

OFFSET 944s. \$600 or trade for EARLY OFFSET 15" Phone-Dials and \$350. Andy. (619) 952-0534

**PAGID ORANGE PADS** Used one hour. PAGID 1204 pads. 95% left, no damage. Fits some 928, 993, 964. \$175 OBO (951) 506-0826

**Genuine OEM 964/993 RS Seats.** Speed Yellow with black cloth. Light weight. Very rare. Fits all Porsche from 1974-1998. Flawless "as new" condition. \$5,500 (858) 775-3932

**18x8, 18x9.5 Turbo Wheels** Good condition - minor curb rash right front - will polish out - Yokohama rubber - rears usable, \$1000 or trade for set of 17x7, 17x9 wheels. Al James, james@raytheon.com, 858-774-3782

**1975 911 FUEL PUMP** OEM, WORKS GREAT...\$100.00 (619) 287-2783

## WANTED

**6x15 Fuchs, '65-'73 911 wanted** If you have some 6x15 or 7x15" genuine Fuchs or a '65-73 911 for reasonable price, call (909)583-1894

**Wanted:** Truman Motors, San Diego Motor Imports or other Porsche Dealer License Frames. Porsche books, Posters. Also Minilite 8X15 or 9X15 wheels. (619) 667-4423

**Wanted 911 Track/Race Parts** WTB for 1985 911 Coupe fiberglass bumpers, tail, camber plates, big brakes, M&K Exhaust (1 in/out). (408) 483-5224

## MISCELLANEOUS

**1998-05 PANORAMA MAGAZINES** Fre All in excellent cond. Free, must pickup, also 11/2003-2005 Windblown Witness and Golden Gate Nugget 1999-11/2003. (858) 454-1161

Childs red, 911 Cabriolet, steel body, battery operated w/headlights & horn, mint condition, L40", W16", H11", \$175. Leo, 619.464.4920

**Porsche's child seat** for kids from 20 to 40 pounds. EU approved. Like new. 30\$ (858) 202-0091

**RIMS (4)** 04' CHEVY / GMC 8 LUG 16X6.5 VERY CLEAN. \$350.00 (619) 287-2783

**TRAILER HITCH,** FIT'S 80-86 F-150'S BRAND NEW. \$125.00 (619) 287-2783

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# PCASDR Autocross Qualcomm-West Lot

## March 11 Autocross

### 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  
David Kochanek  
Jackie Lu  
Ron Trotter

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 after deadline)

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

Mar. 3-4	TT	Streets of Willow
Mar 11	AX	West Lot
Mar30-1	TT	California Speedway
Apr 20-22		Performance Driving School
Apr 28	AX	SE Lot
May 12	DE	West Lot
May 19	AX	SE Lot
Jun 16-17	TT	Spring Mountain
Jun 23	AX	West Lot
Jul 7	AX	West Lot
Jul 21	DE	West Lot
Jul 22	AX	West Lot
Sep 29-30	TT	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](http://www.pcasdr.org)



## Commercial Ads

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

**Material Submission:** It is preferable that materials are submitted electronically in either .JPG, .TIF, .EPS or .PDF format to [editor@pcasdr.org](mailto:editor@pcasdr.org). 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.

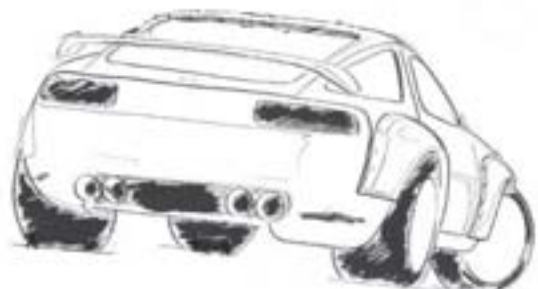
*Deadline for submitting new ads or making changes to existing ads is the 10th of month preceding the month of publication.*

**Business Manager:** Royce-Ann Myrick  
619.475.1199      [WitnessBusiness@pcasdr.org](mailto:WitnessBusiness@pcasdr.org)

**Artwork & Photos to:** Greg Phillips  
707 Palm Avenue Imperial Beach, CA 91932  
619.429.7700      [editor@pcasdr.org](mailto:editor@pcasdr.org)

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