

WINDBLOWN WITNESS



the

STREETS



Streets of Willow Time Trial
March Autocross
Tour to Peterson Museum

April 2007



Through July 31st, get special year end savings on all remaining models.

We have a fantastic selection of incredible new sportscars and SUVs, priced to move even faster than how we engineered them originally. And on rare occasion, sold to the public at an exceptional price.

**Dealer Demo vehicle sale, see
pioneerporsche.com**

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

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Editor

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

Assistant Editor

Martha McGowan

Photo Editor

Ted Witte

Writers

Greg Phillips John Straub
Ted Myrus Larry Clark

Photographers & Artwork

Greg Phillips Steve Grosekemper
Ted Witte Eleanor Myrus
Bob McLaughlin Shannon Bowman

Advertising witnessads@pcasdr.org

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

Billing WitnessBusiness@pcasdr.org

Royce Ann Myrick 619.475.1199

Printing

Vanard Lithographics 619.291.5571

Proofreading

Ted Myrus Margi Knight



C O N T E N T S

Inside this issue



Streets TT
(page 14)



March AX
(Page 23)



Museum Tour
(Page 48)



Parade Tech Session
(Page 54)

Features

- 12 Porsche buys VW stock
- 14 Streets of Willow Time Trial
- 23 March Autocross
- 30 Last Tuesday Social
- 44 St. Patrick's Day Social
- 48 Peterson Museum Tour
- 52 Last Tuesday Social Fillipi's
- 54 Parade Tech Session
- 55 Sebring ALMS Races

Coming Events

- 6 SDR Last Tuesday Social
- 6 SDR Tour to Stone Brewery
- 7 Z8 Porscheplatz Long Beach Gran Prix
- 8 SDR Performance Driving School
- 9 Zone 8 Events
- 10 SDR Cayenne Off-Road Tour
- 11 Z8 Festival of Speed
- 35 SDR Tech Session-
- 38 Z8 Queen Mary Concours
- 42 Z8 Day Awy from Work Autocross
- 59 Monthly Board Meeting Map
- 63 SDR Track Events

Departments

- 2 SDR Board of Directors & Chairs
- 3 Calendar
- 4 From the Pole -SDR President
- 5 Up Front- Editor
- 12 SDR Parade Volunteers
- 28 Welcome Mat
- 29 Anniversaries
- 37 SDR Archives
- 52 SDR 50th Anniversary
- 53 First Impressions
- 58 Board Minutes
- 60 Classified Ads
- 64 Ad Rates, Classifieds Policy
- 64 Advertisers Index

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San Diego Region Calendar

Check www.pcasdr.org for last minute changes

Web Sites:

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

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

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

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

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

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

April

- 1 F-Sun Z8 Festival of Speed California Speedway
- 1 Sun RR/GER/CAI Z8 Autocross
- 4 Wed **SDR Monthly Meeting,**
- 7 Sat **SDR Stone Brewery Tour (page 6)**
- 7 Sat Z8 Concours School
- 13/15 Fri/Sun Long Beach Grand Prix (page 7)
- 14 Sat Cal Inland Z8 Rally
- 16 Mon GPX Z8 Autocross (page 42)
- 20/22 F/Sun **SDR Performance Driving School (page 8)**
- 22 Sun SBR Z8 Autocross
- 28 Sat **SDR Autocross SE Lot**
- 28 Sat SGVR Z8 Concours

May

- 2 Wed **SDR Monthly Meeting,(page 58)**
- 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
- 10 Sat Z8 Presidents Meeting
- 11 Sun SGVR Z8 Autocross
- 17 Sat OCR Z8 Rally

December

- 1-2 S-Sun Z8 Time Trial Buttonwillow

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



The Region event calendar is like your garden, we're in full bloom. March was busy with a successful and well attended Time Trial at the Streets of Willow. The weekend of the 10th-11th had several events going at the same time. The LA Literature Show and Porsche Swap Meet, our autocross at the "Q" and an HSR race at Willow Springs. I'm pleased to announce my little car stayed together and performed well. 356s are a great pleasure when they're right. The faithful attended our St Patrick's Day Party on the 17th. March then slipped right into April with the three day Z8 Festival of Speed at the California Speedway.

Speaking of the calendar we need your help. Early this year we juggled some dates around, added and deleted a couple events and, as a result, there is occasionally confusion. If you see a published date for an event in the Witness or on the Website that is in contradiction or an event you know is happening and is not advertised please let me know.

The Board has selected the charities that the club will support for the 2007 year. We will continue with Rady's Children's Hospital and Alta Vista Academy. A new addition this year will be the UCSD Burn Institute. Katina Gonzalez, our enthusiastic Charity Chair and teacher at Alta Vista Academy, got some "ink" in the San Diego Union Tribune. Katina recently organized a book drive through the Sweetwater Education Association where members donated 1,000 books, doubling the size of the school's collection. This member's motor never stops running! If you would like to donate, call the school at 619-216-5160.

What's that sound? That roaring you hear is the Parade coming to town. San Diego Region is hosting the 52nd Porsche Parade July 1-5. Registration opened March 6 and many of you have confirmation in hand. You may not have missed the boat, however, as the Parade needs lots of volunteers and there are post Parade events scheduled. Contact Paul and Ruth Young, Chairs of the 2007 San Diego Parade, regarding volunteer opportunities.



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.

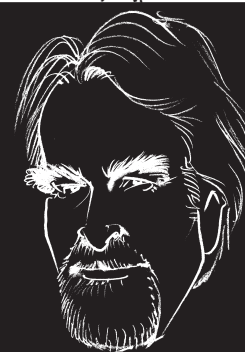
contact editor@pcasdr.org



(Where the engine belongs)

Up Front

Greg Phillips, Editor



Either I am getting older or the deadlines keep coming up faster. It is the end of March as I finish off my column before putting the April issue to bed and off to the printers. It has been a busy month with time trials, autocrosses, Parade meetings, board meeting and just social events. And that does not count the tech session and rally I was not able to get to. Just another reminder that this is my last year as editor and any assistance is greatly appreciated, whether it is writing articles, taking pictures or putting event ads together. Or just helping to find a suitable replacement. The picture on the right is how I used to look before I became editor!

April 13-15 is the Long Beach Grand Prix and in addition to the usual Champ Cars, the ALMS and SPEED GT Challenge will be competing. This is the closest venue to see the Porsche RS Spyder along with the GT3 RSR racers and the Audi R10 diesel. I have never attended this event, but the additional events will make it worthwhile. To sweeten the deal even more, there will be a PorschePlatz corral for Porsche drivers as well as special ticket pricing, door prizes and speakers. See the information on page 7 and sign up soon.

Hopefully Porsche can bounce back from a slow start at Sebring where the RS Spyders were beaten by the Acura LMP2 cars. The GT3 Porsches were also runner-ups to a Ferrari F430, but the finish after 12 hours of racing was epic. On another front, at Homestead in Miami for Grand-Am the Porsche powered prototypes ran well but still have not won and the GT3 was beat by a Mazda RX8. Not sure if it is better to get beaten by a tube-frame GTO or Mazda.

Also in April we will be putting on our spring Performance Driving School at the Q. It is a great event for the students and also a fun time to be an instructor. The Chief Driving Instructors; Keith Verlaque and David Gardner are preparing now and will be looking for volunteers. If you are an instructor, please try to attend, and if you are not yet an instructor your assistance is till

needed as there are plenty of opportunities to help during the school.

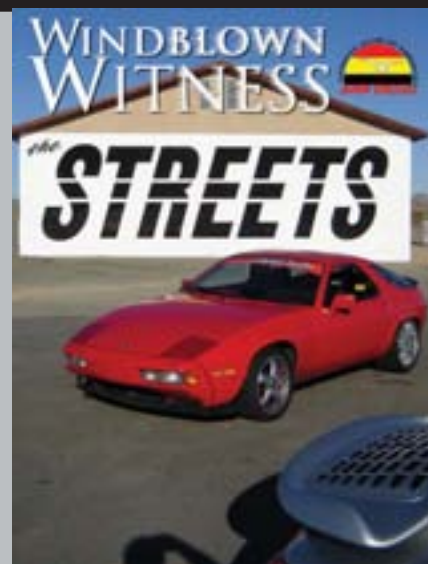
Although the business section and press releases are not our usual fare, the health of the Porsche Company is important to many of us. Their recent purchases of shares of VW stock show a strong rebound from the difficult days of the mid 1990s when they were expected to be bought by VW or another manufacturer. See the Porsche press release of page 11 for the details.

GP



On the Cover

This month's cover was taken at the Streets of Willow at our last time trial of my 1985 928S and the tail of Neil Heimborge's 993 twin turbo
Greg



Last Tuesday Social

April 24 at 6 PM

Tuesday April 24 @ 6-9 PM
Check the website for details



Check the website for details

Saturday April 7



No, we don't mean that kind of Stone...lets go on a Magical
Northeast County driving tour, ending up at the quickly becoming
Infamous

Stone Brewing Company
For a tour of another kind....and lunch!

Rally at North County Fair Mall, 272 East Via Rancho Parkway, Escondido CA 92025, (south entrance just off of Rt 15) at 8:00 AM for a 8:30 sharp departure. For more information contact Ralph Turner at (760) 789-2151, or Ralph, Bill, and Jan at tours@pcasdr.org

33rd annual TOYOTA GRAND PRIX OF LONG BEACH APRIL 13-15, 2007

IN TUNE!

PORSCHEPLATZ DISCOUNT TICKET OFFER

FRIDAY **\$25**
General Admission

Package includes: Friday General Admission

Friday is packed with action: Practice and Qualifying for The American Le Mans Series, Champ Car, Atlantic, Toyota Pro/Celebrity and Drifting.

Plus: SPEED GT practice and Tecate Fiesta Friday Concert.

\$20 FRIDAY CAR CORRAL
Parking (Marina Park)

Limited Availability

SATURDAY **\$55**
Reserved Seat **Save \$10**

Package includes: Super Saturday seat in Grandstand #21.

Super Saturday is packed with action: Toyota Pro/Celebrity Race, Champ Car Qualifying, EZ Lube Team Drift Challenge and American Le Mans Race.

Plus: Tecate Rock-N-Roar Concert and Tecate Miss Toyota Grand Prix Pageant, Extreme Sports Demos, Lifestyle Expo, Kid's Zone...and much more!

\$20 SATURDAY CAR CORRAL
Parking (Marina Park)

Limited Availability

3-DAY **\$105**
Reserved Seat **Save \$27**

Package includes three full days of non-stop GO: 3-Day Ticket w/ Saturday & Sunday Grandstand seat (Grandstands #17, 25 or 29) and Champ Car Garage Pass.

Six races: Champ Car World Series, Toyota Pro/Celebrity, EZ Lube Team Drift Challenge, Imperial Capital Bank Atlantic, American Le Mans and SPEED World Challenge GT.

Plus: Red Bull Motorcycle and Skateboard Stunts, Extreme Skydiving, Tecate Fiesta Friday and Saturday Rock-N-Roar Concerts, Tecate Miss Toyota Grand Prix Pageant, Lifestyle Expo, Kid's Zone...and much more!

OFFER GOOD UNTIL APRIL 6, 2007. LIMIT FOUR (4) TICKETS PER PERSON. MAY ONLY BE REDEEMED BY CALLING (888) 82-SPEED. MUST MENTION THIS DISCOUNT OFFER WHEN PLACING A TICKET ORDER, MAY NOT BE USED WITH ANY OTHER OFFER.

FOR MORE INFORMATION OR TICKET PURCHASE CALL

(888) 82-SPEED

Please reference the **PORSCHE** offer.

WWW.LONGBEACHGP.COM



World Class



PORSCHÉ CLUB of AMERICA – SAN DIEGO REGION

and



present

Spring 2007 Performance Driving School

Apr 20th, 21st & 22nd - 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 st 7:00am – 5:00pm | Sunday – Apr 22 nd 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

Applications must be by mail and MUST BE POSTMARKED Mar 19th 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

2nd Student driver (same car)

Name: _____
 Address: _____
 City: _____ ZIP: _____
 Phone#: _____ Shirt Size: _____
 Porsche model and year: _____
 PCA membership # _____
 e-mail: * _____
 2nd driver Yes / No
 2nd driver Yes / No

*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.

Autocross

Zone 8- Santa Barbara Region

SUNDAY, APRIL 22, 2007

Requirements: Safe and mechanically sound car with seatbelts. Helmet with Snell 2000 or Snell 2005 SA approval, and compliance with all Zone 8 autocross rules listed on the PCA Zone 8 website.

Where:

Camarillo Airport
Los Posas exit off the 101
In Camarillo. Take Las Posas
South, Rt on Pleasant Valley Rd,
Rt on Airport Way to T intersection,
Then follow signs.

Schedule:

6:30 a.m. Tech Opens
7:30 a.m. Mandatory Drivers Meeting
8:00 a.m. Practice runs begin

Entry Fees

\$50.00 per person pre-registration, if received by April 13, 2007.
\$60.00 per person on or after April 14, 2007, if space is available.
Entry does not include lunch. While a lunchtime of 30 minutes is scheduled, entrants are encouraged to bring their lunch to prevent missing a track session.

Questions?

E-mail Richard Shaw at: rtsauto@adelphia.net or call (805) 794-2948
Hotels: Hampton Inn (805)389-9898,
Country Inn (805)983-7171

Name: _____ Telephone: _____

Address: _____ E-Mail Address: _____

City: _____ State: _____ Zip Code: _____

Car/Model: _____ Year: _____ Body Type: _____

Class: _____ (please review class information in Zone 8 Rules) www.pca.org/zone8

Car Number: _____

Number of Entrants: More than one person can drive a car, but each driver can drive only one car. Each driver must submit a separate Entry/Registration form.

One check can be written for multiple drivers, but please be sure that the check identifies all those covered by the check.

Amount Enclosed: \$ _____ Checks payable to PCA-SBR

Send Check and Entry / Registration to:

Richard Shaw
9550 Lucerne St
Ventura, CA 93004

CALIFORNIA CENTRAL COAST PORSCHE CLUB OF AMERICA APRIL 2007

Buttonwillow 2007

A DriverEds Education Event "Not a timed Competition event"

Yes its that time again, get ready for an even better 5th Anniversary CCCR drivers Ed event. We will once again continue our cooperation with our Northern friends from the Golden Gate region as well as other PCA regions and car clubs as well. Event is open to other cars as well but will be limited to first 100 entries. Sign up early to guarantee a spot. This year we have been lucky to secure an earlier date so we will not be faced with June heat like we had last year. More information to come, but make sure to mark this down on your calendar. Get more than an hour of track-time for the best price out there. More information as we are getting closer to event. Also if you want to add some more track time. Sign up for the Golden Gate region event that following weekend.

When: Friday, May 25th, 2007**Cost:** \$125 first driver, \$100 second driver (same car), (\$135 non-PCA, \$110 second driver)**Where:** Buttonwillow Raceway Park, www.buttonwillowraceway.com**Tech:** Please contact one of the following locations for Pre-tech.

Smith VolvoLotus, Per Haldin 543-0832

Guys Porsche Care Guy Ober 545-9323

VPA, Richard Fanning, 543-7175

For tech location in other areas please look on PCA Website for one near you.

Current Annual/Logbook from PCA, POC, NASA,SCCA or other racing organization accepted.

Tech at track will be very limited, please contact us and let us know at least a week before event.

General Questions? Per Haldin, 805-462-8276, eve, 543-0832 days haldinp@yahoo.com

For questions about Golden Gate region event, Contact Andrew Forrest, gggtchair@gmail.com, or check their web site www.pca-ggr.org

A ground school will be held for first time drivers. Time and Location TBA depending on interest.

If you plan to be camping at the track please indicate that with your entry, so we can make sure there is enough interest to validate the cost.

What is DriverEds Education and why is it useful you may ask?

Driver Education is intended to afford participants the opportunity to develop car control skills in an organized manner and in a controlled and safe environment. The plan is for participants to accomplish this while they have a good time and learn from their experience. The safety of participants and their cars is the number one concern. And the reasons for Driver Education are to make each of us who participate, more skilled and safer drivers and to provide us with the opportunity to learn about our Porsches and to experience "driving in its purest form".

Fill out the registration form on next page and get it to Paul with your check payable to "CCCR/PCA" before May 15th

Registration: Paul L Fasching

271 Twin Ridge Dr

San Luis Obispo, Ca 93405

805-542-9982

plfasching@yahoo.com

□



James Dean Memorial Autocross for Charity

MINTER FIELD
Shafter, California
MAY 19, 2007 @ 7am

KOA CAMPING NEXT DOOR - KOA Bakersfield 661-399-3107.
MOTEL ACCOMMODATIONS IN NEARBY BAKERSFIELD

**Cost: \$50 in advance
\$60 day of event**

Tony Garcia (661) 319-3952, agarcia792@aol.com

Send Checks to Golden Empire Region
5838 Roundup Way
BAKERSFIELD, CA 93306

**Under 18? Fully signed waiver for minors
required.**

Go to www.pca.org/extranet/default.asp

Porsche Club of America, San Gabriel Valley
Toys in Spring IV
A Zone 8 Concours
AT THE NETHERCUTT COLLECTION
Saturday, April 28, 2007



Sponsored by

**Cost**

Pre-Registration \$40.00 (\$45.00 postmarked after April 10)

Display Only

Registration \$20.00

Lunch

\$10.00 (pre-registration only)

Location

The Nethercutt Collection, 15151 Bledsoe St, Sylmar, CA 91342

Directions

From Orange County: I-5 north, exit Roxford St, left to San Fernando Rd, right to Bledsoe, left
From Bakersfield/Santa Barbara: I-5 south to Roxford, left on San Fernando Rd, left on Bledsoe
From San Gabriel Valley: I-210 to Roxford, left to Bradley, left to Bledsoe, right to address
7:00 am: Car placement starts; 9:00 am: Judging starts; 2:00 pm: Awards Ceremony;
10:00 am: San Sylmar Tour RESERVED for SGVR/OCR guests (50 max), no jeans or T-shirts

Schedule**CONCOURS DIVISION**

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, Current
Competition, 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, Current
Competition, 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 (84-94)
UR-6 911 (95-97)
UR-7 Boxster (Y-10)
UR-8 914
UR-9 924, 944, 928, 968
UR-10 Special Interest, Current Competition,
Limited Production

Name: _____

Phone: _____ PCA Region _____

Street: _____ Class Entered _____

City: _____ State _____ ZIP _____

EMAIL: _____

Porsche Model: _____ Body Type: _____ Year: _____

Concours Fee \$40.00 (late registration \$45.00) - postmark after April 10 \$ _____

Display only fee \$20.00 \$ _____

Lunch \$10.00 (pre-registration only) \$ _____

TOTAL CHECK AMOUNT INCLUDED \$ _____

Mail check and form to: PCA/SGVR % Art Iwasaki
22121 Pommet Court, Walnut, CA 91789
909.595.5361 llandA@AOL.com



What will YOU do to get away from TAX DAY?

Yes, April 15th!



Bring your Cayenne, or other 4x4,
& we'll see if we can leave it behind!

This is a beginner/intermediate event with a bit more challenging road surfaces than some of our earlier events. These roads are easily within the capabilities of any SUV. Bring a full tank of gas and your lunch!

Registration required ON LINE at
www.ClubRegistration.net



0830 am at the Rest Stop on I-8 Eastbound
just East of Alpine and the Viejas Casino.
(Past the Willows Road exit on the right.)

Questions? vvvince@aol.com or 619/287-4334



Porsche Supervisory Board approves increase of stake in Volkswagen - Company to become a European stock corporation

Stuttgart. At its extraordinary meeting held today, the Supervisory Board of Porsche AG authorized the Managing Board to increase the stake held in Volkswagen AG from the present 27.3 per cent to up to 31 per cent of the ordinary shares and thus to make a mandatory offer for Volkswagen. The Managing Board intends to make use of this authorization in the short term. Porsche holds an option, which is exercisable at any time, to purchase up to 3.7 per cent of the ordinary shares of VW. The mandatory offer will be made to all VW shareholders after the 30 per cent voting rights threshold is exceeded. Once this mandatory offer has been implemented, any further increases by Porsche of its stake in VW will not trigger a renewed obligation to make an offer to the remaining shareholders of the Wolfsburg-based car manufacturer. At present, it is unclear whether, when and on what terms such increases will take place.

It is proposed that only the minimum price prescribed by law will be offered as part of the mandatory offer. This is expected to amount to 100.92 Euro per VW ordinary share. For the VW preference shares the price will be the minimum price which will be calculated by the Federal Agency for Financial Services Supervision. Porsche does not consider a premium on the minimum price to be appropriate, since the price of the VW ordinary shares has already increased by more than 100 per cent since the Stuttgart-based sports car manufacturer first acquired a stake and the price of the VW preference shares has almost quadrupled. Furthermore, the mandatory offer will not be conditional upon attainment of a minimum acceptance level (e.g. a majority interest in Volkswagen). Financing of the mandatory offer has been ensured via a credit facility arranged by ABN AMRO Bank N.V, Barclays Capital, Merrill Lynch International, UBS Limited and Commerzbank AG.

Part of the background to the increase of the stake to over 30 per cent is the expected fall of the VW Act. As a result of the opinion delivered on 13 February 2007 by the Advocate General of the European Court of Justice, in which he emphasizes the incompatibility with EU law of the limitations on voting rights contained in this Act, Porsche expects that the European Court of Justice will also hold the VW Act to be illegal so that the German Government will have to amend or repeal this Act.

In addition, a holding structure is to be implemented the principal purpose of which is to separate operational business activities from holding activities. To this end, it is proposed to hive down the operational business of Porsche AG into a wholly-owned subsidiary under the provisions of the German Conversion Act. This company will then continue the current business operations of the sports car manufacturer under the existing company name Dr. Ing. h.c. F. Porsche AG. A domination and profit transfer agreement is to be concluded between the future holding company and the operational subsidiary. The Managing Board of Porsche has, in this context, made it clear: Porsche will remain Porsche. Nothing will change with regard to the structure of the plants, the suppliers, the production and development partners, the dealers and the other partners. The existing business and legal relationships will remain unaffected by the transaction. As a result of the hive-down, the areas of responsibility of the management will in future be divided between the holding activities on the one hand and the development, production and sale of premium sports vehicles in Dr. Ing. h.c. F. Porsche AG on the other.

It is also proposed that the company, which will then be operating as a holding company, will be converted into a European stock corporation – “Societas Europaea (SE)”. An SE is a modern and internationally oriented corporate form which, inter alia, enables the size of the Supervisory Board (twelve members), which has proved its worth in the past, to be maintained for the future. The operational company will continue to have its seat in Stuttgart, and the new holding company will also be located in the Greater Stuttgart area. The decisions on the hive-down, the conversion and the domination and profit transfer agreement are to be taken at an Extraordinary General Meeting, which is expected to take place in June.

Porsche has traditionally had a close relationship with Volkswagen. The first bestseller of VW, the beetle, was based on a development by the founder of Porsche. Many joint projects, such as the 914, the 924 and the 944, and also a joint sales company in the period between 1969 and 1974, were propitious business decisions which proved successful in the market. The results of numerous development services provided by the sports car manufacturer to Volkswagen are nowadays a standard feature in vehicles of the Wolfsburg-based group. The pinnacle of success can be seen in the current off-road models Cayenne and Touareg. The platform has now also been adopted by Volkswagen's subsidiary Audi for its Q7.

In the meantime, further joint projects have been initiated: a hybrid engine which is to come on the market in the course of the current decade, a joint electronics platform, a cooperation with regard to the building of the body shell for the new four-door Gran Turismo Panamera and further projects aimed at optimizing consumption and at safety technology.

Porsche is firmly convinced that a closer bond with VW through an increase of the stake to more than 30 per cent of the Volkswagen ordinary shares will produce benefits for both partners without diluting or indeed endangering the identity of Porsche. Quite the contrary: Porsche will perform its economic and social role even more strongly.

The Managing Board of the sports car manufacturer regards the proposed increase of the stake in VW group as a logical step to enable it to meet the global challenges in the highly competitive automobile market even better. It is firmly convinced that the technical and strategic collaboration between Porsche and Volkswagen produces benefits for both partners. This particularly applies in light of the pressure to rationalize and consolidate in the global automobile industry as a result of the increasing international competition, especially from the up-and-coming automobile nations Japan, China (now the second largest automobile producer in the world), India, Malaysia, Russia and others. Cooperations and alliances are not uncommon even today, but in the not-too-distant future they will be a part of everyday life. Both Porsche and Volkswagen will be prepared for this. Based on the experience of their collaboration to date, both partners will be able to return a positive verdict.

The automobile industry plays a key role in Germany: it creates a large part of the wealth and it must, more than ever, position itself for the future. Porsche intends to contribute to the success of this industry.





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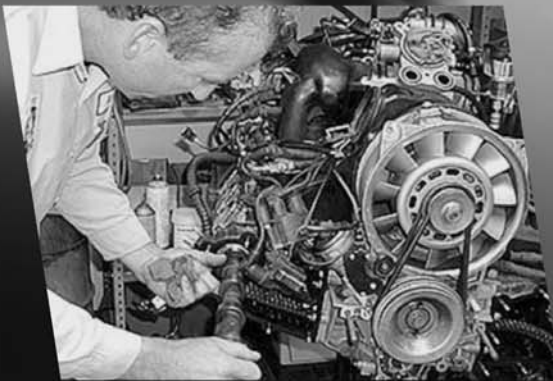
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Taking it to the Streets (of Willow Springs)



By Greg Phillips
Photos by Steve Grosekemper & Greg Phillips

Four weeks since our last time trial adventure and we are back at Willow Springs for more fun. This time, however, the Pantera Club is running on the big track and we are driving at the Streets of Willow. It is often used as a test track by several auto magazines (wonder why they never seem to use Big Willow?). It is a tighter and more technical track and, although it is shorter in length, the lap times are about the same.

As we arrive at the track on Friday, Speed Ventures is just finishing up their track day at Streets. They were an eclectic mix of cars with German sedans and sports cars, Japanese FWD, AWD and RWD cars and American muscle with Vipers and Vettes. They were kind enough to warn us to be careful of the gap in the curbing of the chicane which had already claimed several bent and broken wheels. As they finished up and headed out, the San Diego contingent started unloading their trailers and cars. I had a little touch up work to do. Steve Grosekemper at Dieter's had removed my front pop-up headlights for weight reduction and had covered the opening with a black vinyl wrap. Although it had tolerated freeway speeds in testing, the heavy winds had torn them. I used red racer's tape to cover them again and hoped for the best.

Robert Baizer was handling early registration out of his trailer and we were able to take care of all of our paperwork early and then headed back to the Inn of Lancaster to check in. As we were driving back, we were treated to a full moon rising to illuminate the desert and highlight the snow on the local mountains from the recent storm.



Robert Baizer

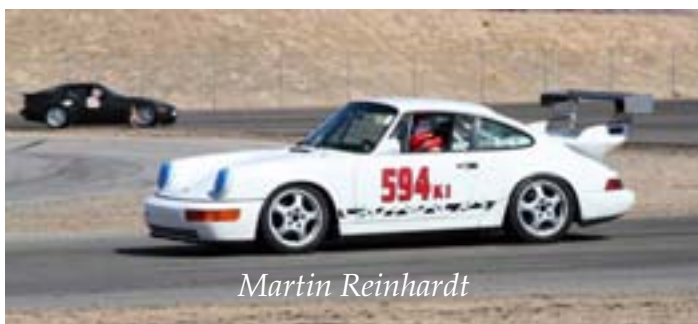


Coming down the hill

After check-in, the debate began for dinner options. The Black Angus was an early favorite, but would not accept reservations for a large party until later in the evening so we ended up at the Round Table for pizza and Fat Tire Ale. We were a little optimistic in our appetites and ended up with leftovers, which came in handy for Saturday's lunch. After dinner it was back to the Inn and an early turn-in, after surfing the web and watching TV.

The next morning was an early start for breakfast and then a cool drive to the track. Although cool, there was no freezing on this trip and, except for the steady wind, it was better and warmer each day. At the track there was time to finish up some last minute preparation before the drivers meeting with Jack Miller. Jack welcomed some new entrants and reminded everyone to be careful of the chicane and where not to go off the track. Along with new entrants we also had Dan Chambers and Monica Bockman competing in their new 911SC. Dan has gone over to the dark side with an air-cooled Darth Vader 911. During the meeting a 50th Anniversary award (a case of Mobil 1) was presented to Rob Haas. Next were the student-instructor pairings and it turned out that Rob was to be my student. This was his first big track event in his Spec 944 although he had done QDEs and autocrosses before. And since he was using a different brand of oil in his 944, he was kind enough to share his winnings with several other drivers (including me).

Although the turnout for Streets was about the same as Big Willow, we would be running three run groups



Martin Reinhardt



Neil Heimburge ?, Martin & Jeff Schmidt

since the track was smaller and had less passing space. I was in the orange group and had a little more time to prepare as the red run group headed out. Although the smaller track seemed to deter the AR and AM racers, the KI contingent was ready to take advantage of their absence. Surprisingly, for a tight track there were also several turbos in attendance, from the 964 NP turbos of Robert Baizer and Joe Hegener, the PP 993 TT of Neil Heimburge, PS 996 TT of Marc Sexton and finally the big daddy PS GT2 of Steve Eguina. That was not counting the 944 turbos in JP of Otto Obrist and Michael Cornelius and the KI 944 Turbos of Jad Duncan and Mats Lindstrom and the early 1982 NS 911 turbo of George Bollendorf.



TTOD Jad Duncan

The first red session ended up a short one as a 914 broke an oil line and it took some time to get the track cleaned up again. But the orange group was finally flagged off and we headed out. The air and track were still cool but after the yellow laps tires were warming up well. We were running clockwise and using the back bowl which made for a great exit out of the banked sweeper and down the hill. But it did make the entrance into the chicane or S-turn more interesting. John Rickard had a great name for this section; he called it "The Waterfalls" as you flow over the top and then



down the hill as you brake for the sharp left at the bottom. Also since this is where the wheels on Friday sustained their damage, getting it wrong had more consequences than just a slow lap time. Our session was also shortened to try and get back on schedule and we saw the checkered flag and I headed in.

Rob Haas had his car ready, but was still working on attaching his transponder so our first session was untimed. It was a little bit of a squeeze to fold through the roll cage and into the passenger seat and buckle up. But soon we were ready and headed out onto the track. The gutted 944 was light and had good grip on his RA1 tires and I knew my neck and shoulder were going to get a workout holding on through the sessions. Rob was going well and had car control skills, but I spent most of the session slowing him down so he could work on his line. My neck was happy when we saw the checkered flag again.



Rob Haas with Jackie Corwin

The day went quickly as I ran one group, instructed Rob in the next session and then had a short break for photography, rest and fluid management. Rob was doing well, but did have a couple of spins. The first was at turn 2 at the top of the hill as we were working on a later braking point and he turned in while still on the brakes and around we went. Later in the day he was carrying more speed in the sweeper before the bowl and



Greg Phillips

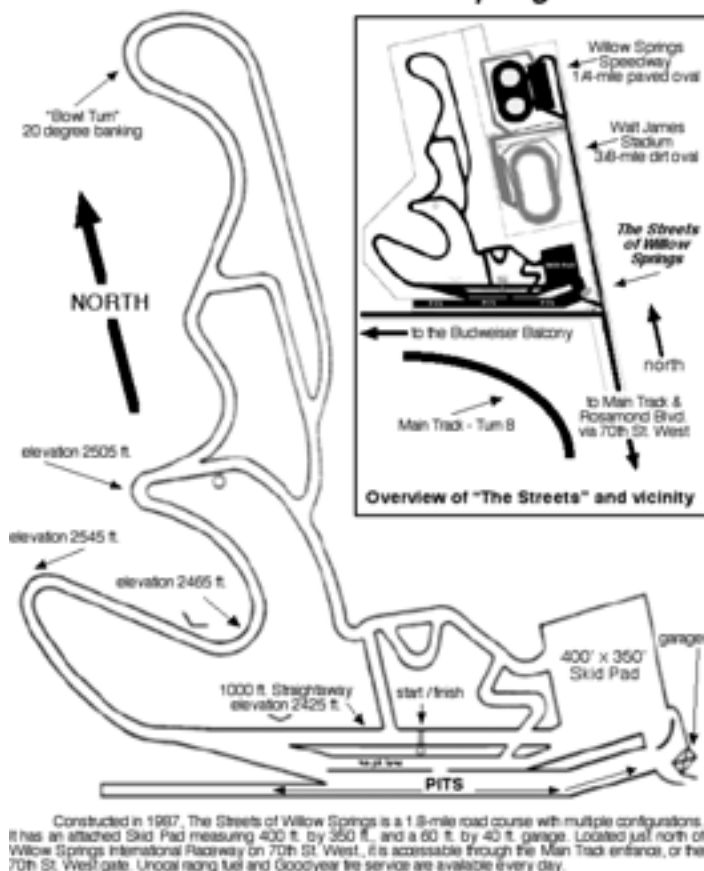
got off line and lost his camber and spun to the inside of the entrance to the bowl. But his times were coming down. He started running in the 1:41 range and later was getting down into the 1:37's.

My times were following a similar course as I started around 1:37 and then slowly dropped down into 1:32's. My car was running well and I was running the Hankook Z-211 R tires that I had first used at Big Willow last month. Towards the end of the day I hooked up with Peter Czajkowski's 993 and we spent several laps chasing each other and I turned my best practice lap at 1:31.6. We were pretty even on the front straight and I would gain a little at turn 1, but then lose some time under the hard braking for turn 2. As we finished and turned down the hill through the decreasing radius we were again even through turn 3 which is a late apex corner that starts out off-camber and then picks up some camber at the exit as you accelerate back up the hill before hard braking for turn 4. This is a new section of pavement that cuts off the old bumpier transition. After finishing this right you quickly transitioned into a sweeping left-right-left combination with ever increasing speeds until you reached the back

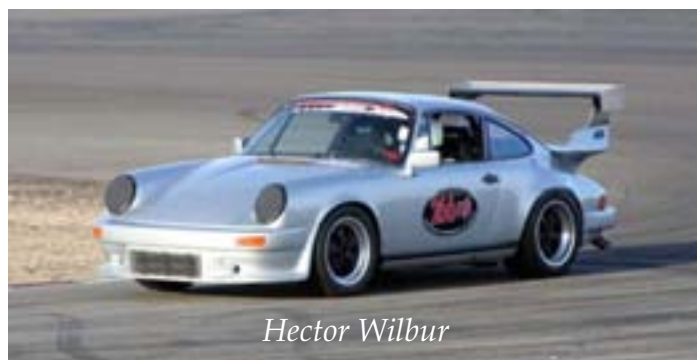


Jeff Schmidt

The Streets of Willow Springs



bowl turn. Then it was time to brake and drop into the banked sweeper and start accelerating out and back down the hill. As I drop over the hill and finally see the waterfalls chicane I am just over 100 mph. I would usually have a short braking section just before the turns and then finish my braking between the 2nd and 3rd curbing and be down to about 60 mph as I made the sharp left at the bottom. That was assuming my aim was true and my braking or the curbing did not upset my line. After a short acceleration down the hill it was back on the brakes and a downshift and turn-in early to catch the apex on the left before tracking out on the right. Then it was back to the left to set up the right-hander and then a last left-hand turn before you came back onto the skid pad. Here you had plenty of options in your line but ideally you would carry enough speed



which would allow you to accelerate off the skidpad and carry your momentum onto the front straight and start another fast lap. The acceleration onto the skid pad made for some interesting powerslides and a couple of spins as people over-corrected coming off the skidpad.

Our times were evenly matched and we were both running the Hankook Z-211 tires. The grip was good and the overall wear was good, but late in the day I noticed some wear on the outside of my L front tire. As we were running clockwise, most of the turns put more stress on the left side, but I think the real culprit was the new pavement on the transition at turn 4. The grip was much lower on the new asphalt and I would develop understeer and to try to correct ended up with too much steering angle and then the outside of the tires scuffed on the old pavement as they found traction again. It also meant I had to go back to the street Hankook tires on the front for Sunday practice.

But at least I was only having tire issues. Jad Duncan started out with electrical problems, but was able to correct it by going to a new (stage 2) chip. He and Jim were running well until an axle half-shaft broke. The good news was that he had a spare, the bad news was that Steve Grosekemper had left early to attend a father-daughter dance Saturday night and we were on our own for mechanical expertise. But Jad was able, with some assistance, to get the car up on the trailer and switch out the axle.



*Jack Miller*

Not so lucky was Hector Wilbur. Although his car was running well with his new wing and suspension, during the last run session it died and would not restart. His good news was that Steve would be back in the morning to find the blown fuel pump fuse and get the 911 running again. And Richard Park's broken oil line on his 914-6 made for a short weekend. Another casualty was Mats Lindstrom who had a hub failure on the track and had to be towed in and was done for the weekend. Our broken wheel count was lower than Speed Ventures but we did have one broken wheel for sale cheap. Derrick Shiba also had a flat tire on his Boxster that ended his Saturday.

*Derrick Shiba*

Also not so lucky was Stacy Smith. Although his HP 911 was running well and he was turning 1:31's in practice, he made the mistake of driving Hector's car on one of the run sessions. Now he wanted a newer faster car with bigger tires and better suspension and more horsepower. We'll have to wait to see how long before that itch is scratched.

At the end of the day I was nursing several sore muscles, but at least my car was running and I was not on my back under a trailer. After finishing repairs and getting everything stowed it was time to head back to

*Otto Obrist*

Lancaster and dinner. After cleaning up we headed out for Italian food at Tina's. As we were coming in, Jack Miller and the Swiss contingent of Otto Obrist and Martin Reinhardt were just finishing up their dinners. We spent much of the dinner trying to figure out what kind of track car Stacy would build. After finishing our meals we were happy to get back to the Inn and turn in early.

*Martin, Otto & Jack at Tina's*

Sunday started out a little warmer overall, but there was still some wind. Back at the track and the cars were in good running order to start the day. The fast cars from Saturday included Steve Eguina's GT2, Martin Reinhardt's C2 and Jad's 944 Turbo. Red run group was out first and continued to turn fast laps.

When it was time for orange I headed out with Rob and worked on picking up my pace in a few sections. As I began to push harder at my braking in turn 2, I started having some issues with brake lockup. When I was braking earlier it was easy to keep on a straight line and finish my braking before turning in for 2 but as I pushed it later I found it difficult not to cheat and turn



Tawfik's 993 Targa

in a little early while still braking, unweighting the right side tires and sending up some smoke signals as they locked up (I want my ABS back). But at least I was getting better about recognizing when it was happening and had not developed any flat spots yet. Others had not been so lucky. After Hector's 911 was running and they were checking the tires, they were found to be bald in several patches and those tires were done.



Fixing the flat spots

Rob was doing well in his sessions and was picking up the pace and he was trying to carry more speed down the waterfalls and braking later. Although he was picking up some time, he was also having problems with brake lockup and it turned out he was the big winner in the flat spot contest. As he drove onto the skidpad, we heard a pop and he felt something and immediately pulled off the track and headed for the pits. When we got out we found a flat front tire. After further inspection, we found a flat spot that wore all the way through the tire. Although he did have his backup street tires, he decided not to risk them on the track and his weekend was over. Tire management is becoming ever more difficult. I miss the old days of street tires that would last the entire weekend without difficulty. Speaking of street tires, Derrick was able to get a replacement tire at Costco and finished up his weekend.



Checking out the action

That did leave me a little more time to shoot some pictures as the morning run groups finished up. Steve and Hector were bringing their times down, and no new flat spots had developed. Stacy was resigned to his Lisa 911 for this weekend and doing well.

After lunch we had a final warm-up session. I had planned to put the Hankook R tires back on the front for timed runs, but one was worn more than was safe. Luckily Martin offered to let me use one of his spare R tires for timed runs. He offered no guarantee on their grip, but at least they had rubber all the way around. The sessions after lunch were inverted with the slower cars out first and then finishing up with the red run group just before timed runs.

As they called the cars up by their practice times it looked like it might be a shootout with Steve's GT2 and Martin's C2. But it never developed as the GT2 had bent his suspension during the last sessions and did not make timed runs. Now it looked like the suspense would be for the winner of KI with Jack Miller's C2 on sticker tires against Jad, Martin and also Kris Urquhart.

KI was well represented in the top ten and Jad Duncan's 944 Turbo took TTOD at 1:23.74 but Joe Hegener's NP 911 Turbo was second at 1:24.41. He was followed by Martin Reinhardt at 1:24.69 and then Robert Baizer's NP 911 Turbo at 1:25.65. KI took the next two places as Jack Miller's 1:25.59 just nipped Kris Urquhart at 1:24.60! The rest of the top ten were in the 1:27s as Glenn Marlin's MI 993 turned in a great time at 1:27.03, followed by Steve Grosekemper's HI 911 at 1:27.78, David Gardner's NP 993 at 1:27.92 and finally Jim Duncan at 1:27.95.



Kris Urquhart

*Martin finishes*

The Duncans were bookends for the top ten. I know we have had father-sons for TTOD and in the top ten for autocross, but I don't think it has happened at a time trial before. Congratulations to the Duncan family for a great showing! If Amy can get away from Miles for an event, watch out.

My timed runs went OK, but I found myself pushing too hard and got loose on both of my laps and ended up at 1:32.48. JP was another competitive class as Otto Obrist just beat Michael Cornelius in another 944 Turbo 1:29.58 to 1:30.11 and Carl Scragg took JS at 1:31.49. NS was another competitive class as Jeff Schmidt beat Tawfik Benabdeljalil 1:28.1 to 1:28.9 as they both just missed the top ten along with Reggie Colby's OS 997 at 1:28 flat, Marc Sexton's PSS 996 TT at 1:28.85 and Forrest Walker's MI 993 at 1:28.83. In the other father-son duel, Charles Sharp beat his son Greg 1:30.84 to 1:32.16. In the SC world, Paul Young took IS 1:31.2 and Bill Behun beat Dan Chambers and Monica Bockman in ISS 1:38.1 to 1:40.9 and 1:47.22.

After I switched my tires back and the trailers were packed up we headed west on the highway 14 and then south on the I-5 and made great time on the trip home. But it is only another 4 weeks before our next event at California Speedway for the Zone 8 Festival of Speed. It is time to get some new tires and have some more fun on the track. Hope to see lots of people at the track for all the different events or as volunteers.

*Joe Hegener NP winner**Otto's creative blocking line**Hector finishes**Glen Marlin MI winner**Lotus out for a spin**George Copelin*

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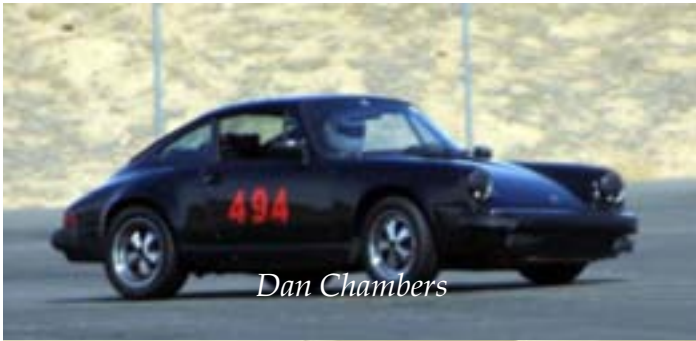
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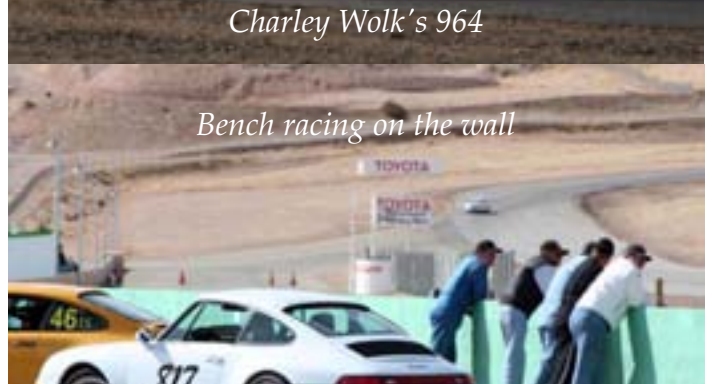
Dan Chambers



Charley Wolk's 964



Checking out the times



Bench racing on the wall



Steve Grosekemper with drift



Jad with a little drift



Carl Scragg



Steve Eguina's GT2



Drivers meeting



Lotus Elise



By Greg Phillips
Photos by Ted Witte, Shannon Bowman
& Greg Phillips

We were saving daylight, but it seemed really early and dark when the alarm went off for the first day of the new daylight saving time. I turned off the alarm and went back to sleep until my usual 7AM alarm went off and I made a mad dash for the stadium. I was not the only one who was running late and there was still a good sized tech line to pull into at 7:25! After tech I had time to finish unloading and prepping my car for the autocross.

I was driving the grey 928 in JP as I did not want to put the quiet stadium exhaust back on and then switch again for the upcoming California Speedway event. I

did have some new Toyo RA1 tires up front, but the rears still had tread left and I left them on. Tire management is getting too complicated.

With the beautiful weather and no autocrosses in February we had a great turnout of close to 120 cars. The new autocross team of Ron Trotter, Jackie Lu and David Kochanek were kept busy getting everything up and running. The new CDI team of Keith Verlaque and David Gardner were setting up the track walk and soon it was time for the drivers meeting. After the drivers meeting the CDIs announced the student-instructor pairings I was initially assigned to Richard Sweet, but his race seats did not sound like they would fit and I swapped students with Jad Duncan (who can fit into any size seat) and was now working with Shannon Johnson.

This was Shannon's first event in his new 993. He had purchased it from back east and it was already set up for DE with PSS9 suspension, wheels and tires, GT3 seats and limited slip. He had experience in karts and a BMW, but this was his introduction to rear-engine reality. It was soon time for his run group and we buckled up and headed out for our first run session.

The first couple of laps were to learn the track and then he slowly started picking up the pace. It was a fairly tight track and after shifting out of first he was



Ron Trotter AX chair



Greg Phillips

able to run the rest of the course in second gear. This simplified things as he only had to work on his braking, acceleration and the line. His experience helped and he was doing well with the 993.

After his run session we switched into my 928 and headed out. It turned out that I was half right on my tires. I needed the new fronts, but although there was still tread on the rears, the grip was mostly gone. Even with 275 rears vs. 245 fronts, I had a drifting machine with lots of oversteer in the corners. I think the car would have been fine on the straights, but the track designer left those out. The good news was that there were no really tight, slow corners but the bad news was that they were all medium slow corners. The main excitement for my session was that a yellow 993 lost it coming into the finish, over-corrected and spun off through the timing lights. Luckily they only hit the reflectors and a tripod but there was a delay to get the track running again and we were on yellow flags at the finish as they were still setting up the equipment through the run session.

After my session we had a long gap and I was able to make a quick run back to Coronado to take care of business before heading back to the track. Shannon felt



OOPS!

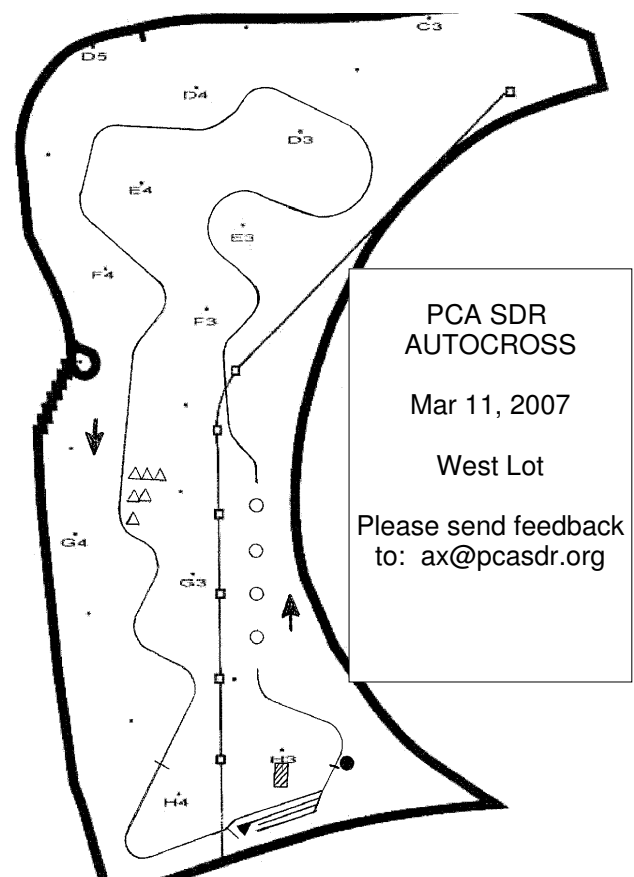
a little bolder for his second run session, but on his first lap at the second corner before the slalom he had his first spin. This reminded him that the Porsche 993 was not as simple to drive as a BMW. The wrong inputs at the wrong time, even at a slow speed could have consequences. He was thankful to be learning these lessons



Curt Yaws

in a parking lot rather than on a back road or freeway ramp. He was more settled for the rest of his session and his times continued to improve as his anticipation and smoothness were rewarded. He also noted that although the grip levels from his Michelin Pilot Sport Cups were high, they did not give much warning as they reached their limits.

I was next up for my second practice session. I had made some air pressure adjustments and it did help. I was able to get a little more speed, but also had a lot of fun hanging my tail out. The track started with a quick left and right combination that led into the slalom section. After braking for the slalom it was back on the gas and then upshifting to 2nd before braking for a left





Timing team to the rescue

and then a quick right before a short section of no turns before coming to another right-left combo leading onto a right-hand 180 sweeper around the E3 light and then it transitioned into an off-camber 180 sweeper to the left. At the top of the hill it tightens into a sharp left and then a gentle right across the top of the lot past the Bud sign. At the NW corner was a tight left down the hill and then an off-camber left leading into a gentle right as you accelerated down the hill on an almost straight section of track.

At the end was the braking cone to entice you to brake too hard as the left was faster than it looked and had plenty of trackout. The rest of the track was a march of left-right, left-right and left-right to the finish line. Or in my car pitch-left, catch, drift right, catch then repeat until past the finish line. There were many places for counter-steering and throttle-steering around this track, especially with a loose tail.

After the practice runs everyone was ready for timed runs. Several drivers were looking for TTOD. In AR was Erik Kinninger, AM did not have Dan Andrews to defend but Clark and Austin Smith were running along with Jeff Cook. And there is always the KI contingent



Kinninger's watching the action



Jeff Cook

with young guns Martin Reinhardt, Jad Duncan and Kris Urquhart, along with the veterans of Tom Comeau and Bob Gagnon. And in IM were Christy Copeman and Tom Liguori.

Jeff Cook was in one of the early run groups and was sitting on TTOD for much of the afternoon at 68.34. But when the red run group came out the times started dropping. Erik's first lap was a 68.92 and then Clark Smith had a 68.49 on his second lap. Erik then followed with a 66.98 and then a 66.37 to take TTOD.



Bob Gagnon KI winner

In KI Bob Gagnon turned a 69.12 to take 4th TTOD just ahead of Austin Smith's 69.19 and Kris Urquhart's 69.65. Christy Copeman was next at 69.75 to nip Martin Reinhardt's 69.83. Rounding out the top ten were Hanny Hassieb's MI 993 TT at 70.14 and Richard Sweet's AR 911 at 70.41. Jad Duncan had head gasket problems and only ran a 74.44 in a backup car.

In CS Jess Osterberg turned a very quick 72.18 to take BRI TTOD in his 914 to nip Tom Tweed's FP 911E that ran a 71.43. In GP, Jackie Corwin's 72.3 beat Debby Sharp and DJ Gardner at 77.43 and 79.08 respectively. In GS, Leigh Rayner nipped Jerry Mize 75.39 to 75.49. In IS, Dan Chambers turned a 73.83 using the OPT of Carl Scragg's tires and beat Rick Korfin's 75.49 and Ron Trotter's 76.69. In ISS Bill Behun's SC turned a 75.23 to beat Ryan Tyson's 76.27.

When it was my time for timed runs I had hoped to get down into the 74 second range. My runs were consistent but all in the 75s with a 75.04 as my best to beat Martha McGowan at 77.89 and Damon Lowney at 78.36. In JS with only Carl Scragg's tire in attendance, Dave McGuigan's 911 Targa beat Kathy Smalley's 944 Turbo 72.21 to 73.73. In JSS Nils Hallstrom's 911 beat Perry Shipman's 944S2 77.89 to 79.79.

In KS Carl Vanderschuit's 968 had a very quick 71.65 to beat Keith Verlaque's RSA at 73.81 and David Kochanek's 968 at 75.1. In LS Jennifer Reinhardt's Boxster turned a 74.94 to win and it was the exact same time Kevin Adair used to take MSS in his Boxster S. In LSS Charlie Kleinhans turned a 73.58 to beat Jim Duncan's 77.5. MS had Refugio Delgado's 71.77 to beat Russell Shon at 73.31.

In NP, David Gardner's 71.17 beat David Ray's 75.13 and Shannon Johnson took 3rd at 77.03 in his first event. NS had Tawfik Benabdeljalil's 993 beating Steven Weiler's 996 C4 71.91 to 73.45. NSS had an eclectic mix as Kevin Morse's 911 Turbo turned a 74.11 to beat Mark Vaden's Cayman at 77.08 and Tom Randel's 993 at 77.98. In the GT3 class Curt Yaws turned a 73.08 to beat Martin Lipp's 73.69 and Randolph Cherewick's 74.42. Janet Yaws tried out the GT3 and turned an 80.06 for her first event.

At the end of the day we still had plenty of sunshine and the track was cleared, the trailer loaded and then the drinks and awards were presented for all to enjoy. It was another great autocross event. Plan to attend one soon. Our next autocross is at the end of April in the SE lot.



On the grid



*TTOD & AR winner
Erik Kinner*



Bob Gagnon KI winner



Jess Osterberg BRI & CS winner



Dan Chambers & Jackie Lu



Jennifer Reinhardt & Kevin Adair



Keith Verlaque CD



David Kochanek & ?



Angela Avitt cone killer



Ready to run



Big brakes



GT3



Ted Witte

Welcome Mat



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Ronald R. Fletcher
San Diego, CA
2005 996 Coupe

Todd B. Madden & Karen
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2007 911 Cab

Ron E. Anderson
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2004 Cayenne S SUV

Edwin G. George
Vista, CA
1998 993

Ted Miller
Honolulu, HI
1999 996 Coupe

Matt Andrews & Gideon Perez
Irvine, CA
1999 Boxster

Laurence A. Gordon & Lucia
Carlsbad, CA
2003 Boxster S

Shawn Muscat & Kendra
San Diego, CA
1982 911SC Coupe

David Anthony & Ericha
San Diego, CA
1996 993

David L. Hastings & Jan
Ramona, CA
2000 996 Coupe

Thomas Neubert & Reatha
Pauma Valley, CA
2006 Cayenne SUV

**Sathy V. Bhavan
& Vasu Polineni**
San Diego, CA
1985 911 Coupe

**Dustin R. Hauptman
& Krista A.**
Prescott Valley, AZ
1955 550

Deborah Noack & Joerg
Oceanside, CA
1974 911

Deborah Blessent
San Diego, CA

Zak Karasoulas & Dion
San Diego, CA
2000 Boxster S

Stuart D. Paine & Connie
San Diego, CA
1979 911 Sc

Dustin Briquelet
San Diego, CA
2000 911 Coupe

David K. Kealoha & Jessica M.
San Diego, CA
1981 911 Coupe

Sam Posner & Susan
Rancho Santa Fe, CA
1985 911 Targa

Lonnie A. Brown III & Jeff M.
San Diego, CA
1993 911 Coupe

Dean L. Larsen & Mindy
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Oscar A. Quinonez
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2003 Boxster

Isaac Camacho
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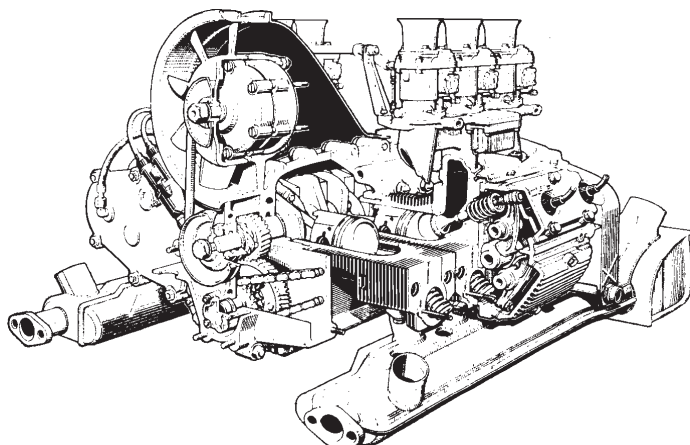
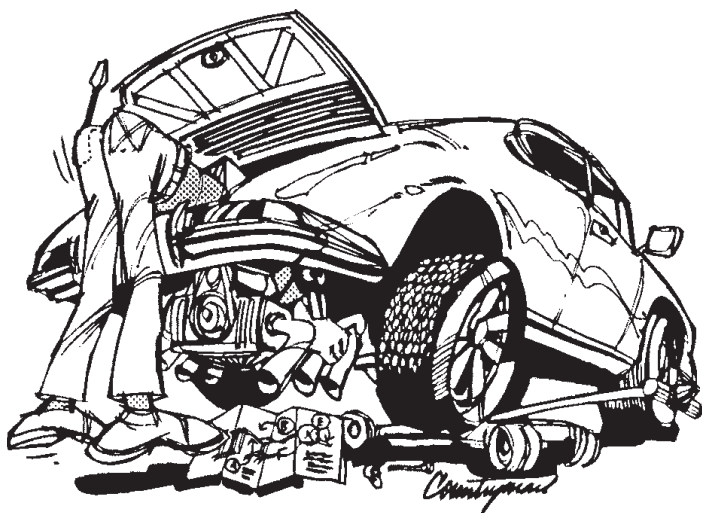
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SDR - The Way We Were

John Straub, Archivist

Here we are starting off the year 1978, our first Porsche Parade had just ended and with it we had a surge in membership. I guess you could say we also survived that year without burning out our members. However, before I get into that year's info I need to tell you about a recent happening. If you have been following my articles you know I don't talk about sad things very often. However, Rug Cunningham recently passed away and I went to the funeral. I've talked about Rug many times throughout my articles. The funeral was attended by 700 plus people and there was not a dry eye in the church.

Let me tell you a little about Rug. He became a member in 1971 at a young age with his 1959 red convertible "D". We ran against each other in time trials in our 356's. He was a little bit older than I, so as a younger kid you always look up to someone like that and always hope to be accepted by them. And when someone was as competitive as he was, it's also a little intimidating. Rug continued racing in SCCA and IMSA and then finally in Vintage Events. Over the recent years, he and his wife Gina, became huge supporters of the Coronado Vintage Races and with that he never forgot his roots and always welcomed Porsche Club members to their race pits for a free lunch.

At last year's Coronado event, we gave out 100 lunch tickets, and I remember him telling me "don't cut them off, send members over." That's the way Rug lived his life, always giving and never asking for anything in return. I guess what really hit me hard about his passing was that he was a contemporary of mine, a member I met in 1971, someone in these last years who encouraged me to bring my 914/6GT out to the vintage events. At his urging, I did run Coronado last year and at that event one of the things I remember most was him handing me a Cunningham Race Hat with gold leaves on it, with a smile on his face saying, "you fit in, you're one of us now." At that very point in time, it reconfirmed why I had looked up to him back in 1971.

Rug, you will be missed by us. God's Speed.....race on, friend!

Now on to 1978. The President was Tom Van Zant, Vice President was Bill Shaffer (one of our charter members), Secretary was Ivan Richmond, Treasurer was Doug Clarke with other board members being Jim Noe, Doug Faulkner and Dave Naple. The Editor was Hal Nash. Let me tell you a little about Hal. Hal drove a 914, but not only that. Hal rode a Harley....not just a Harley, but a real 1978 Chopper! And he looked the part! He was our editor indeed, with a heart of gold.

We started off the year with autocrosses scheduled for February, March, April and May, all sponsored by Wayne Baker's "Personalized Porsche." These events were held at the Del Mar Fairgrounds parking lot. The chairs were Ivan Richmond, Gerry Sturm and myself. Some of the members running were Joe Weber, Bob Grundmeyer, Doug Clarke, Ted Witte, Don Clark, Paul Chevalier and Bob Bertrand.

Also during those first six months we had our Zone 8 Concours, Progressive Dinner and our first Holtville event for the year.

Rather than talk about those events I'll tell you about something that happened to San Diego Region that had some other significance.

Tom Hauseur Sr. made a presentation to the Region Board concerning the establishment of a charity trust fund in the name of the San Diego Region Inc. This fund was made possible through the gifts of anonymous donors and was to be used to promote good will in the community. After that board reviewed the proposal, Bill Shaffer made the motion that the San Diego Region accept the \$10,000 to be established as the "Charity Trust Fund" and that the management and disbursement of such funds be in accordance with the guideline set forth by the donors.

For the first time in SDR we had money to give to Charity.

See you next month.



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 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
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UR-1 356 (all)
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 UR-4 911, 912 (74-83)
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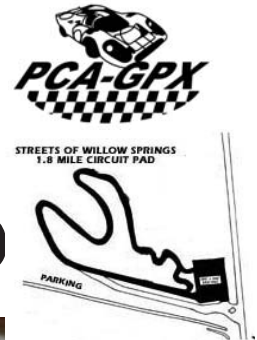
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A Slice of Automotive History



by Larry Clark
Photos by Bob McLaughlin

The Petersen Automotive Museum had percolated to the top of our list of must-see weekend destinations, so Mary and I were delighted to learn that SDR's first tour of 2007 was going there. Serendipitously, the tour would make a perfect maiden voyage for the '03 Boxster S I had just bought.

Half a dozen Porsches (plus Neil Heimburge's humongous truck) were already on hand at the Carlsbad Outlet Mall when we pulled in. By the time Jan Mellinger finished the brief drivers meeting, we were up to about 20 cars.

The route to the museum was like an old-time discount store—a “five and ten”: Take the 5 north (to L.A.) and the 10 west. Exit at Washington Avenue, make a quick wiggle to pick up Fairfax Blvd, and two miles later arrive at the museum (on the corner of Wilshire).

With Randy Blaesi leading the parade, our group remained remarkably tight through more than 90 miles of freeway travel. We arrived at the museum around 10:30 a.m., where we were treated to reserved parking

on a separate level, shared with an Aston-Martin club. The museum even waived the normal \$6 parking fee.

Our guided tour wasn't scheduled to begin until 1:00 p.m., but we had to eat lunch first. Jan had made reservations at Rocco's Italian Garden, about three blocks away on Wilshire. Since the restaurant wouldn't open before 11:00, she suggested that we make a leisurely “saunter.”



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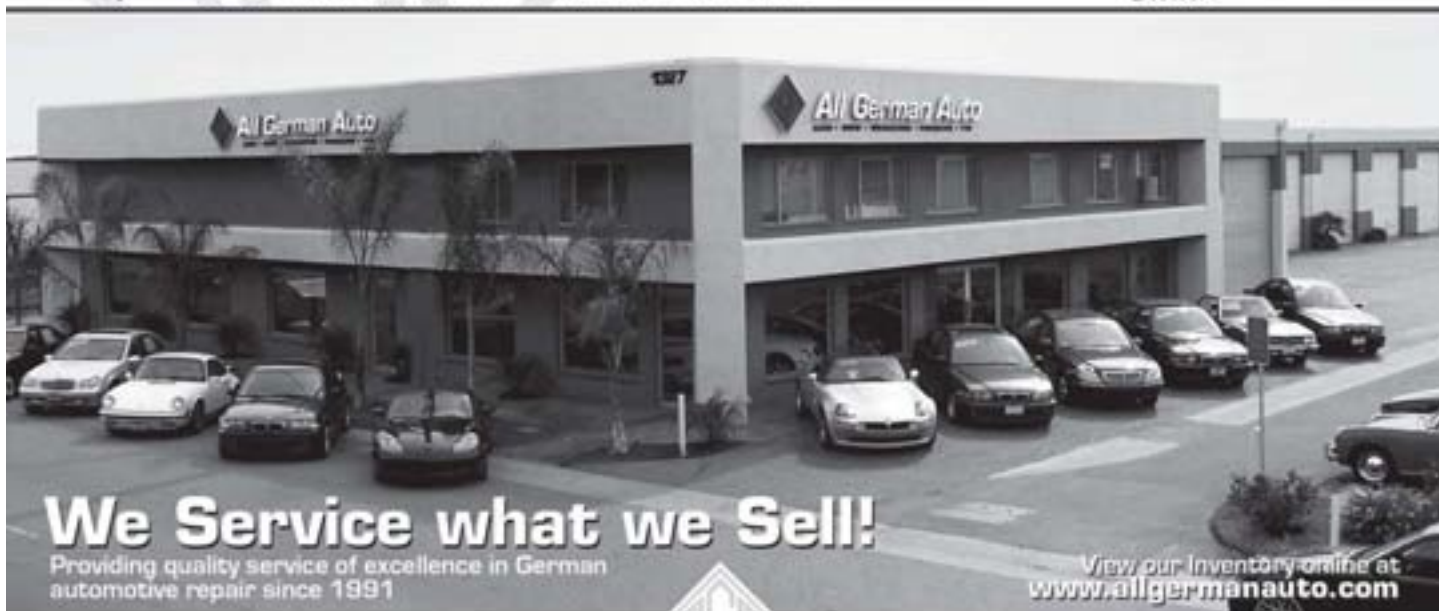


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At the grocery store

Rocco's opened on schedule, but they still had to heat up the ovens. Once the staff began taking orders, the food arrived quickly, and it proved well worth the short wait.

Returning to the museum, we were surprised to learn that the admission fees were also discounted (to \$6 adult/\$4 senior). After buying our wrist bands, we had a few minutes before the tour, so Mary and I browsed a special exhibit of '32 Ford hot rods on the second floor.

Promptly at 1:00, we were introduced to Aubrey Walden, the docent who would lead our tour. Aubrey began by presenting his Porsche credentials: a former P-car owner who has visited the factory in Zuffenhausen and driven the autobahn.

Parked right in the lobby was a gorgeous black 1952 Ferrari 212/225 Barchetta (with under 13,000 miles), which was originally given to Henry Ford by Enzo Ferrari. Aubrey pointed out design features of the Ferrari that had been incorporated into Ford's Thunderbird.



Stutz on board track

Also in the lobby was a 1942 Lincoln armored limousine used by Presidents Roosevelt and Truman, the first limo built specifically for transporting the President. (Roosevelt previously used an armored car formerly owned by Al Capone.)

The main part of the first floor is devoted to Streetscape, a series of exhibits that illustrate the close interconnection between the automobile's history and that of Los Angeles. This is a very different approach from anything I've seen in other auto museums, and it really brought to life both the cars and the history.

The first exhibit showed a 1900s blacksmith shop, where Carl Breer built an early steam-powered car, largely from bicycle parts. Breer eventually headed up Chrysler's engineering and research and developed the Chrysler Airflow.



President Roosevelt's car

The next exhibit showed an early car in the foreground with a buggy in the background. The juxtaposition dramatically pointed out the obvious evolution.

There were too many wonderful exhibits to discuss. A few highlights included:

- ✦ a 1915 Stutz race car on a wooden track, as used then.
- ✦ a 1920s-style bungalow with a single-car detached garage (holding a Willys Knight with no suspension system), and a 1960s-era suburban two-car garage with a family car and a Triumph TR-3A.
- ✦ a 1950s chop shop, where cars were cut and reassembled with lower profiles.
- ✦ sample old-time billboards and drive-in restaurants.
- ✦ a Helm's bread truck from the days when bakeries delivered, an early AAA service truck, and a police car from the '50s.



Richfield service station

- ✦ a new-car showroom from the days when people would dress in their finest clothes to negotiate a purchase.
- ✦ a display showing the evolution of gas pumps from manual pumps through fully automated devices that haven't yet reached our market. (Prices on the pumps reflected the gas costs of their eras.)
- ✦ the "Miracle Mile," just outside the Petersen's location, one of the first suburban shopping strips.

Our guided tour ended with the conclusion of Streetscape, but Aubrey invited us to tour the second and third floors. He also suggested that we might want to return some time when they may be opening the large basement vault, which stores about 200 cars not currently on display.

The second floor houses special exhibits, which change frequently. For our visit, we had the Ford Deuces, an exhibit of art and cars by Ed "Big Daddy" Roth, and a couple of smaller collections by notables such as Otis Chandler. Impressive car-related art works



Early UPS

covered a wall near the escalator.

Bob McLaughlin points out that I overlooked an exhibit of ten '32 Ford pedal cars, customized by famous car designers such as Troy Trepanier, Roy Brizio, Chip Foose, and Boyd Coddington. These cars will be autographed by Edsel Ford II and auctioned at Pebble Beach in August to benefit the Juvenile Diabetes Research Foundation.



The third floor is given over to exhibits that teach children how cars work, and principles of physics and engineering. These seemed well suited to their intended audiences.

Our group officially disbanded at the end of the guided tour, but we continued seeing familiar faces as we wandered the upper floors. When we eventually left, Mary and I stopped at the nearby Farmer's Market for a quick visit and some fresh fruits, then headed south, this time via the 405.

Our overall reaction was that the Petersen seemed much more "alive" than other automobile museums we've visited. Instead of simply displaying rows of cars with impressive credentials, the Petersen puts them in situations that illustrate the cars' impact on our society. This made the whole experience much more memorable.

Mary and I really enjoyed this tour, and we thank Jan Mellinger, Bill Marsh, and Ralph Turner (in absentia, recovering from surgery) for organizing it. We like the idea of "destination tours" with notable attractions at the far end, and we look forward to more in coming months.



SDR - 50th Anniversary

San Diego's Parades John Straub, Archivist

Well, now that we're approaching San Diego Region's third Porsche Parade, I thought it fitting to tell you about our first two. In this issue I'm going to talk about the first.

The year was 1977, the dates July 23 - July 30th, the location was the Town & Country Hotel in Mission Valley. This was the same location as San Diego Region's first weekend event in 1959. The parade was chosen to be in San Diego for the 20th Anniversary of the founding of our region.

Chairing this parade was Tom Hauseur Sr. with Jim Hauhart as the assistant parade chairman. The registrars were Jim & Grace Noe, goodie store was put on by Ernie and Carol Paschoal, concours chaired by Ralph Inman, rally master was Slim Durham, tech quiz was chaired by Dieter Vongehr, tech inspection was Dave Naple, trophies were Tom & Grace Hauseur Jr., driving event chair was George Thwing, with crowd control, track setup and security by John Straub, scoring was done by Paul Haas and the sand Porsche contest was put on by Margie Smith-Haas. The parade goodie bags were put together by Jim & Shirley Douthit, with Nat Hauseur in charge of the VIP's.

I believe this was the last Porsche Parade that Dr. Ferry Porsche and Mrs. Porsche attended. Their two sons, Peter and Wolfgang, still attend many parades, even today.

Now to go through the week's events. The parade opened on a Saturday with registration and the Goodie Store. That continued on Sunday up until the Welcoming Party. I guess you could call it a welcome party - it's not really like the welcome parties that they have at parades today. This was a Porsche picnic held at Convair Missile Park with lively German music. This, the first event of the parade was a casual gathering, mingling of old and new PCA friends.

The next event of the week was the Concours, which was held indoors at the Town & Country Convention Center. This was a first for Porsche Parades to have an indoor display area as well as a huge underground concours prep area. It was welcomed by many parade

participants. We had a huge number of volunteers to help push the cars into place, as they could not be driven into the convention rooms. The real trick to this event was that the judging had to be done and the cars removed so the Concours banquet could be set up in the same room that night. Believe it or not - it happened! We had a total of 103 cars with the top overall winner being Tom Smock in a 1973 911T.

On Tuesday we started the rally with the first car out from the Town & Country at 7:01. Slim Durham, the rallymaster, wrote a beautiful rally covering San Diego's back country. However, this was the longest rally in parade history...it took all day. The weather in the back country that day was unusually hot, causing some of the participants to drop out before the finish. Of the 260 cars starting, 206 finished. Jack Rabell of San Diego won the overall rally award. Needless to say, the following year, National PCA put a limit on the length of all parade rallies!

Our driving event started on Wednesday and was sponsored by Alan Johnson Porsche. It lasted three days. Five hundred cars drove one practice lap and two timed laps each on a 1.3 mile course, set up on the west side of San Diego Stadium. Being in charge of course set up, I remember this well. At the end of each day, the course had to be broken down and reset the following morning because of the evening Padre games. The TTOD was set by Duncan Powers in a 908.

That Wednesday night the rally awards were at the hotel with a prime rib dinner. The following night, Thursday, we had our casino night at the parade. It was pure euphoria. Literally hundreds of Porsche goodies sat waiting to be taken from the shelves. Nothing to buy - just step up to one of the gaming tables and place your bets. The casino night was one of the ways to say "thank you" for coming to San Diego and helping us celebrate the 22nd Porsche Parade. Thirty-four thousand dollars worth of prizes of every description were given away. Over fifteen hundred people passed through the doors Thursday evening to 28 blackjack tables, 15 crap tables and a couple of dozen roulette wheels. It was one and

FIRST IMPRESSIONS

by Tom Brown

WINDBLOWN WITNESS



VOL. XVIII NO. 1 JANUARY 1st 1977

This cover is from January 1977, the year of the first Parade in San Diego. As was common in these years of the magazine, the cover is nothing significant or special, just a picture the editor liked. Often they are uncredited and without any description or comment. This appears to be a tour or rally at dusk. What caught my eye about this cover was the tag line "Parade City 1977." I thought that was pretty cool. What is often fun about sifting through these old editions is learning about what they did differently than we do today. For example, the calendar page has a little summary of each event. The grammar isn't always correct and it isn't always very informative, but some were fun to read. "Jan 30 Drive 'n Dine --- Sunday drive to food and drink." We haven't changed a bit, have we; and what a great name for a Tour series! or "Feb 13 Fire Fighting School -- Jeff will teach you how to save your car if it catches on fire." That's to the point! Then there was "Jan 23 -- Slip 'N Slide Slalom I" and "Mar 13 -- Slip 'N Slide Slalom II" followed by "Slalom I in our series" and "Slalom II in our series" respectively. All this extra depth of information made me chuckle. And if you think about it, is Slip 'N Slide really what you want an autocross to be about?

one half hours of Las Vegas ambiance including a band with a dance floor - a night to remember.

The final day of the driving event was on Friday, the fast cars were running, Duncan's 908, three 904's, 914-6GT's, and RSR's. At today's parade all of these cars would be in the historic display, but back then they were competing. That night was the autocross awards at Sea World with a western style barbecue. After dinner we took over Shamu Stadium for a private show and driving awards presentation. I think the highlight of that evening for Porsche lovers was the first public United States showing of the 928, which looked as though it was floating on the surface of a pond. Amid the glare of spotlights and fireworks, it was unveiled to the enthusiastic onlookers.

The only thing left on Saturday was the Tech Quiz in the morning the wine tasting party and final awards presentation that night.

Here are some interesting facts about the 22nd Porsche Parade:

The parade gave away over \$50,000 in prizes, plus \$3,000 in cash, two trips to Germany, two trips for two to Hawaii, three trips for two to Acapulco, three trips for two to Mexico City, 1,000 goodie bags, 800 belt buckles, 800 splits of champagne, 800 large orchid leis for the welcome party, 1,000 beer mugs, over 2,000 bottles of wine, plus much, much more. And, oh yes - two brand new Porsche 924's...one was given away, and one was raffled. The Porsche factory also gave the annual trip to Stuttgart, Germany. A total of over \$100,000 to parade attendees.

Was this parade over the top? Some outside the region thought so...it was the last time a Porsche Parade gave away trips to Germany and a car. One thing you can say...it was by far the best Porsche Parade to that date, with the hard work of all the chairs and region members. I guess you could say San Diego truly knows how to throw a party!

Next month I'll tell you about our second Porsche Parade held in 1992.





In case you had not heard, there is going to be a Porsche Parade in San Diego this coming July 1-5. The February tech session was dedicated to answering questions and informing our members about the upcoming registration as well as the events at the Parade. This will be the 3rd Porsche Parade held in San Diego. The first two were in 1977 and 1992, and so every 15 years it seems time to try it again.

Paul and Ruth Young are the co-chairs for the Parade and Jack and Ginny Case who are charter members of PCA are the grand marshals. Susan Brown is the registrar and after a viewing of the Parade video that Kenyon Blower produced she discussed the on-line registration as well as the option for mailing in your registration materials. It must have worked as of the end of March we are close to 900 entrants, with a large contingent from the San Diego region as well as Zone 8.

Skip Shirley is handling the Concours competition and he presented on the plans for the event as well as reminding everyone that the Parade events are conducted under the PCR's or Parade Competition Rules that are different from our Zone 8 rules. The Concours will be on Monday July 2 at Admiral Baker Field. In conjunction with the Concours will be the Porsche Paddock at the same venue. Keith Verlaque is in charge of this event and invited everyone to bring their Porsche for display at the Paddock.

The event hotel will be the Town & Country in Mission Valley. Rich Caccese is the liaison for this and reviewed the events being held there such as the hospitality suite, Goodie Store, Concours prep and banquets. Tom Brown is handling the banquets which include the welcome party and Concours banquet at the hotel, along with the Beach Party at North Island (organized by Dan Chambers & Monica Bockman), the Sea World dinner and finally the Victory banquet on the USS Midway.

Paul Young then presented a Power-Point presentation prepared by Kim Crosser on the rally classes and then on the autocross classifications. The PCR's for autocross and classification are quite different than our Zone 8 classes.

For later cars there are several Stock classes (similar to our Showroom Stock) which allow no performance modifications and street tires. Next there are several Production (P1-P18) classes for the different Porsche models which allow limited modifications and R rated tires. If the modifications are more than those allowed in Production, there are Improved (I1-I5) and then Modified (M1-M5) classes that are based on engine displacement.

The other competitive event is the Technical & History Quiz, but there will also be several other fun events including tours, the Zone Challenge and Gim-mick Rally. I hope to see you at the Parade!





Porsches Earn Podiums at Sebring



Text & photos from PCNA

SEBRING, Fla. – March 17 – Porsche Motorsport customers debuted two new race cars – the 2007 Porsche RS Spyder and the 2007 Porsche 911 GT3 RSR (type 997) – at the 55th Annual Mobil 1 Twelve Hours of Sebring, and competitors responded by finishing on the podium in both classes.

Finishing third in the LMP2 class despite encountering a series of electrical problems, the #7 Porsche RS Spyder prepared by Penske Motorsports, was driven by Timo Bernhard/Romain Dumas/Helio Castroneves. Fifth in class was the #16 Dyson Racing Porsche of Andy Wallace/Butch Leitzinger/Andy Lally. It was second overall during the early part of the race before an accident with an LMP1 entrant, and subsequent transmission issues and electrical problems dropped them back. The #20 Dyson Racing Porsche RS Spyder, with Chris Dyson and Guy Smith aboard, lost 24 laps early in the race due to contact with a GT2 car, and later dealt with a leaky power steering rack, resulting in a seventh-place class finish.

Finally, #6 Porsche RS Spyder prepared by Penske Motorsports, with Sascha Maassen/Ryan Briscoe/Emmanuel Collard, spent 13 laps in the pits with a broken brake line in the first hour, and then encountered various electrical problems including a failed alternator which cost the team more than 90 minutes in the garage for repairs. The final results showed an eighth place finish in LMP2 for the #6 entrant.

In GT2, the battle for first place was between the #45 Flying Lizard Porsche 911 GT3 RSR of

Jorg Bergmeister/Johannes van Overbeek/Marc Lieb and the #62 Ferrari 430 of Melo/Salo/Mowlem – with the two-car tussle going for more than seven hours. In the last hour, however, in an effort to re-pass the Ferrari, the Lizards pitted to get fresh tires, but the gap created by the pit stop looked like it would be too much to overcome. It was Jorg Bergmeister versus Jamie Melo for the last 30 minutes, with Bergmeister closing the gap to less than one second on the last lap. The cars swapped positions on the last lap, but Melo managed to edge Bergmeister by two-tenths of a second to win the class.

The #71 Wolf Henzler/Robin Liddell/Patrick Long Tafel Racing Porsche 911 GT3 RSR finished third in class, a podium finish for Tafel in their first-ever American Le Mans Series event. Fourth was the Farnbacher-Loles Porsche 911 GT3 RSR of Pierre Ehret/Dirk Werner/Lars Erik Nielsen.

Complete results are available at www.americanlemans.com

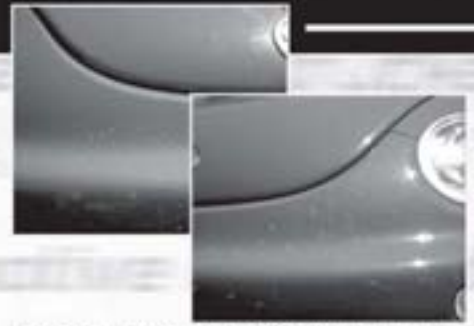




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Board Minutes

Tami Ibbetson, Secretary

March 7, 2007

Calendar:

3/7 Board Meeting, Samad Home
 3/10 LA Literature Meet
 3/11 Autocross
 3/11 356 Swap Meet
 3/10-11 HSR Race Willow Springs
 3/17 St. Patrick's Day Party
 3/18 Parade Meeting Sunday
 3/21 Tech Session
 3/25 Rally
 3/27 Last Tuesday Social
 3/30-4/1 Festival of Speed

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

Minutes Approval: MSP

Treasurer Report: Expenses that hit the books in February (\$11,236) were lower than income (\$18,078) by \$6,842 leaving our total checking account balance at \$27,595 as of February 28, 2007. We are \$4,176 in the black for the year. The February TT at WSIR was a success generation \$2,700 in income with 47 participants. The Witness income of \$4,398 was higher than expenses of \$3,004 by \$1,394 this month. For the year, the Witness is \$3,476 in the black. We paid \$822 for the 2007 name badges, \$603 for tax preparation fees, and \$800 for the February Tech Session about Parade Registration. Our Club's net worth as of 2/28/07 is \$54,078.94.

President's Report: The following people need to pick-up their 2006 Chair Awards (jackets): John Greer,

Bruce Gardner, Al Slocum, David Souza, Jeff Grow, and Glen Marlin.

Chair Reports:

Autocross: Wrist bands/ hand stamps should standardize colors for all events. Ted has suggested an alternative method for giving out awards at AX events by stopping the supply of alcohol and meeting at a pizza parlor after an event.

CDI: During Keith's presentation, there was a tangential discussion regarding Black Forest's sponsorship of the PDS and the value received. The board expressed concern that there was inequality regarding the high value gained by Black Forest for a relatively small sponsorship amount that has not changed in several years.

The board suggested that the CDIs establish the cost to the club to add the Black Forest logo to the driving school shirts - as is done currently. Once this sum is known, it was suggested that the CDIs consider requesting that Black Forest increase their current sponsorship amount by this sum. Should Black Forest decline to increase their sponsorship by this amount, then the board suggested that the CDI's consider removing the logo from the shirts. The CDIs agreed to take the board's suggestion into consideration and report back with their decision.

Equipment: A physical inventory needs to be taken on both the trailer and storage facility to facilitate a check out sheet. Trailer prices are rising at our storage facility. Rick Plaven might have space available. We need to know security and time

restraints. National won't be renting out our radios for Parade. Vince would like to rent the clubs headsets and radios for his Parade off road event at the cost of \$10 each. Timing equipment will be rented out for \$250.

Goodie Store: Budget request submitted not to exceed \$3,500 for 50th merchandise (hats and shirts). The Goodie Store will be open for business on Sunday, March 11, 2007.

Insurance: Tom Golich has waivers. Again, please let him know in advance when you're getting low, he has to obtain waivers form National. Tom also reported that we have a permit for Sunday, March 11, 2007.

Membership: 1570 Primary, 1190 Secondary for a total of 2760.

National Board Meeting Report: Presented by John Straub - The National law suit with the Porsche 908 people is up to \$300,000 at this time. Porsche sold more 911s last year than any year to date. Porsche has sold 150,000 Cayennes, 60,000 to Canada and the U.S. Rennsport III will feature the 917s and 962s and will be held at Daytona this year. The Porsche Parade next year will be in Charlotte, NC.

Parade: 900 registrants thus far. Grudge match may not exist. *50th Display at Parade* - John Straub submitted a budget request not to exceed \$750 for display cases. The cases will contain Historical Memorabilia for viewing at the Parade. *Parade needs* - RV? Paul

Davis has donated his RV to the Parade AX team. A vendor that makes car name tags. Flowers at a great price (contact Cecelia).

Rug Cunningham Donation: John Straub would like to donate \$200 towards our Club Charity in memory of Rug Cunningham (per his families request).MSP

Social: The February Sock Hop social was cancelled due to lack of interest. *Banquet:* Discussion on the budget request for the loss of \$29,881. Banquet fees will increase to \$60 per person plus the \$350 PCA subsidy. Loss now accepted at \$25,031 for this preliminary budget. Hotel check request of \$3,750 (security deposit).MSP Band check request of \$2,750 (deposit).MSP

Time Trial: A Standing Rule Change proposal has been requested to show three additional exceptions from the Zone 8 Rules for San Diego Region. 1: Zone 8 Competition Permits are not required (Opposed). 2: If a Hot Weather Condition has been declared, the Event Chair at his discretion may also waive the requirement of a Driving Suit (Opposed, needs to be decided on a Zone level) 3: At Time Trials, drivers that are Experienced or Instructors may enter more than one car. These cars would be allowed to run in only one run group. These drivers would be allowed to compete only with one car in Timed Runs. MSP

Vintage Race Report: Committee members: Bob McLaughlin, Margi Knight, Kaid Marouf, John Straub, and Tami Ibbetson

50th Anniversary: AX on Sunday, March 11, a \$20 gift certificate will be placed under a cone.

New Business: A Standing Rules Proposal continued from Feb. Board Meeting, was presented by Tom Brown. All participants in moving car events must sign the waiver. At moving car events, all drivers and everybody else signing the waiver must wear wrist bands or display hand stamps to prove signature of waiver. John Straub, Ted Myrus, and Jim Duncan (for), Martha McGowan and Greg Phillips (against), Christy Copeman and Tami Ibbetson (abstained) Motion Failed. Need Bill Ibbetson to set up a link for the signup page.

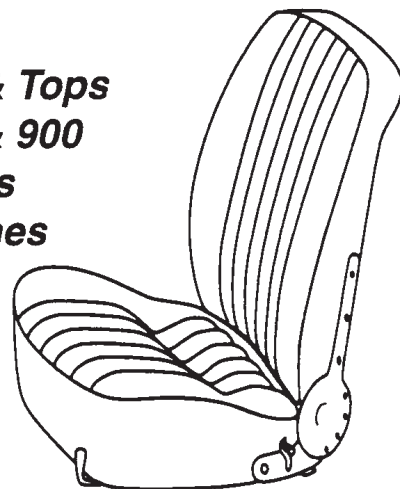
Old Business: Timing, still no word on the display.

Adjournment: 10:12pm

Next Meeting: Myrus Home, April 4, 2007, 7:00 pm



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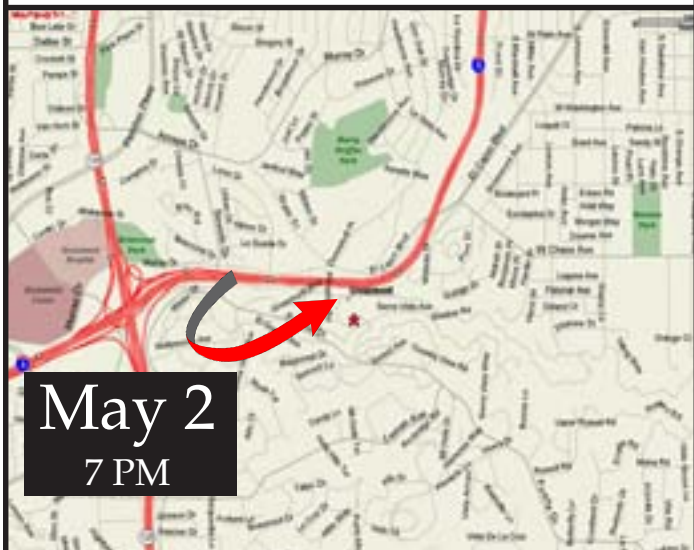
Monthly Meeting

Location: Straub Home 9215 Brier Rd
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Directions: I-8 to the Severin/Fuerte Exit Take Severin north to Murray and turn left (be careful to not turn onto I-8 West) Take Murray to Brier and turn right (Comes quickly)

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911 carrera coupe, low miles Black on Black, 6 speed, 18" wheels, sun roof, xenon, leather, full power. driver memory, Bose. All stock, 10,600 miles. very nice, garage kept. warranty. \$53,500 (760) 505-7780

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. Cup 1's. \$27,000 info@endotrak.com (858) 456-2480

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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

ALMOST TO NICE TO DRIVE
Beautiful original paint, Red with guards. Black leather,, everything looks, works like new. 225/40 and 255/35 F-1 18' turbo wheels (760) 716-4486

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

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

81 PORSCHE TURBO FOR SALE 2ND GEAR NOT WORKING NEEDS WORK NOT RUNNING \$950.00 (951) 304-2292

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Nice 1992 968 Cabriolet Physician owned. White w/black top and leather interior. 6-Spd. Loaded. Excellent condition w/90k. Locally maintained w/ service records. Always garaged. \$15,000/obo (858) 509-1474

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1985 911 Carrera Targa, white/tan, purchased 1991, daily driver until 2002, rarely driven now. Strong engine w/o chip, has 7's and 8's w/ Toyo's, Adj. bars, Bilsteins, camber truss and LSD. Has pwr seats, windows, locks etc. Top is excellent. Garaged and covered incl. bra. Needs new owner and more exercise. \$18,500 Call Rick @ (760) 731-0889

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1989 911 Cabriolet White, Black leather, new top, tires, just smogged, all original, looks new! 167K mi, needs service, priced accordingly. See porsche.joeandcarol.com for full details, carfax!, \$14,800 OBO (858) 481-0563

TRACK/RACE CARS

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

1988 911 Carrera Great-looking blk on blk; also street ready; rebuilt by Precision Motorwerks, 3.4L w/race cam & Carrillo rods; red 928S brakes; coil-overs; Bilstein RSR struts; new trans; Recaro's; \$48k new upgrades; no racing

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OTHER VEHICLES

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BMW R1200C Cruiser Motorcycl \$7,500.00 10,000 miles Original owner, large hard sidebags, ABS, new battery, will need front tire soon Skip Carter 619-992-9927

PARTS

Wheels 8*15 Fuchs 5 spoke. \$800 Clark (619)260-1615 Days

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996 4 spoke airbag wheel with airbag, great shape \$500 (858) 945-4350

Porsche Xenon/Litronics upgrade kit for 1999- 2001 996 or Boxster, comes with 996 euro clear tail light lens. In great shape \$1,200 (New over \$2K) (858) 945-4350

996 Facotry LSD - fits 996, Boxster s, or 993, just rebuilt and upgraded to last (4 discs) by Guard, with papers. \$1,500 (858) 945-4350

New - Harnesses, just built set of black 5 pt cam lock autopower clip in harnesses. Custom ordered left and a right side. \$350 (858) 945-4350

OEM Wheels Factory 993 Wheels, perfect condition. 7.5" and 9.0" X 17". Fits ABS-offset Porsches. Fresh powder coating, Toyo RA-1's. \$1,300.00 OBO DWChambers@hotmail.com (619) 222-3266

Fuchs Wheels 16" 6&7's. Original & nearly perfect. Came off 1982 911SC. Toyo tires with 50% tread. \$550. 619-888-1510 or (619) 226-4519

986 Boxster S suspension Springs, shocks and sway bars from a 2003 Boxster S. Only 20,000 miles on the set. \$250. Call Ted at (858) 536-8844

'02 996 Takeoffs Row/Euro M030 springs/shocks w/15K mi \$375, US M030 springs/shocks w/7K mi \$125, Mufflers w/10K mi \$50, Shifter/boot-blk, unused \$50 Jason-La Mesa (619) 723-5140

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

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

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

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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

PAGID ORANGE PADS Used one hour.

PAGID 1204 pads. 95% left, no damage. Fits some 928, 993, 964.

\$175 OBO (951) 506-0826

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

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Fuchs 16X9 black center with anodized rings. San Diego Area. svbmd@charter.net (314) 413-9926

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

MISCELLANEOUS

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

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April 29 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
Save \$20 by pre-registering (AX Registration \$60 after deadline)

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

Stadium Policy

1. Car must be completely empty, tires changed and ready to go when you arrive at the Tech Inspection line
2. You will be assessed a \$10 Late fee if your car is not in tech line by 7:30 AM
3. You will not be allowed to register if 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 00 or M00 or newer helmets required

Check www.PCASDR.org website for complete rules

Driving Event Calendar

Apr 20-22 Performance Driving School

| | | |
|-----------|----|-----------------|
| Apr 29 | 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 |
| Dec 2-3 | TT | Buttonwillow |

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

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

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



Commercial Ads

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| 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. 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.

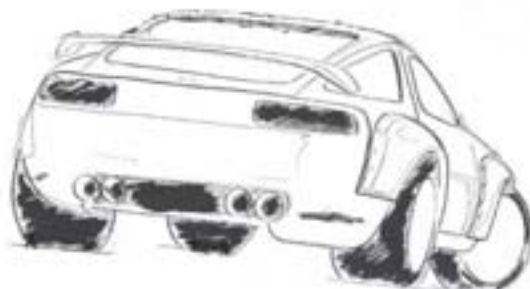
Deadline for submitting new ads or making changes to existing ads is the 10th of month preceding the month of publication.

Business Manager: Royce-Ann Myrick
619.475.1199 WitnessBusiness@pcasdr.org

Artwork & Photos to: Greg Phillips
707 Palm Avenue Imperial Beach, CA 91932
619.429.7700 editor@pcasdr.org

Advertiser Index

| | |
|--|---------|
| All German Auto | 49 |
| Autos International | 59 |
| Black Forest Porsche/BMW Service | 13 |
| Brecht Appearance Center | 57 |
| Coast Car Covers | 34 |
| Comeau Racing Enterprises | 41 |
| CR Spotless | 62 |
| DBL Auto Repair | 30 |
| The Dent Dude | 47 |
| Dieter's Porsche & BMW Service | 34 |
| European Motor Sports | 36 |
| Euro-Trim Upholstery | 34 |
| Extreme Motorsports | 21 |
| Robert Grundmeyer, Investments | 40 |
| Hoehn Porsche | 32,33 |
| JMC Motorsports (Dave Turner) | 21 |
| La Jolla Audio | 49 |
| Land Rover | 46 |
| Philip Magistro, Hoehn Porsche | 34 |
| Mexi-Cocina Restaurant & Tequileria | 43 |
| Mirage International | 43 |
| Modern Image | 57 |
| Motor Works, Inc. | 47 |
| Ocean Beach Upholstery | 36 |
| Parts Heaven | 34 |
| Personalized Autohaus | 40 |
| Pioneer Centres Porsche | IFC, BC |
| James F. Ryan, Attorney at Law | 43 |
| Roger Roberts, Realtor | 36 |
| SpeedZone Paint & Bodyworks | 21 |
| Symbolic Motor Car Company | IBC |
| UBS Financial Services, Russell Hall | 36 |
| Vanard Lithographics | 39 |
| Velvet Touch Wheel Services | 12 |
| Volker's German | 47 |
| West Coast Specialties | 40 |
| Wheel Enhancement | 40 |





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