

# WINDBLOWN WITNESS



Zone 8 Festival of Speed  
Tours

May 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](http://pioneerporsche.com)**

### **Pioneer Porsche**

858.695.3000  
9020 Miramar Rd  
San Diego, CA 92126  
[pioneerporsche.com](http://pioneerporsche.com)  
7:30-6:30  
Sat 10-7 Sun 11-5



**PORSCHE**





# WINDBLOWN WITNESS

Porsche Club of America, San Diego Region

Volume XLVIII No.5

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# San Diego Region Calendar

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

## Web Sites:

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

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

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

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

Zone 8: <http://www.zone8.org>

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

## May

- 2 Wed SDR Monthly Meeting, Straub home
- 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 (page 63)
- 12 Sat SBR Z8 Rally
- 19 Sat SDR Autocross SE Lot (page 63)
- 19 Sat GER Z8 Autocross (page 9)
- 19/20 Sat/Sun LVR Drivers Ed, Spring Mountain
- 20 Sun GPX Z8 Concours (page 38)

## June

- 3 Sun OCR Z8 Concours (page 9)
- 6 Wed SDR Monthly Meeting, Corwin home (page 58)
- 8 Fri SDR Hot Summer Nights (page 11)
- 16/17 Sat/Sun SDR Z8 Time Trial, Spring Mountain (page 7)
- 17 Sun SDR Father's Day Tour (page 8)
- 23 Sun SDR Autocross West Lot (page 63)

## 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 (page 63)
- 7/8 Sat/Sun SDR 356 Concours & Pageant of the Masters (page 10)
- 14 Sat RR Z8 Night Autocross
- 21 Sat SDR DE West Lot (page 63)
- 22 Sun SDR Autocross West Lot (page 63)

## 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
- 2/4 Fri/Sun Rennsport Reunion (page 56)
- 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



Last month I identified the club's charities for 2007: Rady's Children's Hospital, Alta Vista Academy and the UCSD Burn Institute. Tom Golich, an avid supporter of the Blood Bank, suggested to perhaps add the San Diego Blood Bank. The Board discussed this and decided to look into it further. Tom did some research and discovered we already have an existing account. It's listed as Porsche Club of America (group code: POCA). The last donation was in 2004 and the contact person is Royce Ann Myrick. Tom contacted Royce Ann and she said this was Bill's project. Another affirmation for why our Enthusiast of the Year Award is honorably named the Bill Myrick Award. Tom will be the club's new contact person with the Blood Bank. Thank you Tom. Porsche people, helping Porsche people, and supporting the community.

The Zone 8 Festival of Speed is in the history books. Another excellent event at California Speedway. We need to thank all of our sponsors, vendors, and the Southern California Porsche Dealers. The event included an autocross, concours, time trial, vendor row, PCA racing, POC racing, track tour, and an enduro. This event improves every year as a result of the tremendous volunteer effort. Congratulations to all those who work so hard.

Has anyone pondered what is occurring with car design and development? Have you noticed that small cars all look the same? Few have their names on them anymore. They have stylized logos that look very similar too. Check out Toyota, Honda, Hyundai, Mazda, etc. I call all these clones "jelly beans." Then there are the SUVs. When I was young, these were called carry-all, suburban, and travel-all. Then there is the mammoth Hummer suitable for overthrowing a third world government. This led to downsized SUVs like the RAV-4, Escape, CRV, Sportage, with their multiple colors and body cladding. They look like athletic shoes. Still too big and not politically correct we now have the crossover. Things like Rendezvous, Endeavor, and XC90.

Again, when I was young, these were called station wagons. Clearly someone has a sense of humor. Look at the Scion Xb and its sister Honda model, these cubes look like the box they came in! All is not lost as there are pretty, even beautiful cars available. MX5 patterned after the Elan, XK8 reminiscent of the XKE, Z8, Gallardo, Quattroporte, Cayman, and soon the Panamera. Hope springs eternal.

The search continues for a new Witness editor. A couple of people have expressed interest, a good sign. Please remember to patronize our generous sponsors and mention you saw their ad in the Witness.

As an added note, be prepared to sign an insurance waiver at all PCA/SDR events.



## 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



Another busy month and I am trying to get the Witness to bed before it gets too late in the month. March ended and April started off quickly with the Zone 8 Festival of Speed at California Speedway. Three days of driving fun on the oval and infield. POC and PCA Club racing as well as our usual time trial group. In addition we had vendors, autocross, Concours and banquets to keep us busy.

Next was an instructor's training evening with the new chief driving instructors Keith Verlaque and David Gardner. Thankfully a weekend off for me (I was on call for work), although others went off on a tour to the Stone Brewery.

The next weekend was the Long Beach Grand Prix. This was my first time to attend and I went up on Friday for practice and then back on Saturday for the qualifying and the ALMS race in the evening. This was the first ALMS race at Long Beach and was a very exciting one. The short story is on page 42 but look for a more in-depth report next month with lots of photos. I skipped Sunday to rest again and watched the Champ Car race on TV. There was an interesting discussion from Bill Center, the motorsports editor at the Union-Tribune who felt that the Grand Prix would be better off without Champ Car and having the ALMS as the feature race. It was not bad having both, but a longer race for ALMS would have been nice, although the Audi R10 diesels might have liked that also.

This past weekend was another busy one as the CDI's put on the Spring Performance Driving School. Friday was at Black Forest for lectures and theory and then on to Qualcomm Stadium on Saturday for the driving drills. Saturday seemed to be the longest day and then it was back again on Sunday for their practice autocross. Again look for full coverage in the June issue.

It does not look like things will be any more relaxing until at least after the Porsche Parade in July. We have our first DE at Qualcomm on May 12. This is a great

driving event to help you transition from the autocross to the big track events. Since it is at the stadium there is plenty of open space but you will still get a lot of track time and will also have minimal driving or towing time to the track and you get to sleep in your own bed each night. For cars in stock and street stock classes, only a fire extinguisher is needed for safety equipment as you can run with stock safety belts. IF you have a few autocrosses under your belt and interested in more seat time, plan to come on down May 12 to the West lot.

I am still looking for my replacement as editor, but I have had some inquiries about the job and also an offer to assist the editor from one of the students at the Performance Driving School. But the job is still open and if you have any interest please let me know.

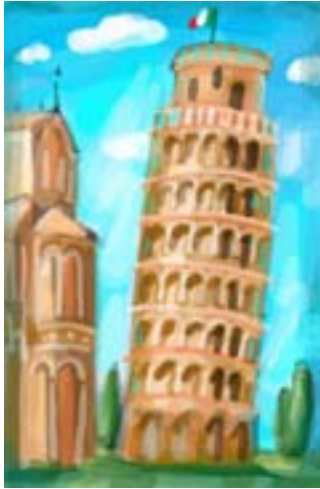
GP

## On the Cover

*This month's cover was taken at one of the early San Diego Region Speed Festivals at California Speedway of the RS America tails.*  
Greg







May Last Tuesday Social  
at the  
**Gemelli Italian Grill**  
on  
*May 29, 2007 at 6pm*



**Gemelli Italian Grill**  
495 Laurel Street (5th Avenue and Laurel)  
San Diego, CA 92101  
619-234-1050

Join the club at this Sicilian-style eatery for tasty  
treats like:

**Maccheroncelli**  
**Caponata**

**crepes Cristina**

**Gnocchi**

**Pescatore di Mare**

Located on the corner of 5<sup>th</sup> and Laurel, near Balboa Park.

**FREE PARKING** in garage located off of 4<sup>th</sup> Ave, or use valet

- 163 South, exit University, continue straight as it turns into 6<sup>th</sup> Ave, continue to Laurel, turn RIGHT, turn LEFT on 4<sup>th</sup>, left into garage
- Away from I-5 towards Balboa Park on Laurel, turn RIGHT on 4<sup>th</sup>, left into garage

**Take elevator to Street Level (star button), enter into restaurant!**



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



# PCA San Diego Region & Zone 8 Time Trial

## Spring Mountain Time Trials • June 16 & 17, 2007



**Sign up now!**

### REQUIREMENTS:

- Participants without Competition Permits must have completed 6 Autocross-type events or equivalent within the last 30 months over a period of at least 12 months
- Snell SA2000 or SA2005 helmet
- Proper fire extinguisher mounted in car
- 5 points required for all drivers & passengers (EXCEPT in S & SS cars)
- 2007 Zone 8 Comp Driving Rules apply, see [www.pcasdr.org](http://www.pcasdr.org)

### Event Hotel: Parump Nugget

681 S. Hwy 160 • Pahrump, NV 89048

Tel: 1-775-751-6500 • 1-866-751-6500

Room Rate: \$54 plus tax & utilities

Say you're with the Porsche Club!

**Deadline for Hotel June 1, 2007**

### Lunchtime Track Tour!!

For more information contact Jack Miller at (619) 286-4419(h) or [jmiller@PacificCollege.edu](mailto:jmiller@PacificCollege.edu)

For track information and directions: [www.springmountainmotorsports.com](http://www.springmountainmotorsports.com)

## June 16 & 17-- PCA-SDR & Zone 8 Time Trial -- Spring Mountain Motorsports Ranch

Car Number \_\_\_\_\_ Car Class \_\_\_\_\_

Driver Name \_\_\_\_\_

Phone \_\_\_\_\_

E-mail \_\_\_\_\_

Member # \_\_\_\_\_ Region \_\_\_\_\_

Emergency Contact \_\_\_\_\_ Phone \_\_\_\_\_

Driver Status: \_\_\_\_\_ Instructors, will you instruct? \_\_\_\_\_

☐ Student ☐ Driver ☐ Instructor ☐ Yes ☐ No

Car Number \_\_\_\_\_ Car Class \_\_\_\_\_

Driver Name \_\_\_\_\_

Phone \_\_\_\_\_

E-mail \_\_\_\_\_

Member # \_\_\_\_\_ Region \_\_\_\_\_

Emergency Contact \_\_\_\_\_ Phone \_\_\_\_\_

Driver Status: \_\_\_\_\_ Instructors, will you instruct? \_\_\_\_\_

☐ Student ☐ Driver ☐ Instructor ☐ Yes ☐ No

Do you have a Competition Permit? ☐ Yes ☐ No

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

Do you have a Competition Permit? ☐ Yes ☐ No

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

Car Year \_\_\_\_\_ Model \_\_\_\_\_

**MAKE CHECKS PAYABLE TO PCASDR**

**If you would like to pay by credit card, please complete and sign. VISA or MasterCard ONLY.**

Card No. \_\_\_\_\_ - \_\_\_\_\_ - \_\_\_\_\_ Exp: \_\_\_\_ / \_\_\_\_ Signed: \_\_\_\_\_

Entry Fees at \$295 per driver.....\$ \_\_\_\_\_

-\$125 Discount for 1st time TT drivers (who are PCA members).....\$ \_\_\_\_\_

\$25 Late Fee (postmarked/faxed after June 1) .....\$ \_\_\_\_\_

\$50 On-Site Reg. Fee (if registering after June 1†Late Fee applies as well)\$ \_\_\_\_\_

\$30 Transponder Rental (or enter # to right).....\$ \_\_\_\_\_

2007 Zone 8 Comp Permit (\$10).....\$ \_\_\_\_\_

Total Fees: \$ \_\_\_\_\_ 0

**If no Transponder  
Rental, Enter your  
Transponder #**

\_\_\_\_\_

**Mail to: Jack Miller  
7695 Bromeliad Ct.  
San Diego, CA 92119**

**Or Fax to: 619-501-2871 (w/no cover)**

★ "Speeding Ticket" - \$10 - Anyone who fills out this form too fast so that it is incomplete, incorrect, or illegible such that it requires a phone call or e-mail to clarify any info, will be charged \$10

★ Please bring a completed Tech form with you to tech inspection: [www.pcasdr.org/forms/AXRegForm.pdf](http://www.pcasdr.org/forms/AXRegForm.pdf)



# Give Dad the present he really wants on Father's Day!



Join us in celebrating Dad's big day (**June 17**), with a fun drive on some of California's finest back roads. We will arrive at a surprise destination for lunch. Cost is \$25.00 per person (\$30 after June 10th).

Please **RSVP** to **Kathy Alnwick** at **619.229.1515** or email to **[imthekaps@yahoo.com](mailto:imthekaps@yahoo.com)**. Make checks payable to PCASDR and mail them to:

**Kathy Alnwick**  
**7961 Laurel ridge road**  
**San Diego, Ca 92120**

Rally at North County Fair Mall, 272 East Via Rancho Parkway, Escondido, CA 92025 at 8:30AM for a 9:00AM sharp departure.

"If the new American father feels bewildered and even defeated, let him take comfort from the fact that whatever he does in any fathering situation has a fifty percent chance of being right." -- **[Bill Cosby](#)**



## Porsche Club of America/Orange Coast Region's 37th Annual White Gloves Concours

**June 3, 2007**

- \* **Featured Marque: The Porsche Turbo**
- \* **Prizes for the Best Picnic Display**
- \* **Bring your Porsche and Join the Fun**
- \* **Enjoy Friends and a Catered Lunch**

### Activities

- Vendor's Row & Food Vendors
- Porsche Turbo Corral
- Musical Entertainment

Presented in conjunction  
with the 22nd Annual



- Over 500 cars on display inc. classes for American Classics, Elegant European Sports Cars, Street Rods, Extravagant '50s, vintage motorcycles & vintage bicycles

**Huntington Beach Central Park**  
Golden West St. at Talbert Ave.



### Registration

(includes car & 2 admissions)  
Display Class (not judged) \$30.00  
All Judged Porsche Classes \$50.00  
(Postmarked before May 9)  
Late entries: add \$10.00

**Catered Lunch**  
\$15.00 per person



Registration forms are available at our web site: [pcaocr.org/downloads/concours](http://pcaocr.org/downloads/concours)  
For more information: call (949) 675-8598 or email: [NewportMarion@mindspring.com](mailto:NewportMarion@mindspring.com)

## IMSA/PORSCHE CLUB OF AMERICA CORRAL U.S. GRAND PRIX, JUNE 15 – 17 INDIANAPOLIS MOTOR SPEEDWAY

Friday (General Admission – Grandstands) - \$10.00  
Saturday (General Admission- Grandstands) - \$20.00  
Combo Price package (Friday and Saturday) - \$25.00  
Lot 6 – Reserved Porsche – only parking - \$20.00 per day (choice of Friday, Saturday, Sunday). Lot 6 is directly across the street from stand H.  
Lot 6 – Reserved Porsche – only parking - \$60.00  
Details forthcoming on host hotel and planned banquet with IMSA GT3 Cup invited drivers and personalities.  
To purchase tickets and parking passes (Porsche only reserved parking), please call Carol Denton, Indianapolis Motor Speedway at 317-492-6714 or e-mail: [cdenton@brickyard.com](mailto:cdenton@brickyard.com).  
For a track map showing the location of stand H and lot 6 go to the site below:  
<http://www.imsaracing.net/2007/car%20corrals/IMSA%20Porsche%20Club%20of%20America%20Corral.pdf>



## 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](mailto: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](http://www.pca.org/extranet/default.asp)

CALIFORNIA CENTRAL COAST PORSCHE CLUB OF AMERICA APRIL 2007

## Buttonwillow 2007

A Driver's 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](http://www.buttonwillowraceway.com)

**Tech:** Please contact one of following locations for Pre-tech.

Smith Volvo/Lexus, Per Helldin 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 Helldin, 805-462-8276, eve, 543-0832 days [helldinp@yahoo.com](mailto:helldinp@yahoo.com)

For questions about Golden Gate region event, Contact Andrew Forrest, [gggtchair@gmail.com](mailto:gggtchair@gmail.com), or check their web site [www.pca-ggr.org](http://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 Driver's 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](mailto:plfasching@yahoo.com)

□



**PORSCHE Club OF AMERICA**

# FIRST IMPRESSIONS

by Tom Brown



April 1978--This cover shot is of Tom Hauser driving his 928 at an autocross, photo by Bill Haggerty. 1977 saw the 928 named "Car of the Year" by the French newspaper L'Equipe. In the 15 year history of this

award, the 928 was the first sports car so honored. This issue could have been sub-titled "The Tire issue". John Norris' Bits and Pieces column discussed how the US did not have a tire speed rating standard, and it's unfortunate consequences. This lacking was hitting highway patrol officers around the country the hardest. Highway patrol officers are the most likely to drive at very high rates of speed on a regular basis, and therefore were experiencing catastrophic tire blowouts at much higher rates than the average citizen. The relevance? PCA Time Trialers had the same problem as law enforcement officials. What tires were safe at our normal track speeds? Fortunately, John predicted, help was on the way. While the timing was uncertain in 1978, he felt that we would soon be adopting the European Rating standards, with the SR, HR and VR codes that we are familiar with today. He went on to explain what all those different numbers on the sidewall (185HR60x15) mean and then into an in-depth look at how to read your tire wear patterns. Several problem wear patterns were described along with their possible causes. In another article, Paul Haas gave us a very technical discussion of tire contact patch and performance driving. The discussion of slip angles and how they contribute to your ability to drive "at the edge" was terrific



## Pageant of the Masters and Dana Point Porsche 356 Concours July 7-8, 2007

Save the date for this fun weekend extravaganza!

We will meet on Saturday July 7<sup>th</sup> (time & location) to be announced, to convoy up to Dana Point.

The package will include:

- Saturday night hotel stay in Dana Point
- Transportation and tickets to the Pageant of the Masters and Festival of Arts
- Saturday night dinner in Laguna Beach
- Sunday Brunch at the Dana Point Yacht Club
- View the 356 Concours on Sunday in Dana Point

Watch for complete details in the June issue of the Witness,  
or for more info contact Kathy Alnwick at: 619-229-1515 or [lmthekaps@yahoo.com](mailto:lmthekaps@yahoo.com)



## Your Blood is Important to Others

The San Diego County Blood Bank is looking for a group of people to help make a difference in the lives of others.... by donating blood. The Porsche Club of America – San Diego Region is just that group of people. The Club has long had an account at the San Diego Blood Bank, but it has not been publicized until recently. The Board wants to get the word out that donating blood can be a win-win for everyone. There is a critical shortage of blood in the San Diego area; your donation will help reduce the shortage. In return, if you or a family member ever needs blood, the group plan provides coverage for you and your immediate family for the processing costs of whole blood and the basic blood components.

So how do you donate blood? You need to call the San Diego Blood Bank at 619-296-6393 to set up an appointment. It takes less than an hour to go through the interview and the donation process. The basic requirements are for you to be in good health, feel well, be at least 17 years of age and weigh at least 110 pounds. When you go in to donate, just tell them you are there to donate to the Porsche Club of America account (group code: PCOA).

Another benefit of donating blood is a wellness profile covering cholesterol, blood pressure and pulse rate. These are provided at the time of the donation or, in the case of the cholesterol, about a week later via the Blood Banks web site. The web site is [www.sandiegobloodbank.org](http://www.sandiegobloodbank.org) where you can get more information about the donation process.

There are a number of locations throughout the San Diego area: downtown, El Cajon, Escondido, Vista, National City and Murrieta. Hours and locations of these sites are on the website as well.

If you have general questions related to the donation process, you are welcome to contact me: Tom Golich at 858-755-4986 or [tsgolich@aol.com](mailto:tsgolich@aol.com). I have been a donor for over 40 years at the San Diego Blood Bank. I have always walked out of the Blood Bank with the satisfaction of knowing I have helped someone I don't even know and having only given a little of my time. I believe that what goes around comes around in spades.



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

**Contact:** Ted Myrus- [president@pcasdr.org](mailto:president@pcasdr.org)





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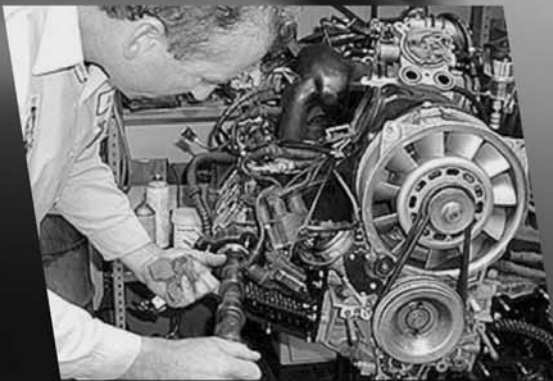
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# Zone 8 Speed Festival



by Greg Phillips  
Photos by Steve Grosekemper & Greg Phillips

The Zone 8 Festival of Speed helps to keep everything in perspective. Just when you think you might be too far down the slippery slope of Porsches, you pull into the garages at California Speedway and see the transporters and race rigs full of Cup cars and you know there is a long way to go before you hit the bottom. But it looks like a fun ride getting there.

Since this a three day event I snuck out of work early on Thursday and drove to Fontana and the track. Luckily there was not much traffic and I was able to get there in plenty of time to get registered and look around. My drive was uneventful, but others were not so lucky. Bill

Ibbetson's trip started with a broken tow hitch on his truck that was fixed at the dealer and then a leaky tire with a screw in it that had to be fixed. After all that, he was able to drive up through the rush hour traffic. Roland Schmidt's tow vehicle made it to Corona before it stopped running. He took his AR 911 off the trailer

and drove it to the Speedway to get registered and dealt with getting the tow vehicle later.

There were many other time trailers, as well as PCA Club Racers, getting unloaded and through their tech inspection. Steve Grosekemper had arranged for garages for himself and Jad Duncan along with the

Boxster boys Ethan Dahlkamp and Mike Dougherty. They were unloading and getting their cars ready for the event. They were kind enough to let me use some of their garage space as I unpacked my 928.

Several drivers were going through their rookie orientation for Club Racing

including Jad Duncan, Charles Sharp, Jackie Corwin, Pete Millikin and Charlie Wolk. They would be busy throughout the weekend and they started right in with their first drivers' meeting on Thursday night. The rest of us headed back to the Ontario Hilton to check in.



*Roland Schmidt drives in off trailer*

Brenda Stedronsky had arranged the rooms and also the banquets for Zone 8 and it was a great job. The staff and accommodations at the Hilton were excellent. After check-in, there was a short meeting of the Zone 8 staff to review and be sure everything was prepared for the weekend. The Festival organizers, Vince Kanuf, Michael Dolphin and Ron Mistak, had done a great job pulling the event together along with the Zone 8 representative Bev Giffin-Frohm. I was responsible for the medical liaison and thankfully only had a small part to play for the weekend.

After the meeting several other drivers headed over to Tony Roma's for dinner. The Club Race rookies had finished and were also there. Since Monday was Jad Duncan's 40<sup>th</sup> birthday, we had the whole weekend to help him celebrate. At least that is what we told him we



*Happy 40th Jad*

were doing as we arranged for several announcements at various venues. After dinner it was back to the hotel to rest up for an early start on Friday.

The Hilton breakfast buffet was another great meal and then it was off to the Speedway. We were to have an early start after the POC club racers run group so I had to hustle to check in on the medical ambulances and EMTs for the Club Race steward before our drivers' meeting with Jack Miller at 7:40. After the meeting we quickly got ready and headed over to the grid.



*Jack Miller at drivers meeting*

Unfortunately there was a delay before we were sent out. Our first two laps were under yellow and we had just started to pick up some speed on the green flag laps when the checkered flag flew.

The next run group was a new organization known as DriversCupUSA for drivers of the Porsche 996 and 997 Cup cars. While they were running, the Club racers were having their drivers' meeting before their run sessions headed out, first the slower blue group and then the faster green groups.

Most of the rookies were in the blue group, along with several other SDR members: David Quesnel, Bill Hartsock, Mike Dougherty, Ethan Dahlkamp, Vince Knauf, and John Rickard. The green run group also included several SDR members from Bill Dawson's new turbo to Behr Salehi, Roland Schmidt, Jae Lee and the Copp cars for brothers Michael & Jim Copp.



*Michael Copp's Simone car*

Our next session started on time and we at least went green quickly but the checkered flag again came out sooner than we expected. WHAT? Apparently the track marshal had thought we only had a 20 minute session like the other groups instead of our scheduled 30 minutes and had thrown the flag early for both sessions.





*Ethan' Boxster*

After getting that detail straightened out, the rest of our sessions were a little longer.

With the break during lunch, it was time for some cruising in the pits and also taking some pictures. A few of the vendors were open on Friday and so some shopping was also in order. Found some great bargains on hats and shirts and also some cool pins. The track tours were out at lunch and they had a great time circulating around the oval.

Our last practice session on Friday was our longest and finally some time to settle in and turn some good laps. Since we were being put on the grid based on our lap times there was not a lot of traffic overall until the really fast cars started lapping us at the end of the session. My previous laps had been in the 2:03 to 2:05 range, but now were down into the 2:02s. I was driving my grey 1986.5 928S for this event. The putative reason was that my wider wheels and tires, 275/40/17 in the rear and 255/40/17 in the front, would not fit on the red 1985 928 due to the larger brakes. And that was not a bad reason, but the lack of ABS in the red car may



*Cup Cars too hot in Turn 9*

have had some impact on my decision. The heavy braking for turn 3 and the trail braking for turn 9 were much easier with the ABS. (Braking difficulty must be a good excuse as world champion Fernando Alonso used it at the recent F1 race in Bahrain to explain his poor performance.)

The club racers finished their day with practice starts and a short practice race, but Ethan Dahlkamp's bad luck at Fontana would continue. He was running on the oval in turn 2 drafting another car when that car dodged to avoid a large cone that another driver had picked up entering the oval and then finally dropped off in turn 2. Unfortunately for Ethan there was not time for him to avoid and he hit the cone at 120+ on the right front of his Boxster. Although far better than the T-bone he had in his last time here, it still caused damage to the front of his car. Thankfully with racer's tape and zip ties he was able to make repairs and not miss any action and apparently there was no two second penalty.



*Ethan Dahlkamp fixing his nose*



*Bill & Tami Ibbetson, Curt Yaws & Otto Obrist*

At the end of the day there was a debrief session over gin and tonics in the Mistak trailer before heading back to the Hilton. Although there was a little traffic on the I-10, I was quickly back and cleaning up for a banquet





*Hector Wilbur*

with the management team at the Hilton. Brenda had again done a great job and I ended up at a table with Bob McLaughlin, Carolyn Ewbanks and Mark Tyler, among others, for some interesting conversation as well as food.

Saturday was another early start as we had another drivers' meeting at 7:40 and I first had to check in on the rescue and EMTs. We had a few new drivers, but also lost a few such as Otto Obrist who had other obligations (a cruise) for the weekend. I had swapped my front tires from the 245/45s to the 255/40s and headed out for practice. In the cool morning air I would like to point out my faster lap times, but I had taken my transponder in to recharge and forgot to put it in the bracket before my practice runs. But it sure felt fast.

The rest of the morning was kept busy with more shopping as the rest of the vendors had arrived and also checking out the Zone 8 Concours that was hosted by the Riverside Region. This year the cars were parked under the overhangs across from the vendor row. Not only out of the hot sun, but in case of rain they would have still been dry.

My next practice session was in the morning at 11:00 and it was uneventful. I did end up doing one session as



*Avitt's hoping for a new GT3?*

an instructor for Curt Yaws in his GT3 as his instructor was busy elsewhere. It was an interesting ride in a very fast car. He was handicapped as he was running Kumho MX street tires but the brakes and acceleration were stunning nonetheless. He was doing very well until he looked down on the front straight and saw his digital speedo at 145 mph and was unnerved for a few laps. The car was handling it fine, but the number seemed very large. His times had dropped down to 2:04 however, and he continued to improve for the weekend and ended up running a 2:03 later.



*New Copp brothers rig*

Over lunch there was another tour of the pits to check out not only the cars, but the transporters that brought them in. Then the PA announced that the yellow time trail run group was just starting and we had to hustle back to our cars and get suited up and head for the grid. We had neglected to check that we were the first session after lunch and the session was already hot when we got to the grid.

This turned into a fun session running with a GT3. He had caught me coming off the oval and I pointed him by on the next straight. He pulled ahead on acceleration on the straights but I was able to close back up through the chicanes. He pulled even further ahead accelerating on the front straight but I was able to close back up through the oval in turns 1 and 2 and was close again for the heavy braking at turn 3. Here I was

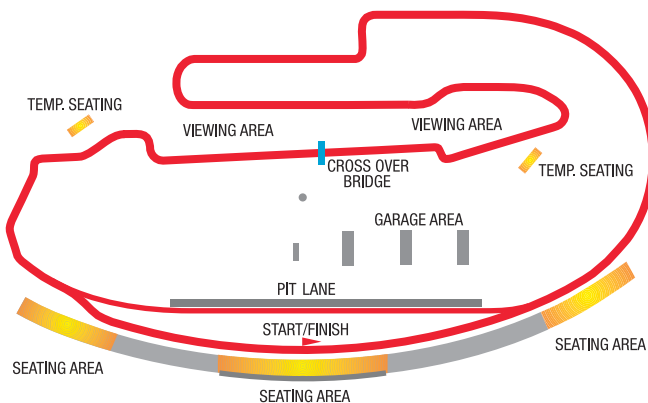


*Joseph Fan's 6.5 liter 928*

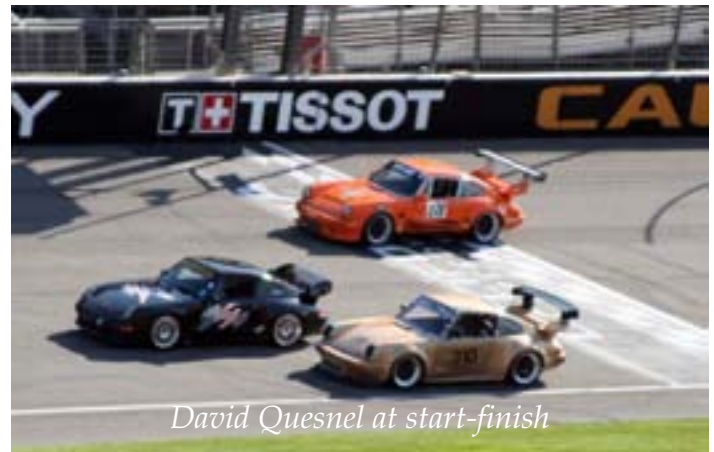


braking down from about 130 mph and dropping two gears to 2nd at about 50 mph as we turned into the sharp left and then right and onto the short straight and shifting up to 3rd. He pulled ahead again and then we were braking and I downshifted to 2nd for turn 5 and 6 before accelerating onto another short straight and back up to 3<sup>rd</sup> gear. I was able to gain some ground at the chicane and then late braking and downshifting for turn 9, catching a late apex and then accelerating out and through the next chicane at 10,11 and onto the backstretch and under the bridge. I would drop back some on the straight. Next was heavy braking again for turn 12 to the right and then a quick left at 13 and again at 14 before a right at 15 and another short acceleration before braking and turning left and heading back towards the oval. The entrance to the oval was coned off and another late apex would bring you onto the oval with a full head of steam. But even with a good exit the GT3 would pull me down the front straight and past the start-finish. As we turned onto the banking I would pull him back and on our second lap I was close enough to pass him on the oval before it was time to brake again for turn 3.

Now being in front it was a little different as we were each faster in different areas of the track. He had more acceleration on the straights and I was quicker through



the chicanes and the oval. He would be all over my tail between turns 3 and 7 but then I would pull ahead between 8 and 11 and he would catch up on the front straight and then I would pull ahead through 1 and 2. He was looking for a point-by and I was not ready to concede one. Finally I ran a little wide at turn 6 and he passed me before the chicane. I still don't remember giving him a point. But it did help my times as now they were down to 2:01.00 and then a 2:00.8 as the best of the session.



Next it was time to unwind and watch the cup cars from the roof of the suites above the hot pits and get ready for the PCA Club races. The blue start went well and the rookies stayed out of trouble and, although Pete Millikin was a DNF, they survived their first race.

The time trialers finished up the day with the last two sessions and then it was back to the Hilton for cocktails and then the Drivers' Dinner. Steve Grosekemper was nice enough to alert announcer Chris Huck to Jad's upcoming birthday and he was honored along with Cecelia Knauf who also was celebrating her birthday. It was another fine meal with good companionship. And the bonus for Steve was being the door prize winner of a set of Yokohama tires. The timing could not have







*Martin Reinhardt, Paul Young Jr. & Lisa Gould*

been better as he just finished using the set of tires on his SC cab he had won at a tech session in 1999! After dinner I was able to catch the end of the NCAA basketball semifinals before heading for bed. I was tired after two days at the track.

But we were not done yet. Sunday I was able to sleep in a little later as our only practice session was at 9:50 and I only had to be early enough to check in with medical before the club race sessions at 8:40. The practice session went well but my times were still above 2:00. I had run 1:58 last year and hoped to duplicate those times this year. The car was the same, but in looking back I was running on a new set of shaved Toyo RA1s last year. This year I had new Toyos, but they were not shaved and might have been a little slower. But I had a 2:01.2 in practice and hoped to improve in timed runs later in the day.



*The grid*

Although my times had not improved from last year, many of the drivers were turning in some excellent times. In the last of the old KP brigade Bill Ibbetson's 968 was running laps of 1:56 and then finally dropped in the 1:55s at the end of practice while Jim Matherly was turning 1:56s. In KI Martin Reinhardt started in the 1:55s and then worked his way down to a 1:52 and

Jim Binford was running 1:54s. Jad Duncan and Ethan Dahlkamp were running with the club racers but also were turning fast times in KI along with Jack Miller. In MI Glenn Marlin and Forrest Walker were both turning 1:57s until the last sessions when Glenn dropped down to 1:55. In NS Tawfik Benabdeljalil and Jeff Schmidt were both turning 1:58s, along with Chuck Hasel and David Gardner in NP. Robert Bazier's NP turbo was turning some fast times of 1:54 but he ended up having mechanical problems.



*Jad Duncan*

We had a final drivers' meeting to review the timing procedures. We would be split into three run groups based on times. Each session would be timed and the fastest lap in your session would be your time for the time trial. The first session was before the enduro and then the last two would be after the enduro at the end of the day. Besides our time trial the day included the enduro, POC and PCA Club races, for both blue and green run groups. And in the outside parking lots of California Speedway was a Zone 8 autocross that was hosted by the Riverside, Golden Empire and California Inland regions. Between the races, time trials, shopping, track tours, autocross and Concours there was truly something for everyone at the Zone 8 Speed Festival.

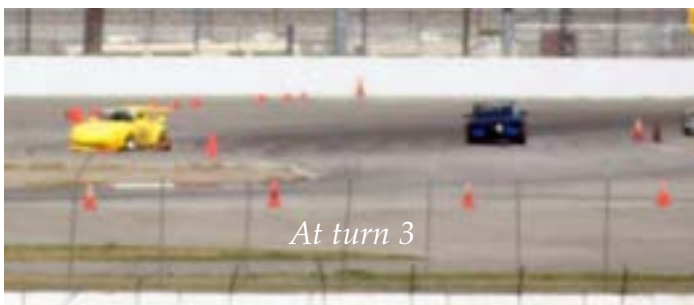
The first PCA Club race was after lunch with the blue group so Hector Wilbur, Steve Grosekemper, the



Ibbetsons and I went back to the rooftop to watch the race. Jad made a good start in his GT3S 944 Turbo and pulled ahead of a few cars and then was dicing with a GT3S yellow 911 and as they came past the start-finish line the 911 was slightly ahead. They were close through the oval and then the 911 made the mistake of



trying to outbrake Jad for turn 3. There he locked up and went wide through the cones as Jad turned through turns 3 and 4. The red mist was strong, however, and



the 911 made his second mistake as he drove down and tried to re-enter the track past turn 4, just as Jad was also exiting turn 4. He was able to turn away and avert



an incident and was able to rejoin behind Jad. The dice continued for another couple of laps and the 911 finally was passed and Jad pulled away. Towards the end of the



race David Quesnel's GT3S 911 was also gaining and passed Jad with a couple of laps to go. Christine Cox was the overall winner ahead of Chris Murray in GT3R class. The yellow 911 was 3<sup>rd</sup> overall and first in class at the checkered with David second in class and 4<sup>th</sup> overall and Jad third in class and 5<sup>th</sup> overall. Bill Hartsock was 6<sup>th</sup> overall and C class winner, Mike Dougherty was 7<sup>th</sup> overall and took D class. Ethan Dahlkamp was 9<sup>th</sup> overall and won GT4S. Pete Millikin's GT3S 911 and Vince Knauf's E 944 Turbo S had a good dice with Pete



finally getting past for 14<sup>th</sup> as Vince was 15<sup>th</sup> and took E class honors. Charles Sharp's Spec 944 was 19<sup>th</sup> and first in class. Jackie Corwin was light on fuel and subsequently light on weight at the post-race weigh-in and was a DQ.

In the green PCA Club race Blake Rosser was the overall winner in GTA and Bill Dawson's GT1R turbo was second overall. Did I mention that this was the fast group? Blake Rosser's fastest lap was 1:40.7 and Bill's was 1:41.2! Joseph Fan's 928 was 7<sup>th</sup> and turned a 1:45.05. Behr Salehi took second in GT2S and 16<sup>th</sup> overall. Roland Schmidt was 19<sup>th</sup>, Jae Lee was 20<sup>th</sup> and Michael Copp was 21<sup>st</sup>.

The POC Club race was next and unfortunately they had an accident that caused a delay in getting cars off

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*Hector Wilbur & Jim Duncan on grid*

the track. To compensate, the time trial groups had to be shortened, but to keep it fair the run times needed to be equal so they split it up and the first time trial group headed out. Several of the drivers were sharing cars and went out in this group to allow the cars to cool off and although this was ostensibly the slower group there were some faster cars such as Jim Duncan's KI 944 Turbo at 1:59.01, Hector Wilbur's HI 911 at 2:01.26 and Paul Young Jr.'s IS 911 at 2:00.63.



*Enduro follows the pace car*

Next on the grid was the one hour enduro. This got off to a late start but the cars were soon flying around the oval. Some drivers, like Charles Sharp and Jad Duncan were sharing cars while others were running the entire session. There was a mandatory five minute pit stop requirement for all cars, even if they did not refuel or change drivers. The winner was Jeff Lewis in a GTA car. Behr Salehi was 6<sup>th</sup>, Roland Schmidt 7<sup>th</sup>, David Buhain 8<sup>th</sup>, Bill Hartsock 9<sup>th</sup> and Jae Lee was 10<sup>th</sup>. Vince Kanuf was 16<sup>th</sup> and Jad and Charles were 19<sup>th</sup> in the Spec 944.

My time trial session was up after the enduro and we were gridded as the race ended. They flagged us off based on our times and had put some space between each of the cars. I started quickly and tried to gain on the car in front, but to no avail, and the car behind me also stayed behind. Although there was no traffic

problems, one of the other drivers did mess things up by knocking down one of the cones at the entrance to the oval. Unfortunately it was at the apex of the last corner coming onto the oval and was in the track about 3 feet, which also moved the apex in about 3 feet and as it was a large cone I did not feel like knocking it out of the way. After several hot laps my tires were warming up and losing grip and I came in. My best time was a 2:01.5 which I blame on the downed cone, hotter temps with less grip and unshaved tires (I think that is all of my excuses). Pete Millikin ended up winning my II class with a 1:57.48. After our session was the final and fastest group. The only suspense for TTOD was whether Bill Dawson's AR turbo would get in a hot lap or not. He did and turned a 1:42.55 for TTOD honors. Steve Eguina turned the next best in his GT2 at 1:48.64. Ron Fletcher turned a 1:49.25 in his X car for third and then Roland Schmidt's AR1 911 at 1:50.66. Jad Duncan had changed his tires to Kumho 710 and took KI with a 1:51.21 to beat Martin Reinhardt's 1:52.38. Another X car with Christian Garris was 6<sup>th</sup> at 1:52.56 with Lisa Eguina taking TTOD for ladies with a 1:54.32 in her GT2. Bill Ibbetson's KP 968 was 9<sup>th</sup> at 1:54.89 just nipping Glenn Marlin's MI 993 at 1:54.90!

In 944 Spec, Charles Sharp crossed over to win at 2:03.65. In HI Steve Grosekemper drove the 911 SC to a 1:56.86 to beat Hector's 2:01.26. In IS, Paul Young's 911 SC was able to nip his son 2:00.29 to 2:00.63. In JP Michael Cornelius's 944 Turbo turned a 1:58.53 to nip Mark Tyler's 911 at 1:58.82 and Bob Thacker's 911 at 1:59.7. In NP Mike Dougherty's Boxster S took top honors at 1:55.49 ahead of Kevin Wilson's C2S at 1:57.36. In NS, Jeff Schmidt prevailed over Tawfik 1:58.1 to 1:58.77. In PP it was Neil Heimburge's 993 TT at 1:56.72 over Todd Holzman's GT3 at 2:00.26. In PSS Chuck Gerst turned a 2:02 to nip Curt Yaws at 2:03.14. For full results of the time trial you can check the website at [www.pcasdr.org](http://www.pcasdr.org). The club race results are up on the PCA website at [www.pca.org](http://www.pca.org) in the club race sections.

Our next time trial will be at Spring Mountain in June, but there will also be a DE at the Qualcomm Stadium on May 12 for those who need another track fix. Start planning now for the coming events and get those shaved tires ready.







*Jad Duncan takes the checker*



*Mike Dougherty's Boxster*



*Jae Lee*



*Vince Knauf*



*Turn 3 gets busy*



*Club Racers leaving the grid*



*Jackie Corwin*



*Paul Young, Jr.*



*Jim Duncan*





*Chuck Hasel*



*Bev Giffin-Frohm & Vince Knauf*



*Jack & Ginny Case*



*Terry Wells of PCNA*



*Bev, Mike Dolphin & Vince*





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*Charlie Kleinhans*



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Photos by Ralph Turner







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1985 944

**Ronald J. Cardwell & Marianne**  
Rancho Santa Fe, CA  
2007 911 Coupe

**John L. Featherstone**  
El Centro, CA  
2006 CaymanS Coupe

**Shannon Johnson**  
Encinitas, CA  
1995 993 Coupe

**Gordon R. Carter & Ann**  
San Diego, CA  
1971 911 Coupe

**Derwin G. Ferrer**  
San Diego, CA  
1991 911 Coupe

**Patrick N. Kearns**  
Cardiff By The Sea, CA  
1991 911 Targa

**Don Clark & Sarah**  
Temecula, CA  
1970 911T Coupe

**Brendan Fowler**  
San Diego, CA  
2002 911 Coupe

**Warren L. Kneeshaw & Leslie**  
Encinitas, CA  
2005 997 Coupe

**Gregory J. Cuddeback**  
San Diego, CA  
1989 911 Coupe

**David M. Fowlie & Joseph Foti**  
San Diego, CA  
2002 Boxster Cab

**John E. Komer & Andrew Manz**  
San Diego, CA  
2007 911S Cab

**Michael Curiel**  
San Diego, CA  
2002 911

**Kristian A. Freel**  
Del Mar, CA  
2006 Cayman S

**Rocky Kuonen & Sheila Grant**  
San Marcos, CA  
1970 914-6



**Mark Lambert & Marla**  
Santee, CA  
1978 911SC

**Greg R. Larson & Laura**  
San Diego, CA  
1989 Carrera Coupe

**Robert Loiseau**  
San Diego, CA  
2006 CaymanS Coupe

**Scott R. Longballa & Tina**  
Cardiff By The Sea, CA  
1972 911S Coupe

**David G. Malmberg & Dylan**  
Encinitas, CA  
1986 944 Coupe

**Ron A. Mathiasen**  
San Diego, CA  
2001 996 Coupe

**Shawn C. McCarthy  
& Sofia Fernadez**  
Chula Vista, CA  
1999 Boxster

**Eric B. McCoy**  
San Diego, CA  
2002 911C4 Cab

**Thomas A. Meissner**  
San Diego, CA  
2003 996 Coupe

**Glen S. Miranda**  
Chula Vista, CA  
1990 964 Coupe

**Kevin M. Moore  
& Avery Zimmerman**  
San Diego, CA  
1986 944 Turbo

**Stephen B. Morris & Rose**  
San Diego, CA  
2007 911 Cab

**Twain Lm Nguyen  
& Phuong Pham**  
Del Mar, CA  
1990 928S4 Coupe

**Toby A. Salgado**  
El Cajon, CA  
2003 911

**Steven W. Scates & Inna**  
Poway, CA  
1997 911S

**Michael R. Shirley & Robin**  
San Diego, CA  
1968 911L Targa

**Ted F. Thompson & James**  
San Diego, CA  
1983 911

**Marc M. Umeda**  
San Diego, CA  
2006 997

**Martina Von Altenburg**  
Encinitas, CA  
1986 944 Coupe

**Gretton M. Wileman  
& Katherine**  
Coronado, CA  
2002 911 Turbo

**Ryan D. Wileman  
& Francis Liemsithisak**  
San Diego, CA  
2001 911 Turbo

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MC2) Stock 1973-current

MC3) Modified Pre 1973

MC4) Modified 1973-1993

MC5) Modified 1994-current

**Stock:**

S1) Pre 1932

S2) 1932-1945

S3) 1946-1962

S4) 1963-1972

S5) 1973-current

**Modified**

M1) Pre 1932

M2) 1932-1945

M3) 1946-current

M4) Low rider

M5) Replica &amp; Kit cars

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**Where:** ARC of San Diego  
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**Time:** 9:00 AM to 2:00 PM



**Directions:** I-15 S to Aero Drive Exit  
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# SDR - The Way We Were

## John Straub, Archivist

Well here we are, at the last half of 1978.

We had just finished a Time Trial at Ontario Motor Speedway. This was the forerunner of California Motor Speedway, it was just ahead of its time. We had over two hundred entries and the track was occasionally crowded for the winding three mile road course. There were nineteen, yea nineteen turns, starting with the Indy oval straightaway whose banked turn four was the road track's turn one. This was the turn that put the driver's stomach into his throat as it was taken at full throttle at speeds of 110 to 150+ without letting up out of the straight. Then as you approached the wall, you turned, and dipped into the infield. The infield was flat with no landmarks, trees, pylons, markers, nothing near the track for one's orientation for braking, lines, and apexes. It was only through experience that you learned the track. One thing that really stands out in my memory is that you ran clockwise....your driver's window was only inches away from the concrete wall at speed....a very eerie sound. Some of the drivers running were: Bill Shaffer, Paul Chevalier, Volker Bruckmann, Art Stanten, Joe Weber and Fred and Jean Kuchenmeister.

Next up was our second trip to the Monterey Historic Car Races. We had about 25 cars heading up on a Friday, stopping at Pea Soup Anderson's for lunch. There was a group dinner at Bully's in Carmel on Saturday night. Everyone enjoyed the races on Saturday and then headed off to the Pebble Beach Concours on Sunday. The Chair of that event was Herman Caruthers.

Our Grossmont Shopping Center Car Show, Chaired by George Thwing, was in September. The setting was just right for a day of Porsche talk with good friends. We had a full compliment of cars on hand, about 40, so our club made \$400 from the Grossmont Center's Merchant's Association. That's how we made money for the club back then.

Also in September was an "Eyeball Rally" Chaired by Bill Barte and myself. We had about 20 cars and the object was to count the "eyeball signs" posted on different objects on the route. But this one had a twist; a questionnaire to fill out with questions such as "how much was the gas at a given station?" The tie breaker on this event was to measure the distance between two particular mail boxes on a country road.

Next was our "Mexican Fiesta" at Tom and Nat Hauseur's house overlooking the ocean in Pacific Beach. It was one of the best spots in San Diego for such a party. The food and drinks were fantastic and everyone had a great time...you could tell, some couldn't even talk back!

The second Holtville Time Trial of the year was in October and was sponsored by Dave Naples Racing. Our headquarters was the Holiday Inn in El Centro. The cars were fast, the people were enthusiastic, and the sun was shining with no wind. Everyone got long practice runs and timing went without a hitch. The Chair of the event was Tom Hauseur, Jr. and the cost of the event was \$10 for two days of driving! TTOD was Alan Johnson in his red 914/6 which was the TTOD car at that year's Porsche Parade in Aspen, CO. Just a side note, Margie Smith-Haas also got TTOD in that car at the same Parade for Ladies. Ron Mistak was to later buy this car and run at many of our future autocrosses. One more side note on Margie, she was also driving in "SCCA Showroom Stock" at that time in a 924 Sponsored by Past National Champion Alan Johnson.

That same month we had our first "Halloween Party" which was held at Dave Goodell's house in Del Mar. The cost was \$2.50 per person. I still see Dave around, he drives in Vintage NASCAR Events now.

In November was our "Turkey Tear Grand Prix" held for the second year at Malibu Grand Prix. That was on Miramar Road, the winners won Turkeys for the Holiday.

As you can see it was a little different club at that time, more social events with fewer autocrosses. The club treasury only had about \$3000.

And for the first time in San Diego Region's history we won a National Newsletter Award for the Windblown Witness, first place in Class III.

I have one last thing to tell you about, it's the passing of Shirley Douthit. Jim and Shirley became members in 1963 and served as the Membership Chairs for 20-something years, the longest Chairmanship in our club's history! Shirley was truly a wonderful person and the Board of Directors in 2000 voted to give the Douthit's a lifetime membership in San Diego Region, the first ever awarded! Our thoughts and prayers go out to Jim, Shirley will be missed.

See you next month,

John





# Porsche Club of America, Grand Prix Region

## 26th Annual Concours d'Elegance

### at the Queen Mary

### Sunday — May 20



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Cost Pre-Registration: \$40.00 (\$45.00 postmarked after May 10)  
 Display Only Pre-Registration: \$15.00 (\$20.00 postmarked after May 10)  
 Lunch \$8.00  
 Location *Queen Mary (in front of)*: I-405 to I-710 south to the Queen Mary. Follow signs to Queen Mary  
 Schedule 7:00 am: Car placement starts, 10:00 am: Judging starts, 2:00 pm: Awards Ceremony

## Classes

### 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, Curr Comp, Limited Production  
 C-11 Cayenne

### STREET DIVISION

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

### WASH & SHINE DIVISION

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

### UNRESTORED DIVISION

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



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Concours fee \$40.00 (late registration \$45.00) — postmark after May 10

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by Porsche Motorsports  
Photo by Greg Phillips

LONG BEACH, Calif. - April 14 - Romain Dumas (France) and Timo Bernhard (Germany) brought their Porsche RS Spyder LMP2 prototype, prepared by Penske Motorsports, to a first place finish overall and class win at Saturday's American Le Mans Series race through the streets of Long Beach.

Bernhard, who started the car from the front row, ran second to the Franchitti/Herta Acura for the first 30 minutes of the 100-minute event, and turned the car over to Dumas, who took the lead when the Acura pitted for a driver change. The Sascha Maassen (Germany)/Ryan Briscoe (Australia) Penske Porsche RS Spyder was second, and the Andy Wallace (England)/Butch Leitzinger (USA) Dyson Racing Porsche RS Spyder was third.

It was the first time the Audi R-10 diesel LMP1 has not won an ALMS race that it entered.

For Porsche, this was the second one-two overall finish in the American Le Mans Series (the same Dumas/Bernhard combination accomplished the feat at Mid-Ohio last year), and it was the first time any manufacturer has swept the overall podium in ALMS.

"How can you top this?" declared Penske Racing President Tim Cindric, who called the strategy on the radio for the winning car. "Not only a one-two finish overall for Penske Racing, but a one-two-three finish for Porsche Motorsport," said Cindric.

The Dumas/Bernhard racer ran a flawless race, with a perfect driver change that helped the car minimize its time in the pits. The car ran the whole race without a tire change, proof that the Michelin race tires it uses provide exceptional track life. As no mechanical work can take place in the American Le Mans Series while the car is being fueled - including a tire change - this also helped the team save time in the pits.

Porsche now leads Acura in the LMP2 manufacturer's points by six points, and Dumas/Bernhard lead the driver's championship by ten points over teammates Maassen and Briscoe and 16 points over the leading Acura drivers.

Although Maassen/Briscoe had a terrific race and good pit work, Briscoe ran over a bolt on the track - possibly from a P1 car which hit the wall on the pace lap - and incurred a deflating tire on lap number five, only eight minutes into the race. This meant a pit stop very early, and the Penske crew changed all four tires. Although Briscoe and Maassen charged through the field to gain their second-place finish, the unexpected pit stop was too much to overcome and they had to settle for second place.

The third-place finishers - the number 16 Dyson Racing Porsche of Butch Leitzinger and Andy Wallace, who were fifth in class at the first two events - broke through for a third-place finish after both drivers had a mistake-free run. The team number 20 Dyson Racing Porsche, with Chris Dyson (USA) and Guy Smith (England), also had a strong event, and actually led the team number 16 car out of the pit stops, but Chris Dyson ran wide at one of the corners on lap 29, losing time and allowing the team number 16 car to re-pass him. Dyson/Smith finished fifth overall and fifth in LMP2.

Before the race, Dyson was optimistic as the team had success with some of the changes it made to the new Porsches overnight. "We're getting closer and closer to the right set-up every time we take to the track," said Dyson, whose team switched from Lolas to Porsches for the 2007 season, "With additional testing and more races, we're ready to contend for a race win," he said.

#### GT2 - Second and Fourth

The Darren Law/Patrick Long Flying Lizard Porsche 911 GT3 RSR led the GT2 class for much of the race, but could not overcome time lost during their green-flag pit stop, and finished second to the Salo/Melo Ferrari by less than five seconds. The number 71 Tafel Racing Porsche of Wolf Henzler/Robin Liddell was fourth, while the Bergmeister/van Overbeek Flying Lizard Porsche finished ninth after developing a water leak from an incident with an LMP1 Audi.



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# March Last Tuesday Social

Photos by Ted Witte & Eleanor Myrus







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*Zone 8 Concours Judging School*



## Zone 8 Concours Judging School



by De Jur Jones  
Photos by Skip Carter

The Zone 8 Concours Judging School and Prep, held Saturday March 3<sup>rd</sup>, was sponsored by Newport Auto Centre at their beautiful new location in Newport Beach. Our host was the Service Manager, John Mitsuuchi. Newport Auto Center is an Audi and Bentley dealer in addition to Porsche.

The day was held for people who have an interest in becoming Concours judges, current judges to be recertified and entrants to learn how to better prep their cars to show. It was a terrific day that wouldn't have been possible without the excellent organization of the Zone 8 Concours co-chairs, Linda Cobarrubias and Doc Pryor.

The morning session included a presentation and discussion led by Dr. Pryor about the various aspects of judging a Concours. It included looking at issues regarding fairness and consistency as well as what judges are looking for. A great booklet put together by Linda was distributed. The booklet contains a great deal of helpful information, including the 2007 Concours rules as well as how to organize an event. Also, Dave Yerzley prepared a well thought out Manual for Concours d' Elegance Judges. The manual includes judging goals, principles, strategies, useful references and resources.

Later in the day the group was split between advanced and beginners. The teams did several exercises

on judging cars and comparing skills. Dave Yerzley, with the help of Mike Mansolino, facilitated the advanced group while Doc Pryor worked with the beginner's. At the completion of the class, all attendees were presented with a Zone 8 Certificate of Completion of Judging School and Concours Prep. It allows the recipient to judge at 2007-2008 Zone 8 Concours.

We were lucky to have Rick Perkins (Field Technical Manager, Porsche Cars North America) join us and do a demonstration on how to access the Cayman and Boxster's engine compartments. This compartment is to be opened by the entrant prior to the arrival of the judging team.

We also had the pleasure of having a detailing expert, Hef Fonseca, at the school for some insider's info on things like sanding, polishing and claying cars. Hef believes that the more restorative forms of detailing should be left to experts. There was also a discussion around the uses of various products and brands and their benefits.

It was a great day. New entrants are welcome and encouraged to come out and be part of the Concours experience. So get your Q tips out and come join us.

Vroom, vroom,  
De Jur Jones





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## March Tech Session Coast Car Covers

By George Mancuso  
Photos by Paul Chevalier

Our March Tech Session brought us to Coast Car Covers located on Morena Boulevard [www.coastcarcovers.com](http://www.coastcarcovers.com). Coast Car Covers specializes in quality car covers, floor mats and other protection accessories.

An excellent presentation was made that addressed the ins and outs of car covers where it became obvious that not all covers are created equal. Coast Car Covers has a variety of covers suited for different applications, whether your requirement is for dust protection or a car continually park in outdoor salty or sun drench environments. As part of the cover offering are a wide range of Weather Shield micro fiber covers, having warranties up to 5 years.

In addition to offering the finest car covers, Coast Car Covers also performs high quality cover repairs on site.

A remarkable demonstration was given on how a car can be covered or uncovered in just 40 seconds! The conventional procedure for covering a car is to fold up

from the doors and fenders and down the center. The 40 second procedure however folds front to back and uses the windshield as a base to prevent scratches. What is so unique about the 40 second procedure is that it even works in the wind by using the mirrors to secure the cover during folding.

Coast Car Covers also offers Lloyd embroidered and other custom floor mats. Mats are available both in carpeted versions and weather resistant rubberized types.

Pricing for all products are identical to that found on the internet, so shop where the experts are.

In addition to friendly people Coast Car Covers provided great food and generous raffle prizes. A number of California Dusters were won, but the best was an original drawing from the movie "Cars". Wow!!

Best of all there was a great PCA turnout and some lively discussion with our friends.

Thank you, Coast Car Covers for a great evening.







# SDR - 50th Anniversary

San Diego's Parades John Straub, Archivist

The year 1992 San Diego Region was to hold its second Porsche Parade. The first was in 1977, which I wrote about in the last issue, as with time, my memory is a little clearer on the details of the 1992 Parade rather than fading away as with the 1977 Parade.

These parades were the biggest events to hit the region other than the first two weekend events we did in 1959 and 1963.

Back to 1992. The chair of that Parade was Tom Hauseur Jr. Remember; his dad was the chair of the 1977 Parade, with 15 years between. Grace Hauseur was the administrator of the Parade. I'll run down some of the 1992 staff. The registrars were Jerry and Nancy Beauchane, treasurer was Doug Hanson, the competitive events were overseen by Jim and Nancy Rydbeck with sub-chairs working with them. Those sub-chairs were Concours - Ernie Paschoal, Rally - Paul Young, Autocross - Steve Dente, and Tech Quiz - Art Wrightson.

The social events were overseen by John and Monique Straub with subchairs working with them. The art show, banquet decorations were Cecelia Knauf, welcome tent - Vince Knauf, banquets - Steve & Jennifer Hall, childcare - Ruth Young and Chrissy Roberts - hospitality - Debbie Okleshen, goodie bags - Jack Cline, golf tournament - Tom Hauseur Sr., hotel security - Bill Myrick, tennis tournament - Linda Ewing, tours - Nancy Bogusch, trophies - Heather Brigham, signage and printing - Keith Nelson, and historic car display - Mike Springer and John Straub.

We also had two events never before held - a week long vendor fair chaired by Peter Stacy, with vendors and historic Porsches on display, and two sponsors wanting to do the autocross. Well, what to do - give the second sponsor his own driving event on the other side of the stadium. That's right - we ran two separate autocrosses at the same time. The "official" one on the west side for three days, and the other chaired by Greg Ziolo on the east side. From that point until now in Parades, Michelin still does their own driving event separate from the Parade autocross.

Two other chairs worked to "pull a rabbit out of a hat" coming through with the sponsorship needed to pull off this event. Dave and Carol Goodell handled the door prizes and Paul and Margie Smith-Haas handled our sponsorship needs. It was indeed a job well done.

However, I'm getting ahead of myself. Let me start at the beginning of the week and run through it with you. The dates were July 18-25. This was a true seven day Porsche Parade. To start off the week, on Friday we had three Porsche-colored welcome tents set up in front of the Town & Country, which cars actually pulled under. Registration started on Saturday and ended with the welcome party Sunday night around the pool at the headquarters hotel. This welcome party set the tone for the week...let's have fun. We had the Mar Dels as the band rocking out...we had the "DAB German beer truck" poolside with unlimited beer flowing freely...we had a giant wave with a surf board you could climb up on to get your photo taken...it seemed as though the party would not stop. We even paid extra on the spot to keep the band playing well into the night. What a way to start the week.

Monday morning came all too early with the Concours being held just north of the Hilton on Mission Bay. We had 74 cars in the full concours class and, another first for parades, a street class with 84 cars showing, as well as a historic car display. Some of the members doing well were Skip and Leslie Shirley, Al and Ann Schlegel, Mark and Katie Kinninger, David McAlexander and Tom Brown, Jon and Joan Wactor, Ernie and Carol Paschoal, and Bob and Marc Gagnon. That night's banquet was at the Town & Country. The cocktail hour before the banquet ended up being a two hour wine tasting with the banquet following. Each award winner was shown up on the screens as their names were called...Bob Lampert and Randi Twells had done a masterful job of photographing each and every car in the show.

Tuesday was the Parade rally. The rally headed east and our highest placing San Diegans were Ted and Carrie Mucho. Normally San Diego does well in the



equipped class with Paul Young, however, as the Rally Master, he had his hands full making sure the rally came off without a hitch - which it did. Another job well done. The Rally awards banquet was held at Sea World where we had a private show with a spectacular finish of fireworks and a dunking of the rally master into the stadium pool with his friends. Ask Paul Young, he still talks about that. Also on Tuesday, along with the Rally, we had a Porsche Memorabilia Meet as well as starting our Michelin Grand Prix fun runs at the stadium.

Wednesday was the start of the autocross, three days at the track. Steve Dente put on a successful event with Dick Hofland handling Tech Inspection, Bill Bogusch working timing, and Royce Ann Higgins handling scoring. Bill Newlin of Golden Gate region took TTOD with his highly modified 914-4, Ron Mistak of Orange Coast region had second TTOD, and Bill Smith was the best placing San Diego region member with third TTOD with his 914-4, now owned by Steve Grosekemper. Our driving awards banquet, held Friday night, was to have a casino theme. This started with a two hour casino night and beer tasting, with the casino prize drawing at the end of the banquet, along with a DJ and dancing.

As mentioned before, during our parade driving event, we also held the Michelin Challenge on the other side of the stadium. 120 entrants had the opportunity to settle that nagging question, who would be the best driver if everyone drove the same car? Michelin provided a new 1992 Porsche 968 equipped with their performance tires. Margie Smith-Haas did San Diego proud, coming home with the best time of all. This all happened on the Grand Prix Fun Run course where you could also run your own car to practice for the "official" event on the other side of the stadium. This ended up being a four day function, Tuesday through Friday.

Thursday and Friday continued with the driving event and on Saturday we held the traditional Tech Quiz. Those were the major competitive events, but that's not all. The 1992 Parade was also jam packed with other things happening. We had our Hospitality Room with different themes each day of the week. The Hospitality Room also had a big screen TV, maps, restaurant menus, message boards, just about everything you could need, including tuxedo rental pick-up and return. We had our parade art show going on, our

parade sand castle contest at the bay with Katie Kinninger at the helm, our parade walking rally, parade observation tour, radio controlled car trials, 5-K fun run and 1.5 mile walk with Steve Hall heading both of those. Bob Lemke organized the tech sessions for the week. Entrants could also sign up for tours such as, believe it or not, a tour to Tijuana which was so popular we had to keep adding busses. Other tours included the Wild Animal Park, the Zoo, and even a Harbor Excursion. For the kids, Ruth Young and Chrissy Roberts provided a kids clown party, walking rally, teen pizza party, and trike slalom. Guess what? Eric Kinninger was TTOD on a trike!

On the final Saturday of the Parade, we held our worker party for all of the parade workers. The parade committee had decided to give the parade entrants the "biggest bang for their buck" that they could. We had the opportunity to give away EZ up tents, trips to Hawaii and Cabo San Lucas, along with other door prizes.

As you can see, the 1992 Parade had a little for everyone. In the previous article I said about the 1977 Parade, some thought it was "over the top." The 1992 Parade definitely was. Also in the article about the 1977 Parade, I said San Diego knows how to throw a party. Now that we embark on a third Parade, it's time to go out and have fun, show them what gracious hosts we are and show them that San Diego still knows how to throw a party.



*Erik Kinninger knows the line.*

# Symbolic Spring Celebration



by Eleanor Myrus  
Photos by Michael Partain

It was a beautiful warm sunny San Diego day to enjoy Symbolic's 2<sup>nd</sup> Annual Spring Celebration. The atmosphere was festive with music and crowds of people enjoying the beautiful cars. A little something for everyone.

Models of Bentley, Lamborghini, Lotus, Spyker, Saleen, Rolls Royce Phantom were all there for our viewing pleasure. Porsche cars included a Cayman S, Carrera GT, '58 Speedster and a 356 Carrera. All were in pristine condition.

A few race cars, Formula 1 and Indy, were under a canopy to ogle at and were a big draw.

We were able to walk around the very clean shops and see work in progress. They have body, upholstery, machine and fabrication shops in the restoration building and adjacent to it is a full service facility.

Continental breakfast was served followed by lunch later in the day. Three prize drawings were held every hour and added to the enjoyment. Ted was hoping to win a detail prize for his "red car" but it was not to be. He came close but that doesn't count.

We did have a fun time and thank Symbolic for a very pleasant day.



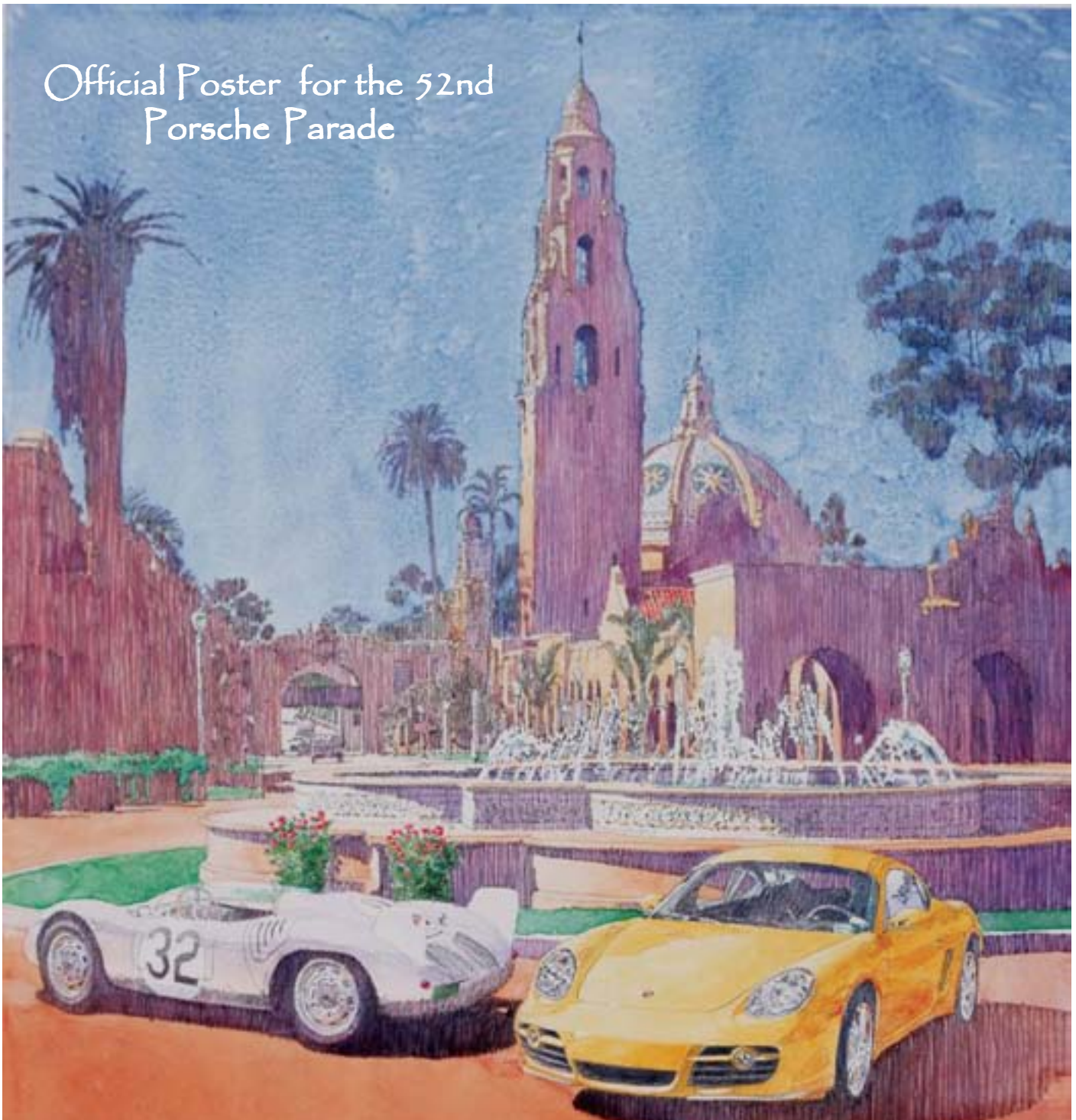




## Symbolic Motors



## Official Poster for the 52nd Porsche Parade



*Porsche enthusiasts, San Diegans, and Porsche memorabilia nuts will want to have this beautiful full-color watercolor poster commemorating our 2007 Porsche Parade in San Diego. Painted by well-known illustrator Paul Gleason (Road & Track, Motor Trend, etc.), it features a Cayman and an historic RSK 718 in front of the California Tower in Balboa Park. The 19 x 28 poster will be on sale at the Parade Goodie Store in the Town & Country Hotel during Parade week, July 1 to 5.*

*Not registered for the Parade? You may still buy it at the Parade Goodie Store Annex at the Parade Autocross at the stadium on July 4, between 10am and 1pm.*

*The artist kindly donated the original painting for a silent charity auction to be held at the Parade Art Show. Come in and place a bid.*

*Don't miss your chance to own this soon-to-be classic! Questions? Contact Nancy Lemke, [artshow@parade2007.org](mailto:artshow@parade2007.org)*





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# Board Minutes

## Tami Ibbetson, Secretary

April 4, 2007

Calendar:

4/4 Board Meeting, Myrus Home  
 4/5 PDS Meeting  
 4/7 Stone Brewery Tour  
 4/7 Parade Meeting  
 4/13-15 Long Beach GP  
 4/20-22 PDS  
 4/29 AX SE lot  
 4/30 National to inspect Parade AX

**Minutes Approval:** MSP

**Treasurer Report:** We are \$9,347 in the black for the year.

The March AX generated about \$1,900 in income.

The March TT at SOW was a huge success generating about \$4,800 in income with 48 participants.

The Goodie Store opened the year with \$334 in profit for March.

Many thanks to Gloria and Kent Lewis for taking on this endeavor. The Witness income of \$5,583 was higher than expenses of \$5,182 by \$400 this month. For the year, the Witness is \$4,240 in the black. The Witness is off to a great start!

March Notes:

- We received \$5,698 for the PCA National rebate
- We paid \$540 for 2007 membership books
- We paid \$6,500 in expenses for the Jan 2008 banquet (\$2,750 band, \$3,750 hotel)

**President's Report:** The following people still have not retrieved their 2006 Chair Awards (jackets): John Greer, Bruce Gardner, Al Slocum, David Souza, Jeff Grow, and Glen Marlin.

Discussion of options and mailing will be undertaken.

The following people need to pick-up their 2007 name badges: Daniel Wildermuth, Alyson Kelly, Ziggy Szielenski, Jeff Grow, and Inca Szielenski.

The Board entertained a motion and electronically voted unanimously to approve the replacement of the Club trailer's decals. This included all the logos, but not the script or the checkered flag decal. As I write this (4/2) the trailer is in the shop so I don't have a final amount. The estimate was between \$1885 and \$2085.

With regard to the calendar I'm requesting that everyone review it for completeness and accuracy. What appears in the Witness and the website should be the same information. Our Webmaster and Editor work very hard, but they rely on board members and chairpersons to provide them with accurate, complete and timely material. With regard to material submitted it must be in good taste and suitable for all our readers. Discussion of preparing the ads for events to be available three months in advance.

As an added note be prepared to sign insurance waiver at all PCA/SDR events.

**Chair Reports:**

**Social:** Kathy Alnwick reported about Last Tuesday Social in December being on Christmas and will be moved to Dec. 26. Hotel Del has a contract for the Installation Dinner in January. Discussion of hotel accommodations for the event. Approved reserving a block of

rooms at the Glorietta Bay Inn. Discussed Cinco de Mayo, and decided not to have an event. Discussed having the Hot Summer Nights in Fallbrook on June 8 and Margi Knight will be assisting with this event.

**Autocross:** Martha presented the autocross reconciliation for Ron Trotter and a budget request to purchase another monitor for timing in the amount of \$225.

**MSP**

**Charity:** Children's Miracle Network will be filming and Katina will attend on April 17<sup>th</sup>.

**Auto Museum:** Michael Harris's exhibit on law enforcement cars.

**DE:** Chuck Sharp presented budget for DEs. **MSP**

**50<sup>th</sup> Anniversary:** Suggested gift idea for microfiber towels by Christy Copeman

**Legal:** Mickey Walker has filed a Statement of Information with the Secretary of State. He has also requested all available corporate records from the State. Discussion of address for DMV registration on the trailer and we will use the archivist's address.

**Yearbook:** Budget request for '06 book by Margi **MSP**

**Coronado Speed Festival:** Budget request for '07 Margi **MSP**

**Goodie Store:** Kent Lewis 50<sup>th</sup> merchandise. Festival of Speed had \$821 in sales. The vendor mislabeled merchandise and offered it at 75%, motion to pay 50% **MSP**.

Presented concept of logo mugs. Discussion of Parade opportunities.



**Membership:** 1583 primary 1194 secondary.

Discussion of membership chairs.

**Equipment:** Trailer decal replacement.

**Witness:** Discussion of options for July edition for Parade.

**Witness Business:** Witness aging summary. DBL is delinquent for 3 months. Royce-Ann will review and ad will be pulled if payments are not made.

**PDS:** Sponsorship update Keith presented that the event sponsor's logo will be on the shirts for spring and will be discussed further in the fall.

**TT:** Streets of Willow did well and was profitable.

**New Business:** Ernie Paschoal had been a life member. Carol is now due for renewal. Motion for renewal of 3 years to continue the life membership of Carol. MSP Charles Sharp presented that the Austin-Healey Club would be having an event in 2008 and the autocross would be on June 30 at the Stadium. They would like to use our autocross and timing equipment for the event. **Tabled**

Keith requested that the website have a link to add to the e-mail list (E-master).

**Old Business:** Blood Bank- Tom Golich discussed that the PCA does have an account with the blood bank, but there has not been much activity recently. A flyer/article for the Witness was discussed. Tom Golich was appointed as the chair for the blood bank and it would also be a charity for the year.

**Standing Rule Proposal -** John Straub discussed the failed votes from the previous month and whether the abstentions were correctly tabulated as votes.

It was decided to defer the issue to the standing rules committee.

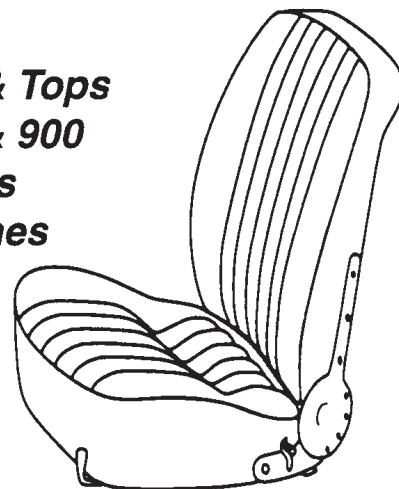
**Adjournment:** 9:28

**Next Meeting:** Straub Home, May 2, 2007, 7:00 pm



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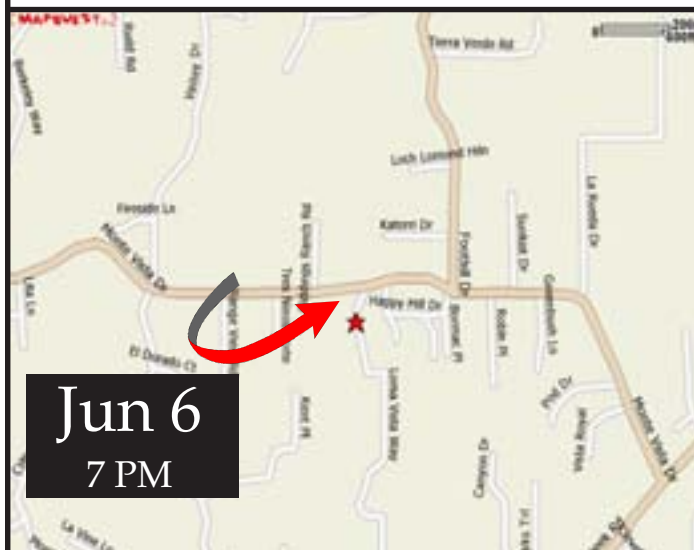


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## Monthly Meeting

**Location:** Corwin Home 760-727-7716  
1123 Loma Vista Way Vista CA 92084

**Directions:** From 5 or 15 to 78, exit at Escondido Ave. Go North 3 lights and make a Right on Sante Fe. (Der Weinerschnitzel), Go 2 lights and make Left on Monte Vista (SeaWitch Marine). Continue up hill, past Monte Vista Elementary and as you crest hill make sharp Right on Loma Vista Way. Twice the road will fork and both times stay right. 1st and only house on Right, 2 story blue stucco with chain link fence.



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

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covered always. One owner. Interesting history. \$26K. Jim (619) 435-8205

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**2001 911 Carera Coupe** Jungle green/ light tan. Most options, well maintained, 6 speed, recent rear tires, 70k miles, \$35K, Carlsbad, CA (760) 602-0664

**1999 Boxster \$ 18,500** Less than 33k miles. 5 spd. Silver w/gray int. Excellent condition. Alarm, A/C, AM/FM/CD, Seat Htrs, Car Cover, Garaged. Call Rick (619) 540-1045

**Boxster S 05 Silver/Black** Nav, Pref pkg, Pwr seat pkg, 6 disc changer, 2500 Miles, stored/covered no smoke or auto X \$ 47,900 (619) 522-0991

**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

**1978 911SC Turbo Body** Red exterior, black interior. New Big Red Porsche caliper brakes. Runs great. Upgraded stereo and alarm systems. 100,000mi \$22,900 OBO. (760) 479-0037

**1995 Porsche Carrera Cabriolet** Stunnnng 993 convertible with new top. 6 spd. Dark Blue with Grey interior. Has all the updates, always garaged, non smoker. Weekend driver. 67000 miles. Exc. cond. Really. Will email pictures upon request \$34,000 obo (619) 851-9076

**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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Brown Leather Int. Upgraded Stereo, Prof. Install w/no extra holes(have original stereo). 67k miles on 64k rebuild. California Car/No Rust/Garaged w/Car-Cover. 2nd Owner-Well Maintained. Have all Doc's. Price-35K. Serious Inquiries-No Trades. (619) 405-7351

## 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 miles on new engine; e-mail for spec sheet and pix: \$26,900; ksprigle@roadrunner.com (760) 635-9165

## OTHER VEHICLES

**BMW K1200RS motorcycle** \$11,500.00 13,000 miles, black tank and hard side bags, fully maintained, excellent condition, never dropped contact Skip Carter at 619-992-9927

**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

**SPARCO EVO L** brand new incl side mounts 650.00. Fuchs 4@6x15 1000.00. 4@6x15 refinished deep dish 2000.00.misc early '65-'73 parts.call for details OBO 858-454-4025 David. (858) 454-4025

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**Forgeline RS race wheels** for 930 Turbo, 17", with Hoosiers, 275 front 315 rear, \$1750 (858) 231-4143

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

Porsche Cayenne factory Twin Turbo 20 inch wheels with Pirelli P Zerro tires, \$1900.00. (619) 933-9800

944 spec class legal factory light weight headers cross welded (to reduce risk of cracking) by Foradahl Motorsports and connector pipe \$185 (858) 945-4350

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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

**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

**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

## WANTED

**1965-1973 Porsche 911 Wanted** Private party looking to buy a well cared for 1965-1973 Porsche 911 Coupe. Please no rust, dealers nor projects. Contact:dantsuchiya@yahoo.com or (408) 483-5224

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

**914-6 GT emblem wanted** I'm looking for a 914-6-VW-PORSCHE gold emblem. Also willing to pay a finders fee if your info leads to a purchase. Larry Bevins (619) 944-0934

**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

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

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

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# PCASDR Autocross Qualcomm Stadium

## May 12 DE

### Stadium Schedule

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

Autocross  
David Kochanek  
Jackie Lu  
Ron Trotter

Time Trial  
Jack Miller  
Robert Baizer  
Mike Dougherty

Check the San Diego region website for more info: [www.pcasdr.org](http://www.pcasdr.org)  
Save \$20 by pre-registering (AX Registration \$60 after deadline)

For more information, please contact the SDR Autocross team at [ax@pcasdr.org](mailto:ax@pcasdr.org)

### Stadium Policy

1. Car must be completely empty, tires changed and ready to go when you arrive at the Tech Inspection line
2. You will be assessed a \$10 Late fee if your car is not in tech line by 7:30 AM
3. You will not be allowed to register if 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](http://www.PCASDR.org) website for complete rules

### Driving Event Calendar

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

## Classified Ad Policies

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

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

To place ad, go to the website: [www.pcasdr.org](http://www.pcasdr.org)



## Commercial Ads

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

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

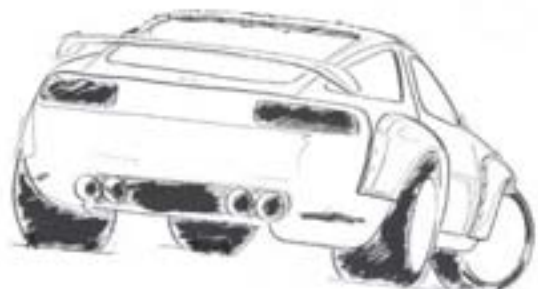
*Deadline for submitting new ads or making changes to existing ads is the 10th of month preceding the month of publication.*

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

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

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