



WINDBLOWN WITNESS

*Celebrating our
Golden Anniversary*

January 2008





Your dream isn't going to fulfill itself.

How can something so precisely engineered also be so attainable? Bred from decades of racing heritage, the Cayman responds willingly to your every move. Its mid-mounted engine sits low and is perfectly balanced to give you complete control and stability. Instant gratification has never been so immediate.

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7:30-7:00
Sat 10-6 Sun 11-5



PORSCHE

WINDBLOWN WITNESS

Volume 49 Number 1

January 2008

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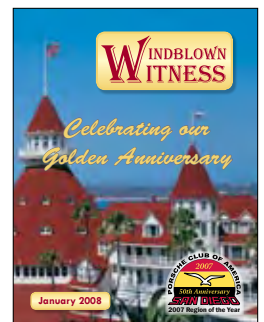
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COVER PHOTO

This month's cover features the historic Hotel del Coronado, where we will celebrate San Diego Region's 50th Anniversary on January 12. Photo courtesy of Hotel del Coronado



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Yearbook

Gary Burch





PORSCHE CLUB OF AMERICA SAN DIEGO REGION
CELEBRATES ITS
FIFTIETH ANNIVERSARY
AT THE HISTORIC
HOTEL DEL CORONADO
JANUARY 12, 2008

5:30 P.M. – COCKTAIL RECEPTION AND SILENT AUCTION
7:00 P.M. – DINNER AND AWARDS BANQUET
9:00 P.M. – DANCING WITH THE MAR DELS
\$65 PER PERSON

RESERVATIONS AND PAYMENT: KATHY ALNWICK
7961 LAURELRIDGE ROAD, SAN DIEGO 92120
619-229-1515 IMTHEKAPS@YAHOO.COM

A new team for the new year

By **MARTHA MCGOWAN, PRESIDENT**

It is an honor and privilege to be chosen as President of what I believe to be the best PCA region in the country. I would like to thank you for placing your trust in me.

2007 was an incredible year for the San Diego Region. The Board and Chairs led us to a great year, celebrating our 50th year as a region and culminating the festivities with this month's 50th Anniversary Installation Dinner.

Our region hosted the 52nd Porsche Club of America Parade, led by Paul and Ruth Young and supported by more than a hundred enthusiastic volunteers. It was the largest Parade ever, and it was heralded by participants as the most enjoyable and successful Parade in PCA history.

The rest of our region's 2008 Board—a dynamic and enthusiastic team that includes Christy Copeman, Kim Crosser, Jim Duncan,

Dave Gardner, Jennifer Reinhardt, and John Straub—is looking forward to another year of fun and camaraderie.

This Board has already begun discussing new ideas for the club and ways to have even more fun. We want to focus on encouraging members who haven't yet attended our events to join us. We believe we have something that will appeal to every taste and schedule.

The heart and soul of the San Diego Region is our members. Our region is composed of countless people who unselfishly volunteer numerous hours to put on a wide variety of events throughout the year. We host driving events, social events, tours, tech sessions, and other events. As a member, you have a great opportunity to participate, and we invite you to do so in 2008.

In addition to offering a variety of events and services to our members, over the



past five years, our region, with the generous support of our sponsors, has been responsible for donations to various charities in our local community amounting to more than a quarter of a million dollars! With your help, we are aiming to continue this tradition.

I hope you are interested in taking the opportunity to be a part of an enthusiastic team of members who really know how to have fun with their Porsches.

See you at SDR events.
Martha



~~DRIVER DINNER~~

February 9, 2008



6pm - 10pm

**Riverwalk Golf Club
1150 Fashion Valley Rd.
San Diego, CA 92108**

Italian Buffet w/ Vegetarian Choices, Soda, Beer, Cash Bar

Seating is limited to 150 people

\$15.00/person postmarked by 12/10, \$20.00/person after 12/10

Accepted payment by Check or Visa/Mastercard

Number of attendees ____ Total amount \$ ____
Name on card _____ Email or Phone # _____
Card # ____ - ____ - ____ - ____ Exp ____/____ Signed _____

Check to PCA-SDR

Send Payment to:

Jennifer Reinhardt 4807 Sunrise Valley Dr. El Cajon, CA 92020
For information call Jackie Corwin (760) 212-8325

A matter of timing

BY LARRY CLARK, EDITOR

I was delighted to hear that last month's issue actually appeared in a few members' mailboxes on November 30, and more arrived on December 1. My copy didn't reach Escondido until December 3, but our mail is often slow.

This issue may be a different story. Holiday closures may affect the printer, the mailing house, and the postal service. The printer has promised to expedite our issue, but they will be due to deliver it just before they close for Christmas—the same day that the mail house is due to close for more than a week. The mail house has promised to bring people in from vacation if necessary, but nothing is certain. And once the USPS takes over, we still must cope with the New Year's holiday and the after-effects of holiday mailing.

All I can feel confident of is that you should receive this before the Anniversary Banquet on January 12. On the other hand, everyone is promising extra effort, so you might be reading this before the egg nog is chilled.

Another deadline change

Although the holiday disruptions that arose this month won't affect every issue, they emphasize a simple truth: We need a little more time to produce quality, timely issues. Our current deadlines allow just five days to put together the entire issue, and even that means pressuring the printer and the mail house for quick service.

I don't want time pressures to cause unnecessary stress each month, so I've decided to again advance the deadlines. *Effective with the March issue, deadline will be the first of the month preceding the cover date—i.e., February 1 for the March issue.* This will give us a consistent, easy-to-remember date for everything: articles, photos, advertisements, flyers, columns, and announcements. And for February, I am asking that everything be in by January 5, since the short month automatically puts us two or three days behind schedule.

"Impossible!" you say. "The Board doesn't even meet until the first week of the month." And you're right. There will be exemptions for predictable items

such as the Board minutes and the membership data that comes from PCA. In addition, I will make exceptions for specific items that I know to expect, especially if you can provide a good estimate of the space required. Extra consideration will be given to contributors with proven track records of delivering what they promise when they promised.

Still more changes

I am pleased to welcome a new advertiser, Christopher Whalen, whose ad for financial services appears on page 50. Last month we also welcomed BumperDoc (page 52), site of an interesting tech session in November, reported on page 53.

We also have a new printer for this issue. We are grateful to Vanard Lithographers (owned by member Joe Fritzenkotter) for years of service on the *Windblown Witness*, but I have decided I can work more effectively with a printer nearer my home. This and future issues will be printed by A&L Litho in Escondido, a first-rate outfit that I feel confident will also provide us with excellent service.

A little help from my friends

A number of members have commented favorably on recent changes to the *Windblown Witness*. I appreciate all feedback, positive and otherwise. This is a work in progress, and it always will be.

It certainly isn't a one-person job. The bylines and masthead show that a lot of folks are involved, and there are more behind the scenes.

However, I really must acknowledge two people



who have played indispensable roles during these first three issues. First is Greg Phillips, who only thought he was retiring. I am constantly turning to him for technical help, photos, and articles, often on short notice, and he never fails to come through.

Another true gem is John Straub, who wrote the driver's-eye view of the Coronado Historic races last month, the review of the Rennsport Reunion this month, and his regular monthly reviews of the club's history. John's submissions are always the first to arrive each month, and he is quick to offer help wherever needed.

Greg and John have been indispensable, providing what I need often before I ask. Do you suppose it's coincidental that they both are former occupants of this seat?

Brains, left and right

I'm a words guy, not a pictures guy. I've never used Photoshop, and I'm not eager to learn it. I guess it requires a lot of right-brain talent, which is not my strong side. I'm much more comfortable with programs like InDesign, the software we use for the layout.

At a recent tech session, I mentioned to Ted Myrus that I was having a hard time learning even the minimum amount of Photoshop I need to do this job. Ted came up with a terrific (although obvious in hindsight) suggestion: Don't learn it; let someone else do that part.

A few days later, I posted a request for help on the Forum section of SDR's web site, wondering if I'd get a nibble. So far, at least four people have responded with offers to help. I am very grateful, and happy that I can cross "Learn Photoshop" off my to-do list. There may not be enough work to require all four, but it's terrific to have a list of names I can call on for special projects.

What's it all about, Alfie?

A lot of nice folks send me photos of Porsche events, and I really appreciate them. (I may receive even more after you all figure out how to operate those new digital cameras that Santa brought.)

But I have a request: If you're sending photos, please tell me what they portray. I need to know the event, preferably in the subject line. (I get a multitude of messages from Picasa users, with Subject lines like "37 pictures for you.")

If you've shot a large number, try to select the best ones (perhaps 2-4 times as many as you think I can use, so I can choose). If you don't have time to wade

through a hundred photos, I probably won't, either.

In addition, please, *please* tell me who is in the picture, what is going on, etc. You need not write the final caption, but I need enough information so that I can.

In addition, please send photos uncropped and at full resolution. If you're sending JPG, every time you save the file, the photo quality degrades a little more, so the less you do, the better. I will still need to do my own cropping and perhaps some tweaking of levels, but that's why I get the big bucks.

News you can use

One of the recent changes to the *Witness* is the Event Capsules section (pages 10-11 this month). This section is intended to provide all the information you need about SDR events. So now, instead of looking up an event in a calendar then checking a different page for its flyer, you can find all the information in one place.

To make this section even more useful, this issue adds markings in the margins. Much like a thumb index, these marks should enable you to find the Event Capsule pages with just a quick flip through the magazine.


Here's another tip: Although we print in black and white, the issue is prepared in color. In particular, all of the photos and some items on other pages are in full color. To see the magazine in all its glory, visit www.PCASDR.ORG and click *Newsletter*. If you have a color printer, you may want to print off a few pages—perhaps even the whole issue.

Attention Chairs

With the change of officers, the list of committee chairs on page 3 has undergone major surgery. Please check your listing for accuracy. And if you would prefer not to have your name or your personal e-mail address listed in future issues, just drop me a note. (Those personal items are automatically deleted in the PDF that's posted on the web site.)

Signing off

A high point of the recent Board meeting was watching the Cases autograph copies of December's *Windblown Witness*. The cover showed Jack and Ginny in their Parade Grand Marshal sashes. I'm not sure whose idea it was first, but I saw a number of folks getting their issues signed.

Bring your December *Witness* to the Installation Banquet and they'll probably sign it, too. 

*Deadline will be
the first of the month
preceding the cover date*



ZONE 8 AWARDS BANQUET

Saturday, January 19, 2008

***Please join us for a special evening to celebrate the achievements of Zone 8
Embassy Suites Hotel Orange County Airport in Santa Ana, Ca.
Dinner, Awards, Special Guests, Silent Auction and entertainment***

\$60.00 per person

(Children \$30 each)

6pm - No Host Cocktails, 7pm – Dinner, 10pm – Music and Dancing

Dressy attire

Region Presidents, Nat'l President Town hall Q&A, Membership & Driving Event Seminars

Z8 Presidents Meeting 9am - Noon
Nat'l President Town hall Noon - 1:30pm
Membership Seminar 2pm - 3pm
Driving Event Seminar 3pm -5pm

AWARDS BANQUET

Zone 8 Competition Awards
Autocross, Concours, Rally, Time Trial
Sam Wang Award
Enthusiast of the Year
Zone 8 Region of year
Special Recognition awards
Guest Speakers
Meet the new Zone 8 Rep

This is going to be a fun evening, meet PCA's National President, the incoming Zone 8 Rep and Bev's retirement as your current Zone 8 Rep. We are adding a band and dancing this year to the festivities to celebrate.

Again this year we will have a silent auction to benefit the Susan G Komen Foundation. If you would like to donate an item, for the auction, please contact Tom Gould at 310-261-7535 or tcg3@aol.com

Send your banquet reservations with your check payable to PCA Zone 8 and choice of Angus center cut Top Sirloin steak, stuffed chicken breast or grilled salmon by 01/11/07 . Suesan Way, 10385 Bonnie Lane, La Mesa, CA 91941, 619-992.4287 or SuesanWay@pobox.com

Embassy Suites reservations rate \$119 per night, must reserve by 12/29/07

Visit www.santaanaorangeairport.embassysuites.com and click on "Reservations". Enter your dates of Arrival and Departure Enter group code for Porsche Club XPR.

Call 714- 241-3800 and ask for reservations. You must mention that PCA has a group block under Porsche Club of America. Address: 1325 East Dyer Road, Santa Ana, California, 92705

Event Capsules

NOTE: The calendar is sparse at press time. We are awaiting word from Qualcomm on stadium dates before scheduling events.

January

WED
2
JAN

Monthly Members & Board Meeting

Time: 6:00 p.m. – Social hour and food
7:00 p.m. – Meeting

Place: Brown home, 2240 Corte Ananas, Carlsbad [TG 1147-F2]

Contact: Tom or Susan Brown, 760-942-2706

Details: The monthly meeting provides an opportunity to mingle with some of the club's most active leaders and to watch the Board of Directors in action. Food and beverages are provided before the meeting. All members are welcome.

Directions: I-5 to La Costa Ave., then east; right on El Camino Real; left on Calle Barcelona; left on Paseo Aliso; right on Camino Robledo; left on Calle Pinabete (comes quickly). Corte Ananas will be on your left; the house is on the corner. (See map in December issue, page 12.)

SAT
12
JAN

50th Anniversary Awards Banquet and Dance

Time: 5:30 p.m. – Cocktails and silent auction
7:00 p.m. – Dinner and awards banquet
9:00 p.m. – Dancing with the Mar Dels

Place: Hotel del Coronado

Contact: Kathy Alnwick, 619-229-1511, IMTHEKAPS@YAHOO.COM

Details: Celebrate SDR's 50th anniversary at the beautiful Hotel del Coronado as we wrap up our landmark year and begin 2008 with new officers.

Cost: \$65.

Info: See flyer form on page 4.

SUN
13
JAN

4th Annual La Jolla Motor Car Classic at the Cove

Time: 11:00 a.m. – 3:00 p.m.

Place: Scripps Park, 1100 Coast Blvd., La Jolla

Contact: John Straub, 619-667-4423, VINTGRACER@AOL.COM

Details: This non-PCA event features a show of classic and exotic cars, plus entertainment. This year's show features a salute to British marques. Come see Porsches and many other wonderful cars—a great way to spend the day after our Installation Dinner.

Admission is free for spectators. The judged show will have awards in 10 classes, including Excellence in Design and People's Choice.

SAT
19
JAN

"Borrego Boogie" Tour

Time: 8:30 a.m. – Registration and waivers
8:45 a.m. – Drivers meeting
9:00 a.m. – Departure

Meet: Parkway Plaza, El Cajon (outside Macy's at east end of lot)

Contact: Ralph Turner, 760-822-7382 or TOURS Team, TOURS@PCASDR.ORG

Details: Visit one of San Diego County's overlooked scenic desert destinations—warm, sunny, and dry (a big hit in mid-January).

SAT
19
JAN

Zone 8 Presidents Meeting

Time: 9:00 a.m.–12:00 – Presidents meeting
12:00–1:30 p.m. – Nat'l Pres. Town Hall
2:00–3:00 p.m. – Membership Seminar
3:00–5:00 p.m. – Driving Event Seminar

Contact: Bev Frohm, 760-727-6068, BEVFROHM@AOL.COM

Place: Embassy Suites Hotel, 1325 E. Dyer Rd., Santa Ana.

Details: The regional presidents' meeting will be followed by a chance to quiz PCA's national president, Prescott Kelly. Breakout sessions for those who deal with membership and driving events will be offered in the afternoon. The sessions are open to all interested members.

SAT
19
JAN

Zone 8 Awards Banquet

Time: 6:00 p.m. – No-host cocktails
7:00 p.m. – Dinner
10:00 p.m. – Music and dancing

Contact: Suesan Way, 619-992-4287,
SUESANWAY@POBOX.COM

Place: Embassy Suites Hotel, 1325 E. Dyer Rd.,
Santa Ana.

Details: The Awards Banquet celebrates the achievements of Zone 8's competitors, volunteers, and regions. This will be a dressy event, affording a chance to meet PCA's national president and to honor Bev Frohm's retirement as Zone 8 Representative.

The dinner will include a silent auction to benefit the Susan G. Komen Foundation. To donate an item for the auction, contact Tom Gould, (310-361-7535, TCG3@AOL.COM).

Cost: \$60 per person. Send reservations with checks payable to PCA Zone 8 to Suesan Way, 10385 Bonnie Lane, La Mesa, CA 91941. Indicate meal preference for top sirloin, stuffed chicken breast, or salmon.

Hotel: Hotel reservations are available at \$119 per night. Call 714-241-3800 and ask for the PCA rate.

TUE
29
JAN

Last Tuesday Social

Time: 6:00 p.m.

Place: Clay's, Hotel La Jolla,
7955 La Jolla Shores Dr., La Jolla

Contact: Kathy Alnwick, 619-229-1511,
SOCIAL@PCASDR.ORG

Details: Enjoy cocktails, dinner, and water views at the elegant Clay's La Jolla, on the 11th floor penthouse of the Hotel La Jolla. Dinner entrees \$25-\$36. Happy hour drink specials and half-price appetizers until 7 p.m.

Directions: I-5 to exit 26A, La Jolla Pkwy. (becomes Ardath then Torrey Pines); turn right on La Jolla Shores Dr.

Link: WWW.CLAYSLAJOLLA.COM

February

WED
6
FEB

Monthly Members & Board Meeting

Time: 6:00 p.m. – Social hour and food
7:00 p.m. – Meeting

Place: Harris home, 2124 Sunset Bl., SD

Contact: Michael & Susan Harris, 619-295-2013

Details: The monthly meeting provides an opportunity to mingle with some of the club's most active leaders and to watch the Board of Directors in

action. Food and beverages are provided before the meeting. All members are welcome.

Directions: See map on page 16.

SAT
9
FEB

SDR Driver Dinner

Time: 6:00 p.m.–10:00 p.m.

Place: Riverwalk Golf Club,
1150 Fashion Valley Rd., San Diego

Contact: Jackie Corwin, 760-212-8325

Details: Performance driving participants will gather to celebrate victories and distribute year-end awards. Dinner is an Italian buffet with vegetarian choices, soda, and beer. A cash bar will be available. Seating is limited to 150 people.

Cost: \$20.

Info: See entry form on page 6.

SUN
10
FEB

Valentine's Day Tour

Contact: Ralph Turner, 760-822-7382 or
Tours Team, TOURS@PCASDR.ORG

Details: Destination will be a nice brunch location. Further details in coming issues.

... And Beyond

SAT-SUN
1-2
MAR

Time Trial, Streets of Willow Springs

Place: Willow Springs Motorsports Park,
Rosemond, CA

Contact: Jack Miller, 619-286-4419, TT@PCASDR.ORG
Robert Bazier, 858-720-1230

Details: See page 27.

Cost: \$295 (\$195 for first-time drivers); late fees apply.

Link: WWW.WILLOWSPRINGSRACEWAY.COM

SUN
30
MAR

"Porsches for Pets" Tour

Contact: Ralph Turner, 760-822-7382 or
Tours Team, TOURS@PCASDR.ORG

Details: This tour will benefit the Escondido Humane Society. We will be soliciting donations of small items (towels, pet food, etc.) from a wish list provided by the Humane Society, and we will drop them off at the shelter on the tour route. Further details in coming issues.



Membership

New Members

We are pleased to welcome the following new members to the San Diego Region.

Kurt Bicknell

Escondido, CA
1994 964 Speedster

Jason D. Blake & Kimberly

San Marcos, CA
1979 911SC

Michael J. Brown

Santee, CA
1984 944 Coupe

Dan Chambers & Jack Perryman Miller

San Diego, CA
1983 911SC

Gary Cropp & Doreen

Rancho Santa Fe, CA
1997 Turbo Coupe

Paul S. Cutt & Stephen

San Diego, CA
1986 944 Coupe

Steven C. Dixon & David

Carlsbad, CA
2008 997 Turbo

Lawrence J. Gitman & Robin F.

La Jolla, CA
2008 911 Targa

Alex Green & Carey

Del Mar, CA
2007 911

Harley Haag

San Diego, CA
1990 944 S2

Cris T. Holliday & Rachel

Temecula, CA
2007 Boxster

Eric Libman & Dana

Carlsbad, CA
1968 911 S

Timothy P. Mclarney & Frauntene

San Marcos, CA
2007 Cayman S

Mark H. Mikulics & Jeanne

Poway, CA
2004 911

Simone Morellato

La Jolla, CA
2006 Cayman S Coupe

Joseph Parness

El Cajon, CA
2008 Cayman Coupe

Gabriel A. Raia Jr

Vista, CA
2002 Carrera

Darren Richardson & Michele

San Diego, CA
2007 911 Coupe

Jon A. Rodriguez & Susan

Valley Center, CA
1999 911 Coupe

Eric W. Seastedt & Sandra

La Jolla, CA
1964 356C Cab

Ronson J. Shamoun

San Diego, CA
2007 911 Coupe

Pete Smith

Bonsall, CA
2008 911

Francesco Tedeschi

Del Mar, CA
1994 911 Coupe

Tim Williams & Stacy

San Marcos, CA
1997 993 S Coupe

PCA Anniversaries

The following members are celebrating milestone anniversaries of PCA membership during January 2008.

5 Years

Barbara Alfaro
George A. Alspaugh
Greg F. Babington
Joseph F. Boudreau
Jeffrey Brusseau
Kent A. Bruzzone
Gina M. Di Ambrosia
Danny D. Krygsman
James T. Lund
Jay L. Mower
Andy Parkin
Richard B. Sheehan

Charles E. Stoopack
Itsushi Wakabayashi

10 Years

Chad A. Armstrong
Barry J. Bridge
Larry Clark
Kary Clements
Bo Friberg
Tom Lafleur
James H. Macemon
Phil Saunders

15 Years

Rodney D. Bailey
John R. Plavan

20 Years

Martin Capdevilla
Angelo Cappos
Eric H. Cookston
James Knowlton
Malcolm L. Weatherbie

25 Years

Terry Dapper

35 Years

James James Abbott

40 Years

Don L. Anderson

Members Count

San Diego Region's membership currently stands at 1582 primary members and 1188 secondary members, for a total of 2770.

Join, Renew, Update

Membership in San Diego Region is handled by PCA's national office. To join, renew, or change your membership information, visit www.pca.org.

For questions about your membership status or *Windblown Witness* delivery, send e-mail to MEMBERSHIP@PCASDR.ORG.



Auto Museum Report

By MICHAEL HARRIS

Museum Director Bob Swanson reports that the Museum is moving cars in and out in preparation for the new display, "High Art: Concept Cars and Automobile Design," which is slated to open on Saturday evening, December 8.

The exhibit will be divided into five areas: Futuristic Vision; From Concept to Street; Three Generations of Cars; Design Challenges; and Process of Design. The exhibit will include cars and displays from GM, Nissan, Volvo, Chrysler, Mazda, Honda, and the Pasadena Art Center College of Design.

Bob points out that modern auto design was initiated by Fisher Body/GM when Harley Earl was hired in the 1930s to create a design department for General Motors' products. Most of us are familiar with the Harley Earl products from the 1950s, which were made to look like jet aircraft with forward slanting grills, "jet" projections in the chrome bumper/grill area, and swept-back

tailfins. The 1959 Cadillac and Chevrolet represent extreme examples of this styling.

New also to the Museum this month is a 1936 "Lanchester." This is an extremely rare, limited-production English car built for kings and Indian maharajahs. The vehicle is huge, but seating is limited to four.

This Lanchester represents a new direction for the Museum. Bob's intent is to rotate cars more often so that visitors will have something new to see in addition to the changing quarterly exhibits.

Next up in the spring will be a motorcycle display, featuring 50 bikes to be displayed in a manner similar to one at the Guggenheim Museum in New York. The Museum is also completing its end-of-year fund raising. All donations are needed and appreciated. Bob is also looking to upgrade and update the Museum's web site.

Please visit the Museum and mention you are a member of PCA-SDR. The unique Art Design display will be informative for persons of all automotive interests.



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Monthly Meeting

The following highlights are adapted from formal meeting minutes prepared by 2007 Secretary Tami Ibbetson and 2008 Secretary Jennifer Reinhart. Members who wish to obtain a copy of the full minutes should send e-mail to SECRETARY@PCASDR.ORG.

2007 Board

The December 5 meeting of the 2007 Board of Directors was held at the home of Ted and Eleanor Myrus. All Board members were present. Minutes of the November meeting were approved, and the treasurer reported that the accounts had been reconciled.

President's Report

Ted noted that the current issue of *RegionFocus* had an article on retaining members. He stated that some regions have gotten good results by contacting recently lapsed members and asking them to renew.

As he prepared to leave office, Ted pointed out that only about 10% of our primary members are engaged in competitive driving, but that most members of the 2008 Board (like the 2007 Board) drive in competition. He cautioned the new Board to remember the interests of the other 90% when considering event calendars.

Ted also addressed the perception that autocross is the region's cash cow. It definitely is a major source of income, but we also receive substantial income from PCA rebates, driving schools, time trials, and so-

cial events. We should strive to maintain a balanced program for all our members.

Committee Reports

50th Anniversary. Tickets for 240 people have been sold thus far. A budget request to increase the president's gift fund was approved, as was a budget request to allocate \$3000 for door prizes.

Coronado Vintage Race. John Straub submitted a reconciliation for the hospitality tent, which cost less than budgeted.

Tech Session. The November session at BumperDoc was well attended. Radio personality Dave Stahl is serving as their spokesman and addressed the group. Members who attended were offered paintless dent removal at half price.

Charity. Katina discussed the status of the silent auction. She has delivered to Pioneer a number of toys for Rady Children's Hospital, and she expects to collect more at the December autocross. A reconciliation from the Poker Party was approved.

Autocross. The Other Car Autocross on December 15 will also

be a toy drive for the Rady collection. Drivers who bring a toy will receive extra laps. A budget request was approved to purchase supplies for the coming year, including wrist bands, envelopes, printer cartridges, and adhesive labels.

Museum. A new display, "High Art: Concept Cars and Automobile Design," will open Saturday, December 8. A free public panel discussion with the various design teams will be offered upstairs at the Museum on December 15 at 4:30 p.m.

Time Trial. A reconciliation for the Buttonwillow Zone 8 event was approved.

Witness Business. The accounts receivable aging summary was received.

New Business

The Board approved requests for \$857 to purchase a wireless credit card machine, and for \$3750 as a deposit for a time trial at Spring Mountain on October 8, 2008. A number of small budget requests were also approved, including name badges for 2008 committee chairs, Time Trial supplies, and expenses for several transitional meetings among committee chairs.

John Straub has gathered all the paperwork related to the trailer ownership in the archives.

An expense reconciliation for the Fall Performance Driving School was accepted.

Old Business

Speed Festival. Vince Knauf stated that Zone 8 would



President Martha McGowan accepts the gavel passed by outgoing President Ted Myrus as V.P. Jim Duncan and past-President Michael Harris look on. Photo: Eleanor Myrus.

like to change the event's name from Zone 8 Speed Festival to California Festival of Speed, but SDR currently owns the rights to the latter name. The Board approved a motion to release the name to Zone 8. Bill Hartsock will assist Jennifer Reinhardt in preparing a formal letter.

Parade. We have a nice cart for Concours preparation that Skip Shirley built for Parade, but nobody could think of any use for it at this time.

Adjournment

The meeting was adjourned at 8:23 p.m., to be followed after a short recess by the first meeting of the 2008 Board.

2008 Board

The second part of the December Board Meeting, held at the Myrus home, began with the transfer of duties to the 2008 Board. All 2008 Board members were present.

Before turning to business, the proceedings were interrupted by Keith Verlaque, who presented new president Martha McGowan with a tiara. It was unclear whether the tiara should be worn inside or outside a driving helmet.

President's Report

The 2008 Board had met informally on November 28 to discuss the goals for the coming year, duties of the chair liaisons, name badge style, and other issues. No motions were made, and nothing was voted on. Martha McGowan suggested, and all agreed, that the overall direction for 2008 is to emphasize better member involvement, charity, and *fun*.

Chair Reports

Charity. Paul Davis offered ideas on ways to allow charity to have a consistent and automated stream of funding. Paul will research and

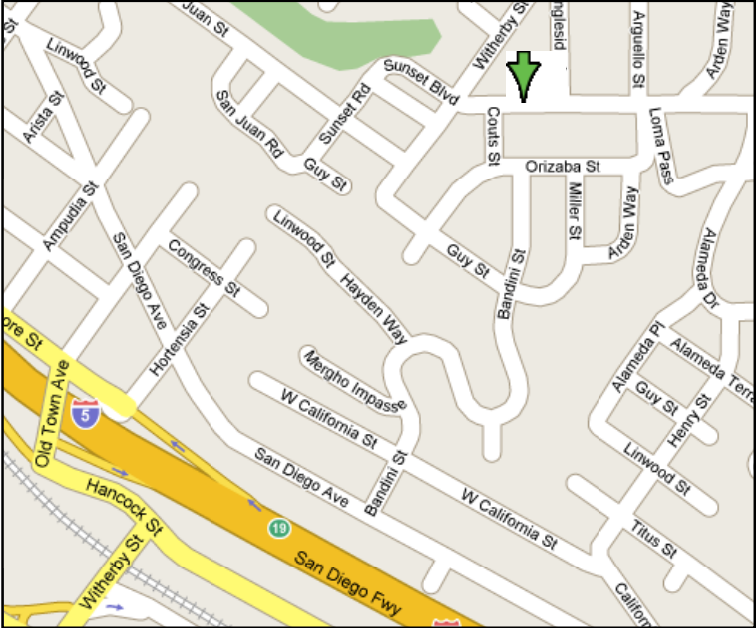
Monthly Meetings

San Diego Region's monthly meetings are held on the first Wednesday of each month unless other events such as Parade force deviations. Most meetings are held in members' homes. Food and beverages are served starting at 6:00 p.m., and the formal meeting begins around 7:00. All members are welcome to attend.

A map to the January meeting at the Brown home appeared in December's *Windblown Witness* (page 12).

The February meeting will be held on **Wednesday, February 6**, at the home of Michael and Susan Harris:

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look in to other ways to bring on-going funds to charity.

Goodie Store. Kent Lewis proposed to open an online Goodie Store, using Charleston Commerce Co. to produce and ship club merchandise ordered by our members. PCA Northwest region has had great success with this company. The advantage for the club would be many more choices of items to buy, as well as eliminating the need to stock costly inventory. This would decrease the number of items purchased on consignment with Pioneer. John

Straub emphasized he would still like to have Goodie Store representatives at events as often as possible, perhaps with samples and a brochure of the products available. A motion to approve the online store was approved.

Windblown Witness. There may be a delay in mailings the January *Witness* as our mailing house will be closed for the December holiday. Larry Clark announced that he is considering moving the deadline for article submissions to the fifth of the month.

John Straub suggested present-

ing our previous printer, Vanard Lithographers, with a thank you for their service to the club. A motion was approved to purchase a thank you plaque; Ted Myrus will arrange it.

Media Relations. Katina Gonzales will be promoting our club on a radio interview.

New Business

New chair positions have been suggested. These consist of the Media Relations and Car Show chairs. The positions were ratified by the Board and are ready to be filled.

Kim Crosser proposed to divide the Equipment chair responsibilities. His idea was to have one team be responsible for getting the trailer to club events, and another team that would set up, tear down, and pack the trailer at the event. This would make the position less demanding and be easier to fill.



President McGowan, wearing her new tiara. Photo: Eleanor Myrus.

Jennifer Reinhardt submitted a budget request for virtual processing of our credit card charges. The Treasurer, Goodie Store, and Registration chairs will be able to process credit cards from their home computers. She will do more research. The request was tabled until the January meeting.

Christy Copeman has designed business cards for PCA-SDR, with the club logo and our contact information. No personal names will be printed on them, so they can be used by many people to promote our club. It was suggested that names and contact information could be added and cards printed in small quantities, using micro-perforated card stock and computer printers.

The 2008 Policies and Procedures committee was charged with reviewing the electronic voting process. Tom Brown, Larry Clark, Kim Crosser, Jim Duncan, Michael Harris, and Keith Verlaque will serve on the committee.

Adjournment/Next Meeting

The meeting was adjourned at 9:44 p.m. The next meeting will be held on January 2 at Tom and Susan Brown's home.



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Memories of Dieter Vongehr, “a man we will never forget”

COMPILED BY STEVE GROSEKEMPER



Dieter Vongehr (right) and Guy Ober running tech inspection at a Holtville Time Trial in the mid-1970s. Photo supplied by Steve Grosekemper.

In early November of this year, we lost a dear friend and a pillar of San Diego's Porsche community. I was asked to write an announcement and article for the December *Windblown Witness*, but because of deadline concerns, the article was short and only from my perspective.

As I let Dieter's friends and colleagues know of his passing I was truly impressed by the responses I got. There was usually a feeling of loss and sorrow, but then a smile and almost always a heartfelt or funny story. This was the case virtually without exception for dozens of conversations I had over this short period of time.

I first met Dieter when I was just 19 years old. Neither before nor since have I known a man who was more universally loved and respected. I count myself very blessed to have been able to

learn first-hand what it is that so many people became drawn to. I cannot convey the importance of a young man's having had such a mentor as Dieter was, for me as well as so many others.

Every day was a learning experience as well as an adventure. The time we spent working on and racing the Cam-Am car gave me great insight into who Dieter really was, aside from my employer. But the memories I will never forget are the evenings we spent working on projects into the latest of hours. They started with shared Chinese and a Henry Weinhard's. But as the hours progressed, the conversation often took on a more personal note.

On one such evening I asked Dieter what he would have done differently had he been able to do it all over again. Without even stopping to think, he said, "Spend

more time with my girls." I have never forgotten his answer, and I am indebted to him for the wonderful relationship I have with my own girls. That and so much more.

The following are some thoughts and memories of a few who were profoundly affected by their encounters with him. Countless others will continue to share their stories among themselves until we can share them again with our friend and mentor. We all met Dieter as employees, customers, or just Porschephiles, but we all ended up the best of friends.

From Guy Ober—former Shop Foreman, racing partner, student, friend

FAREWELL TO MY MENTOR.

Mentor: A trusted friend, a wise counselor, and teacher. This is a start of how I would describe

Dieter, a man who led by example. I first met Dieter when I was 17 and was the clean-up guy at Automotion on Mission Gorge Road. He always was moving, and the crew there really worked hard for him.

I was able to work full-time for him in 1973 after finishing up in the Army. We were moving from upper State St. to the 912 State Street shop. This is when school really started; everyone would always share their knowledge and an extra hand when needed. Dieter was always available if needed, but you felt like you should be solving it yourself before you came to him. This was a great way to make you keep improving yourself, knowing that he would drive each of your finished jobs always made you strive to measure up.

As the years went by, Dieter and I started sharing Time Trial cars. That was just so much fun and an opportunity to see another side of him. Just driving out to the track was always full of conversation and laughter. He rarely had a foul word pass his lips, but that never stopped him from some very funny stories. He enjoyed listening to my adventures, too.

I was able to work for him until 1982, when my family moved to San Luis Obispo County. We had already been in the new store for a couple of years. We all were able to help design the shop—and what a beautiful place it was! Even though we had moved away, we always stayed in touch, and he honored me by having me drive the Vintage Can-Am car that he restored. That was a fantasy come true—once again having a lot of fun hanging out with him and Rea.

We always tried to find time when we were visiting San Diego to go out and visit, find out

how his girls were doing, sharing stories and pictures of our kids and getting to know Rea better. Without a doubt, she was such a source of strength, especially with his on-and-off health problems. They were always going somewhere and never let health slow their adventures down one bit.

Seeing how they continued on as normally as possible is such a source of inspiration: how to carry yourself as a human, the power of their church, prayer, friends and family kept those two going and going.

I took the train down to San Diego for the service, and I had a lot of time to think and reflect. Though my heart was just aching, I also was aware of my thankfulness for knowing such a special man. I was so very pleased to see so many faces from years back, coming there to pay their respects and say a final thank you for being with us.

Often when I am faced with a problem with a customer or cranky car in my Porsche shop, I just use the tried and true answer, "What would Dieter do?" That always seems to work, and he is a big reason for my success and reputation. He will always be looking over my shoulder with the old refrain: "Mr. Guy, I think that car could run better." And I'll try to do just that.

Goodbye, my friend. I truly will miss you forever.

From John Straub—long-time PCA member, racer, friend

WHEN I HEARD ABOUT Dieter's passing, I thought, "How sad. Our region just lost another pioneer of our past."

I remember Dieter over the years, working at Truman Motors, one of the VW-Porsche Dealers in San Diego "back in the day." Then his old shop in El Ca-

jon, where he and others worked on Formula Vs as well as 356 race cars to run in SCCA. In fact, I bought my 356 Roadster race car out at that shop.

I also remember him opening his new (at the time) shop down on State Street. I think that's about when he really got active in the region, becoming the guy to go to with questions about driving rules. Then he moved on to be President of the region.

As San Diego began to redevelop downtown, I believe Dieter then moved his shop to the current location. I mention a lot of this because Dieter, as a member of San Diego Region, never used his position in PCA to try to benefit himself or his shop. He did things in PCA because he was a true enthusiast. He loved the people and the cars.

In last month's issue of the *Windblown Witness*, there was a photo of Dieter in his RSK. If you look at that photo closely, you'll see the smile on his face. That was the way he was: he always had a smile to share. He not only was one of the best Porsche mechanics San Diego has ever had, he was also one of the kindest men around, and truly humble.

I have one last story to tell about Dieter: I remember it like it was yesterday. Back in the late '60s, I was going out to Truman Motors to purchase some parts for my 356. There, on the used car lot, sat Dieter's RSK—for sale! Did I buy it? That's one of those "Could of, Would of, Should of" things! As those cars became more and more valuable over the years, I would always say to Dieter, "Don't you wish you had it back?" And he would say with a smile on his face, "John, I sure do. That's one of those things you never forget."

Well Dieter, we'll never forget you either!

**From Stephen P. Miller—
long-time PCA member,
racer, friend**

"WHAT WOULD DIETER DO?" is a phrase that has been heard in widening circles in recent years. As Steve Grosekemper and others pointed out at Dieter's memorial service, it's not just about cars. It seems like every time a crossroads is reached, whether it be in troubleshooting and problem-solving, technology development, or integrity and ethics, a growing number of us take time out to repeat that phrase, at least internally in our minds. It may take a moment, but it never fails to reveal a proper course of action.

Dieter Vongehr was—and is—a mentor to many of us. He led by example, with a quiet style of leadership that put us in the position of taking responsibility for the consequences of the situation. He also had a gentle and humorous manner of expressing criticism. For example, when coming back from a test drive he would say, "Mr. Guy, I think this car could run better," rather than the more direct, "You idiot, why didn't you double-check the synchronization of the carburetors away from idle, especially since the customer is standing right here?"

During the past year, I also lost another mentor, Dr. Fred N. Spiess of the Scripps Institution of Oceanography. Although they worked in very different worlds, Dieter and Dr. Spiess shared many of the same personality and leadership traits, a wide range of interests, and a strong devotion to family. They both have produced a generation of people who followed in their footsteps and went on to become true leaders in their fields.

Dr. Spiess had the uncanny ability to detect when something was going a bit wrong, at any time of the day or night. It may have come from listening to the rpms of the main shaft, or the turbulence around the rudder—no one really knows for sure. We would be towing an instrument package a few meters off the bottom, in depths of 4000 meters or more. Occasionally a cliff would surprise us, and we'd have to take drastic action. Dr. Spiess would miraculously appear in the main lab, and look over your shoulder. He usually wouldn't say much, but a look was all it took. For me, the equivalent to "Mr. Guy, I think this could run better" would be something like, "Mr. Steve, looks like you were going to ask the bridge to come right to 330. Was that about 3 minutes from now?"

I first met Dieter in 1968, when I took my college roommate out to El Cajon to pick up his 1959 Convertible D. Soon thereafter I had to have one of my own, so I bought a 1957 Speedster from Dennis Sherman when he was working for Dieter. The rest is history, including a 356B Coupe I drove from Boston to Guatemala (and back), a 1967 911S restored to bare metal, a 1978 930 bought from Dieter, and finally the serial number one 1988 911 Club Sport.

Through it all, Dieter and his crew were always there to provide helpful advice, expert service, and spare parts. One of the things I eventually learned was how to determine a fair price for used parts. I would follow Dieter to the storage room, and after the right part was found, get out my wallet. I would start out handing him dollar bills until I would just see the beginning of a smile to come on his face, and then hand him one more, and the deal would be made.

**From John Heinz—
former employee, friend**

AS AN EMPLOYEE OF Dieter on two separate occasions, for a total of almost ten years, a few thoughts have maintained a stronghold in my personal hard drive for quite some time.

The first, as I began my association with the company, would have been Dieter's tremendous zest for, and personal application to, whatever challenge presently occupied the shop. In this regard, his ability to extract the best thinking from everyone in the area of problem solving is one that will probably not soon, if ever, be bested.

Secondly perhaps would have to be the dedication, bordering on inspiration, that he carried into every day, that every project, every car, be completed to its best possible conclusion. It was not that Dieter could always be agreed with, the only agreement being that it be done correctly, finished in a timely fashion, and finished in a manner that was fair to not only the business but most importantly to the customer. As a result of that, it is my estimation that he built the most reputable Porsche enthusiast organization in San Diego, the repair, modification, and race prep end of it being only a sideline.

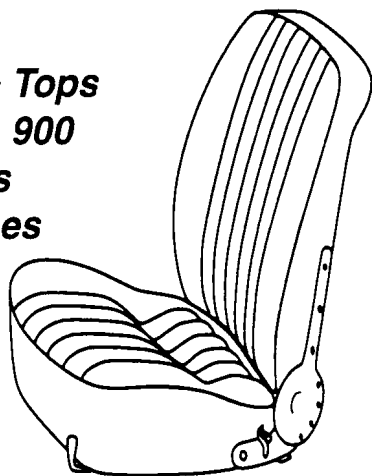
As a true pioneer in the San Diego Porsche community, Dieter will absolutely be missed by all of us who appreciated his counsel, enthusiasm for the marque and the sport, and most importantly, his "Dieterness."

My family will always be encouraged by his strength and courage throughout his lengthy illness. A racer to the finish line! Our prayers continue for his most excellent family.





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Trying times at Buttonwillow



TEXT AND PHOTOS BY GREG PHILLIPS

Kris Urquhart is on track as Vivian and baby Ethan capture the action.

The good news was that it stopped raining at about Santa Clarita on Friday. The bad news was that we had to drive all the way through San Diego and LA in the first major rain of the year. Who would have thought that we would get warmer and drier weather at Buttonwillow in December than in San Diego? But that was our luck for the final time trial of the season.

The drive up on Friday was a little slower than usual, and since I was driving on my R-rated Hankook and Nitto tires, I was a little apprehensive as I left Coronado. But although there was bad traffic on I-5, it apparently was much better than the 405; the group that took that route saw several spin-outs and accidents.

Even with the track tires, I had good traction through the wet weather. And I did discover one safety tip: When it is wet, brake lights from cars ahead reflect onto the guardrails and the road, and are visible even if you are behind a big truck or SUV.

After the rain cleared, it was a quick drive over the Grapevine and down into the Central Valley to Buttonwillow. I ended up catching up with some of

the other drivers who were trailering, and we caravanned to the track. As we checked in at the track, the trailers were unloading and Jack Miller was making recon laps around the track in his C2, first lockwise, then some counterclockwise. He was considering running sessions in both directions, but eventually decided to stick with clockwise in track configuration #1, including the Bus Stop, over Lost Hill, and down to Star Mazda.

After unloading, it was back to the motel to check in, unpack, and then finish registration with Robert Baizer. After that we went over to Willow Ranch for dinner and a tri-tip sandwich before turning in for the night.

The dawn's early light

Saturday was crisp and cool but dry, and after breakfast we headed back to the track to finish final preparations. Tech inspection was in final swing, then we headed inside where it was warmer for the drivers meeting. Jack outlined the run groups and passing zones, and then set up the student-instructor pairings. My student was Robert Schad and his new 997S (with X51 package). I recognized him from

the recent Performance Driving School. Although he had run a couple of the Streets of Willow DE/Auto-cross events, this was his first time at Buttonwillow.

Red run group was out first. I finished my final prep, and we got the harnesses adjusted for Robert, and it was soon time for the Orange run group to head out. We were on a cold track with cold tires, so we started slowly with a couple of caution laps to get us up to speed. As the tires warmed up, the grip seemed reasonable, and we started picking up the pace. Unfortunately, near the end of the session I got a black flag. When we checked, the 928 was leaking some fluid.

I headed back to the garage. Thankfully, Steve Grosekemper was able to take a look at the problem as I went out with Robert. We were a little behind the rest of the group, and were still getting his tires up when the green flag dropped. He spent much of the first session pointing cars by as he started learning the track as well as his car's capabilities. With PSM on as his backstop, he started adding speed as the session went on.

I ended up missing my next session, as the 928 was still up on jack-stands getting checked. It turned out I was leaking some fluid from the transaxle. After I adjusted the level, it was much better, and I was able to finish the rest of the weekend, although the 928 was marking its territory a little more aggressively than usual.

Robert was feeling better for his second session, and the weather and track were both warming up nicely. Although his first laps were in the high 2:30s, by the end of the second session he was into the low 2:30s with a best of 2:30.1. He still had some trepidation around Riverside and over Lost Hill, but was feeling more comfortable.

The Red run group was starting to get interesting as Jad and Jim Duncan were out with their new MI 996. Jad was turning some quick times and was quickly down into the 2:04s. The KI brigade with Jack Miller, Kris Urquhart, and Martin Reinhardt, were just behind as they were running 2:07s. Charles Sharp was running laps in a suspiciously familiar black KI 944 Turbo S, but was still trying to figure out the turbo power and softer suspension from his 944 Spec car. Steve Grosekemper was showing some

surprising speed in the HI 911 of Hector Wilbur's, and was initially running 2:08s but was down into the 2:07s by day's end. Other quick times included Richard Park's AM 914-6 in the 2:07s as well as Robert Baizer's NP turbo at 2:06s and Joe Hegener's NP turbo at 2:08s.

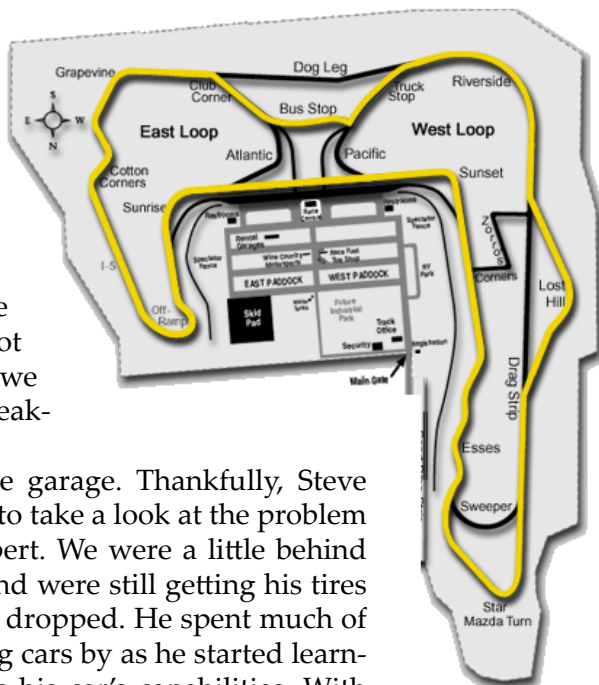
Dust to dust

As the times came down, the limits of adhesion were reached—and sometimes surpassed. When this happened, it was usually off into the dust, with smoke signals marking your plight. Then it was time to come back to the pits to get some of that dust out of your car. Steve had brought along an air-nozzle attachment for the air hoses, and it was kept very busy behind the garages with people blowing out the dust from their cars.

Robert Schad and I were trying to keep our cars clean, and we succeeded throughout the day on Saturday. He did have the PSM engage as he got too big a bit of the gaiter entering Bus Stop and the tail stepped out. Once he was trail-braking into Sunrise and also got the rear a little loose. I had a similar

problem going too deep into Sunrise, and, turning in while I was still braking, had a long slide before gathering it up and heading on to the Off-Ramp.

Jad Duncan was not so lucky. He lost concentration just after Lost Hill and dropped both right tires into the dirt, then spun back across the track and off into more dirt and dust. He was later joined by Otto Obrist, who also went off and needed some cleaning time.



Steve Equina gets lost in the haze during timed runs.



Debbie Sharp tries a new line through Sunset.

By the end of the day my times were down to 2:20. Unfortunately, the II class for this event included Paul Young in Paul Jr.'s 911 SC, who was running 2:14. And we were both getting beat by Tony Mazzagatti's 911, which was running times in the 2:11s.

Another swingin' night in Buttonwillow

After the track was shut down due to darkness, we headed back to the motel to clean up. Although several drivers were heading back to the Willow Ranch, a group of us were going to try something different. We had originally planned to order pizzas and drinks and then look at some of the in-car video and review some of the telemetry traces from Jad and Steve's car. It turned out there were no pizza joints in the area, so Steve, Stacy Smith, and I ordered out from the Denny's and picked up some drinks for ourselves. We were joined by Jim and Jad Duncan.

After we booted up the computers and watched

Steve's video, it was time to try and figure out the telemetry. Since the system in Hector's cart was the same as Jad had been using in his 994 Turbo, he quickly downloaded the laps and started reviewing the traces. It turns out that data is a good thing, but a lot of data takes time to digest.

From the initial review, the first thing Steve found was that his braking, although very good and near 1.5 g's at his best, was not consistent. There were other braking zones where he could have been braking harder to the max potential of the car, but wasn't yet doing that. His plan for the following day was to work on his consistent braking zones. Jad advised that I bring my camera to those braking zones for the best pictures as he experimented.

Back to the track

Sunday was another early day, and we headed back to the track for more fun.

It started out cool again but warmed up even more quickly than Saturday. My first couple of sessions went well, and in the last session before lunch I was down to the 2:17s. Robert Schad was also doing well, and his times were improving down to the 2:26s. He was able to carry more speed over Lost Hill and down to Star Mazda, but was still having problems with braking too early there. He was continuing to improve, and he needed to point-by fewer cars with each session.

Other drivers were again on the wrong side of the envelope. In my second run session, I was driving hard trying to stay ahead of Tim Sou-



Only three more miles for Neil Heimburge's timed lap.

za when we arrived at Lost Hill and found it enveloped in dust. We could not see through, and we both had to slow to a crawl and tip-toe through until we saw Paul Young's car off in the dust; the rest of the track was clear.

In Robert's run group we also had a couple of drivers going off and throwing up dust storms. There was very little wind, so the dust just hung in the air, making visibility an issue until it finally cleared. We also found some of the dust and debris on the track at Bus Stop. Apparently Forrest Walker had a big off and carried some debris back onto the track. Otto Obrist and his student Derrick Shiba also joined the Cayenne Off-Road club, and there were many other members in attendance throughout the afternoon.

Steve had been working on his technique and it was working, as he was down to 2:06.4. Unfortunately near the end of the morning he had a mechanical problem and was done for the weekend. Jad's study had also helped him as he turned a 2:02.6. He had some new competition as Steve Eguina had arrived on Sunday with his GT2 and had turned a 2:02.5. Kris and Martin in KI were down to 2:04, and Robert Baizer had a 2:05.

Getting serious

During lunch break we had a final drivers meeting to review the afternoon practice schedule and the timing procedures. To save time, the groups were combined down to two run sessions, and then the timing was to begin. Almost everyone was taking it easy in the final practice session, and the track stayed clean as everyone prepared for their timed runs.

The Red run group was on last, and then the fastest cars were prepped and lined up for their timed runs. Steve Eguina was out first, followed by Jad Duncan, Kris Urquhart, and Martin Reinhardt. After their warm-up laps, they were pushing hard down the front straight as they got the green flag. I was taking pictures from the starter's tower and, after the last car in the group was by, I looked over into the Bus Stop and saw a big cloud of dust. I could not see who it was until I saw the GT2 driving away into Riverside. As it finished the lap and came down for the second lap, I could see it was dusty, but when I looked up at Sunset I could see Jad's 996 pulling off the track and into the pits. I had thought he was balked by the dust and coming in for a rerun, but he was not as lucky, as he had run low on gas.

Although the 996 gas gauge was showing a quarter tank, it was losing power in the corners and he could not continue. They added more gas for Jim Duncan's runs, and the car was fine then.

So with Jad out, it looked like Steve Eguina would be on top, but his best lap was a 2:04.8, and Kris Urquhart's 2:03.16 was good enough to take TTOD. Martin ended up in fourth with a 2:05.13, and Robert Baizer snuck into second with a 2:04.33 for his best lap of the weekend. Rounding out the top ten were Joe Hegener (2:06.73), Jack Miller (2:07.07), Tony Mazzagatti (2:07.57), David Gardner (2:08.32), Jim Duncan (2:09.4) and Tawfik Benabdeljalil (2:09.93).

My runs were my best of the weekend at 2:16.54, but I was well behind Tony and Paul Young's 2:12.65. In JP, Otto Obrist had a very quick 2:10.93, just missing the top ten. He was followed by Tim Souza at 2:14.8 and Bob McLaughlin at 2:16.37. Robert Schad had his best time for the weekend as he turned a 2:24.4. In NS, Jeff Schmidt ended up playing in the dirt and finished fourth behind Tawfik, Rick Sylvestri, and Peter Czajkowski in another competitive class.

So at the end of the day it was another win for KI as they took TTOD and had 3 in the top ten. Although there was a lot of talk about the MI boys, they were a bit disappointed with a ninth place. NP had a solid showing, as they took second and also had three in the top ten. But I would not count out MI for next year. Once Jad figures out how much gas it takes to do his timed runs, he will be fast.

The drive home in clear weather was much faster, even caravanning with Stacy Smith's trailer, as he made it home in about four hours. Start planning for next year's events. The final schedule is still tentative but should be a lot of fun.



Competitors queue up for Steve Grosekemper's air hose after playing in the dirt.

Time Trial Results

Buttonwillow Raceway Park

December 2, 2007

Class	Car #	Name	Year	Model	Best Time	1st Time	2nd Time	BRI	Points
944	58	Sharp, Charles	1986	944	2:15.22	2:15.22	2:15.91	12	20
944	1542	Enz, Andrew	1989	944	2:18.34	2:18.34	2:18.85	24	15
944	542	Enz, Gunter	1989	944	2:19.48	2:19.48	DNR	25	12
AM	906	Park, Richard	1978	914-6	DNR	DNR	DNR	42	1
AR1	40	Iverson, Steve	1974	914-6	DNR	DNR	DNR	47	1
GP	824	Rondeau, Mark	1986	944	2:21.66	2:21.66	2:22.88	28	20
GP	55	Corwin, Jackie	1985	944	2:22.48	2:22.48	2:53.22	30	15
GP	238	Ray, David	1985	944	2:23.59	2:23.59	2:24.3	31	12
GP	587	Sharp, Debbie	1986	944	2:28.12	2:28.12	2:33.77	36	10
GP	1616	Salgado, Toby	1986	944 S	DNR	DNR	DNR	39	1
GS	944	Torbert-Hayes, Carolyn	0		2:25.72	2:25.72	2:28.67	29	20
HI	97	Grosekemper, Steve	0		DNR	DNR	DNR	41	1
HP	26	Smith, Stacy	1974	911	2:14.82	2:14.82	2:14.94	11	20
II	37	Mazzagatti, Tony	1982	911 SC	2:7.57	2:7.57	2:8.2	3	20
II	46	Young, Paul	1979	911 SC	2:12.65	2:12.65	2:21.94	16	15
II	928	Phillips, Greg	1986	928 S	2:16.54	2:16.54	2:17.34	27	12
ISS	960	Behun, Bill	1980	911 SC	2:24.08	2:24.08	2:26.25	14	20
JP	577	Obriest, Otto	1986	944 Turbo	2:10.93	2:10.93	2:29.3	7	20
JP	42	Souza, Tim	1988	911	2:14.8	2:14.8	2:16.68	15	15
JP	12	McLaughlin, Bob	1986	944 Turbo	2:16.37	2:16.37	2:17.14	23	12
KI	395	Urquhart, Kris	1990	911 C2	2:3.16	2:3.16	2:3.83	1	20
KI	594	Reinhardt, Martin	1990	911 C2	2:5.13	2:5.13	2:5.44	4	15
KI	640	Miller, Jack	1992	911 C2	2:7.07	2:7.07	2:7.23	9	12
KI	14	Binford, Jim	1993	911 RSA	DNR	DNR	DNR	43	1
MI	90	Duncan, Jim	2000	996	2:9.4	2:9.4	2:10.72	18	20
MI	435	Walker, Forrest	1996	993	2:12.4	2:12.4	2:13.15	26	15
MI	83	Duncan, Jad	2000	996	DNR	DNR	DNR	45	1
MS	838	Shiba, Derrick	2000	Boxster	DNR	DNR	DNR	40	1
NP	76	Baizer, Robert	1991	911 Turbo	2:4.33	2:4.33	2:5.88	2	20
NP	63	Hegener, Joe	1991	911 Turbo	2:6.73	2:6.73	2:9.01	6	15
NP	32	Gardner, David	1996	993	2:8.32	2:8.32	2:9.12	10	12
NP	559	Johnson, Shannon	1995	993	2:17.48	2:17.48	2:17.8	32	10
NS	284	Benabdeljalil, Tawfik	1997	993	2:9.93	2:9.93	2:10.45	8	20
NS	418	Sylvestri, Rick	1977	911 C4	2:14.53	2:14.53	2:15.51	17	15
NS	157	Czajkowski, Peter	1997	993	2:14.87	2:14.87	2:15.96	20	12
NS	817	Schmidt, Jeffrey	1997	993	2:15.11	2:15.11	2:33.16	22	10
PP	54	Heimborge, Neil	1997	993 TT	DNR	DNR	DNR	46	1
PS	186	Eguina, Steve	0		2:4.8	2:4.8	2:8.51	5	20
PS	234	Apostolou, Victor	2004	GT3	2:10.12	2:10.12	2:12.3	21	15
PS	96	Allen, Christopher	2005	997 S	2:20.98	2:20.98	2:22.18	38	12
PS	94	Bogard, Bernie	2005	GT3	DNR	DNR	DNR	44	1
PSL	861	Eguina, Lisa	0		2:15.77	2:15.77	2:17.28	33	20
PSL	373	Steverson, Sheila	2005	GT3	2:18.21	2:18.21	2:18.71	35	15
PSS	257	Komer, John	0		2:12.24	2:12.24	2:13.43	13	20
PSS	19	Yaws, Curt	0		2:14.16	2:14.16	2:14.64	19	15
PSS	763	Schad, Robert	2007	997 S	2:24.4	2:24.4	2:26.84	37	12
PSSL	191	Yaws, Janet	0		2:21.77	2:21.77	2:25.11	34	20
X	57	Jones, Kelly	2001	Other	DNR	DNR	DNR	49	1
X	333	Fried, Jack	2007	Other	DNR	DNR	DNR	48	1
X	41	Navarro, Jim	2007	Other	DNR	DNR	DNR	50	1

PCA San Diego Region & Zone 8 Time Trial

Streets of Willow Springs Time Trial

March 1-2, 2008



REQUIREMENTS:

- Participants without Competition Permits must have completed 8 Autocross-type events or equivalent accumulated over at least 9 months but no more than 18 months
- SNELL 2000 or 2005 helmet (M may require balaclava)
- Proper fire extinguisher mounted in car
- 5 point harnesses required for all drivers and passengers in Prepared class or higher
- 2008 Zone 8 TT Driving Rules apply, see www.pcasdr.org

Event Hotel: Inn of Lancaster
44131 Sierra Highway • Lancaster, CA 93534
Tel: (800) 406-0466 • Room: \$75 Single/\$85 Double*
Say you're with PCA
Make reservations early!

*Rates subject to change by hotel

Lunchtime Track Tour!!!

For more information contact Jack Miller at (619) 286-4419 (h) or tt@pcasdr.org
For track information and directions: www.willowspringsraceway.com/home/home.asp

March 1-2 — PCA-SDR & Zone 8 Time Trial — Streets of Willow Springs

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 _____

Car Year _____ Model _____

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 _____

MAKE CHECKS PAYABLE TO PCA-SDR

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..... \$ _____
-\$100 Discount for 1st time TT drivers (who are PCA members)..... \$ _____
\$25 Late Fee (postmarked/faxed after Feb. 16)..... \$ _____
\$50 On-site Reg. Fee (if reg. after Feb. 26; Late Fee applies too).... \$ _____
\$30 Transponder Rental (or you MUST enter your # to the right).... \$ _____
2008 Zone 8 Competition Permit or Log Book..... \$ _____
Total Fees: \$ _____

**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/img/pdf/general/AXRegForm.pdf**

November autocross seals year-end results



TEXT AND PHOTOS BY GREG PHILLIPS

Although there is one last autocross in December, the November 10 autocross was the eleventh and last “points” autocross for 2007. The October autocross was a rain-out, so there was even more impact for this event to determine year-end standings. And since each competitor is allowed to “throw out” one event, the standings were a little confusing when I looked at them on the web site.

For my class, JP, I was leading Thomas Hofmann’s 944 Turbo by 95 to 90. And since we had both missed events, we each had no points to “throw out.” But he was close enough that I decided I had better run the 928 and try to get a few more points, saving the 968 for December.

After tech inspection and the track walk, it was time for the drivers meeting and student-instructor pairings. It turned out that my student was a retired physician, Ronald Kobyashi, who was at his first autocross with his new 997 S. He was signed up for the upcoming Performance Driving School and wanted to try out his car before the school.

Luckily, we were corner-working first. We got some water and our hats, and headed out on the track. Our station was near the top of the track, affording a good view of much of the track, and it was not too busy, to boot. Ron was able to get his corner work out of the way in the cool of the morning, and he could review the track and see the other drivers’ approach to many of the corners before having to drive them.

Tasting the track

After finishing our corner work, it was soon time to head out on the track. We buckled up our harnesses and headed out. Although the weather was warming up, it was still cool and the tires were cold as we started our laps. The first couple of laps went smoothly as I was finding my line. Once the tires warmed up, I was able to go harder for the rest of the laps.

After my session it was Ron’s turn, and we buckled up in the 997. Again with cold tires and a new student, we started slowly. Ron began finding his



Jackie Corwin, Dave Gardner, and Jennifer Reinhardt share the registration duties.



Kim Crosser conducts the drivers meeting as Tom Comeau demonstrates how to use the flags.

way through the sea of cones and driving the autocross line. Each lap was a progression, and, by the end of the first practice session, he was beginning to feel more comfortable and starting to see the capabilities of his new car.

After his session, I was out shooting some pictures and could see some of the more unusual cars that were out. Sean Dynes had brought out a red "Magnum" Ferrari and was having great fun tossing it around the track. Steve Grosekemper was driving another IS 911 SC. This one was not his cabriolet, but Rod Mountain's coupe that was flying around the track. Speaking of flying, Mark and Erik Kinner were sharing the AR1 Smurf-blue 911, and they were both going quickly. The other quick cars all seemed to be out of KI, as Martin and Jennifer Reinhardt's 911 C2 was turning good times, along with Jim Binford and Tom Comeau in their RS Americas.

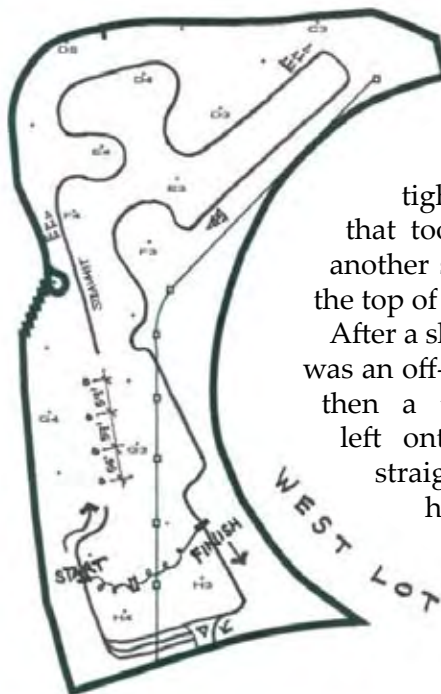


Greg Phillips dusts off the 928 to stake his claim to the JP title.
Photo: Sean Steele.

By our second practice session, the sun was out and it had warmed up a little more. After the first couple of warm-up laps, I started to push harder.

A challenging course

The track was set up with a short acceleration to start, then a quick right and then left onto the straight and into the slalom section. I would shift into second before the slalom and then go through the slalom



and accelerate up the hill before braking hard for a right. This was followed by a tight sweeping left that took you back into another sweeping right at the top of the lot.

After a short straight there was an off-camber right and then a tight, off-camber left onto another short straight. Next was hard braking into another off-camber turn, this time to the right, then another short straight into a set of square

left turns, then hard acceleration across the swale. After the swale came a short straight before a quick left onto another short straight, then a final right-left chicane before the timing lights.

Different strokes

Yes, there were lots of tight turns for a 928. Yes, I was trail-braking and drifting around several of the tight corners to help rotate my car through those corners. And yes, it was confusing my student as he was transitioning from the new rear-engine 997 to the front-engine V8 928. We were on the same track and our lines were similar, but the techniques were significantly different around some of the corners.

After my practice session, it was Ron's turn again, and we went back to the smooth lines of the 997 as he worked his way around the track. His confidence and technique were both improving as the day progressed, and he was certainly having fun. On his last couple of practice laps, I did not talk him around the track but just cued him on the upcoming corners. He did very well getting around the track.



Kone-Killer Keith klaims another victim.

On the clock

Since I was corner-working last, my group was out early for timed runs. That helped some with visibility, as the sun was getting low in the west, and was probably worse for the later run groups. After the warm-up lap, my first timed run was clean and my first time was 76.66. The next lap was slightly faster at 76.49, as I carried a little more speed through the last section of the track.

My last timed run was doomed from the start. Trying to get away without bogging off the line, I dropped the clutch at a slightly higher rpm—too much higher, as I did not bog but instead had wheel-spin. I left a couple of long back stripes heading into the first turn before I was able to modulate the throttle and finally get traction. I lost a lot of time sitting there burning rubber. My last lap was 81.45. (OK, there may have been a couple of other small bobbles on that lap, also.)



Mark Umeda in the GT3.

A quick study

After my session, it was Ron's turn to go out for his timed runs. A little too anxious on his first lap, he had a DNF, but he improved on his next laps with a 90.31 and then an 89.4 on his last lap.

Now it was my turn to work the corners. I ended up on the corners after the slalom near E4. The sun and shadows lengthened through the afternoon, but the driving conditions were still pretty good. Some of the top times were recorded near the end of the day.

Top times

The top times were no surprise. Erik beat his dad Mark, 68.89 to 70.22. Martin Reinhardt was next at 70.4. Shannon Johnson led the 993 brigade at 72.11 in NP, followed by Jennifer Reinhardt at 72.13. Everyone slower than that had just been "chicked." Jim Binford was next at 73.05, just nipping Tom Comeau at 73.08. Rounding out the top ten were Tawfik Benabdeljalil's NS 993 Targa at 73.45, Steven Weiler's LP Boxster at 74.05, and David Gardner's NP 993 at 74.18.

Several drivers just missed the top ten and had times in the 74s: Pete Milliken's II 911 (74.53), Tom Tweed's HI 911 (74.55), Steve Grosekemper's IS 911SC (74.7), Chuck Sharp's 944 Spec (74.84), Kim Crosser's LSS Boxster (74.84), and Akira Kogawa's MS Boxster S (74.96). For the BRI, Jess Osterberg's streak was ended, as he finished second to Steve Grosekemper, with Kim Crosser a close third.

Results impact final standings

For JP, I ended up in second place behind Tim Souza's 911 by just 76.48 to 76.49! Thomas Hoffman was third at 78.31, so I ended the year ahead of Thomas, 110 to 102.

In 944 Spec, Chuck Sharp beat Sean Steele 74.84 to 75.5, taking the season series over John Kinkaid, with Sean in third place.

In AI, George Copelin beat Herb Meeder 75.75 to 76.51; their season ended up the same way, 182 to 159. In CS, Jess Osterberg beat Sean Molloy 76.38 to 79.1, and their season end in the same order, 180 to 107. In GP, Jackie Corwin and Debbie Sharp were 1-2 for the day as well as the season. In GS, it was Josh Yeager ahead of Leigh Rayner and Jerry Mize, but Jerry ended the season ahead of Leigh with Jackie Lu, Grant Rayner, and Josh close behind. In HP, Jerry Sturm was ahead of Bob Pachorek for the day as well as the season.

IS was a close battle for the season. Don Middleton took second place for the day behind Steve Grosekemper and was able to squeak by Ron Trotter,



Ron Trotter finds the apex.

who had a bad day and ended up fifth. Ron started the day leading 92 to 87, but by nightfall was behind, 102 to 100, with Steve finishing third at 75 points. In ISS, it was Greg Duncan ahead of Lori Scheussler, 81.98 to 82.66, but Bill Behun had an insurmountable lead and took the season title over Michael Monaco and Lori.

JS was another tight season battle, but Carl Scragg was not able to make the last event. Terry Barnum took the top spot, and his 20 points moved him past Carl, 102 to 100 (suspicious set of numbers), with Greg Boehm in third at 86 points. In KI it was Martin Reinhardt (177) for the season ahead of Tom Comeau (95) and Bob Gagnon (94). In KS David Kochanek's 968 beat Keith Verlaque's RSA, 76.61 to 77.47, and also took the season title over Keith. Keith was kind enough to bow down before the power of the 968 during the ribbon presentation, but is looking forward to a rematch for 2008.

In KSS David Marlberg's 944 Turbo S beat Mark Matsumoto's 928 GT, 78.24 to 78.86 (it wasn't a 928 track), but for the season, Mark prevailed over David, 135 to 120.

LSS was a year-long struggle between Charlie Kleinhans and Kim Crosser. Charlie started out fast, winning the first three events. Then Kim started winning. He took the last event, 74.92 to 75.93, but Charlie's consistency pre-

vailed for the season, 165 to 160. In MS Russel Shon took the season ahead of Refugio Delgado and Akira Kogawa, but was second on the day as Akira took top honors, 74.96 to 75.32. The MSS winner was Hideki Okano over Tim McLarney, 75.92 to 76.04, but the season winner was Steven Kennison over Katina Gonzalez.

In NP, Shannon Johnson took the season title over David Gardner, as well as taking the class win. In NS, Tawfik Benabdeljalil beat Robert Scheussler and Lisa Goetsch with the season results in the same order. In NSS Mark Rondeau's Boxster S beat Ralph Linares 993 C4S, 76.51 to 77.06. Mark also took the season ahead of Kevin Morse and Tom Randel.

In OSS, it was Tom Meissner ahead of Brendan Fowler, 77.38 to 80.08. The season also ended with Tom ahead of Brendan, 155 to 134. In PP, Neil Heimburge finished a perfect season undefeated with 200 points. In PSS, it was Curt Yaws' GT3 ahead of Ted Drcar's 997 for the season, 122 to 80, but the day's winner was Mark Tiexeira at 77.01, ahead of John Gross at 79.98 and Ron Kobayashi's 89.4 in his first event.

Sunset on the season

At the end of the day, David Kochanek was passing out ribbons in the dusk, as the sun had long set by the time the trailer was packed and it was time to leave. We have one last event in December, and then we start checking the web site and *Witness* for next year's event schedule at the Q.



Autocross Chair David Kochanek (the Chair in the chair) presides over the twilight awards ceremony as Chuck Sharp hands out the ribbons.



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PORSCHE

Rennsport Reunion III:

Not just a race—a pilgrimage

BY JOHN STRAUB;
PHOTOS BY CHARLES WILSON
AND JOHN STRAUB

The event is called Rennsport Reunion. (*Rennsport* is German for “motorsport,” and the source of Porsche’s RS designations.) The 2007 installment was held on the first weekend of November at the historic Daytona International Speedway in Florida. This was the third edition of this extravaganza—and by “extravaganza” I mean Porsche race history overload!

The Porsche Rennsport Reunion was launched in 2001 at Lime Rock Park (CT) with a simple concept: Other great events (such as the granddaddy of them all, the Monterey Historics) do well, so let’s gather together a bunch of like-minded nuts to play with their Porsches. Other marques need not apply.

Rennsport has steadily grown from that first year. The second event was held at Daytona three years later, and this third one three years after that.

While Rennsport Reunion includes racing Porsches from all eras, this year’s event highlighted two very special types of *Rennwagens* from Zuffenhausen: the 956/962 race cars, and the mighty 12-cylinder 917 cars. The program included four days of racing, a concours on pit lane, a Porsche memorabilia sale, Porsche paddock parking by model, a Porsche-evolution display with all the different models, and a remarkable turnout of Porsche racers who drove these cars.

It takes big money to put on an event like this. Porsche Cars North America stepped up to become

On the high bank (top to bottom): 1987 962-HR4, formerly driven by AJ Foyt; 1972 917/10 non-turbo originally purchased for Peter Gregg and later converted to turbo and raced by Hurley Haywood; 2007 Porsche RS Spyder LMP2. Photo: Charles Wilson.

the major sponsor, helping all of us look at Porsche’s unsurpassed motorsport legacy. The event demonstrated Porsche’s continued commitment to motorsport success throughout its nearly 60-year existence. In addition to the Porsche stars of yesterday, the latest RS Spyders, GT3 RSRs, and GT3 Cup cars were there to play, as well.

I guess you could say that Rennsport is not really vintage racing in the same sense as the Monterey Historics or the Coronado Speed Festival, which have an ambience all their own. Yes, Rennsport is made up partly of that, but it’s also racing in vintage



962s at the pit-lane concours. Photo: John Straub.

cars, which is somewhat different from “vintage racing.” The best way to describe it is as a tribute to all racing Porsches, young and old.

The raceway

Having the opportunity to attend this event for the first time was a real treat. It was my first visit to Daytona Raceway, which is huge, especially when you stand in the pit lane and look up at the stands and the track.

Being a NASCAR fan, it was a little strange for me to look at the spot where Dale Eanhardt, one of our country’s best drivers, got killed. It brought back memories of watching him drive down pit lane with all the NASCAR team members coming out to touch him or his car after he won his Daytona 500.

Yes, Daytona itself has history—not just NASCAR but also the 24 Hours of Daytona for sports cars. And over the years, Porsches have had a awesome influence here, from the early Spyders, 356s, 911s, 914/6GTs, 904s, 908s, 917s, 935s, and 962s all the way to the present. The remarkable thing is, they were all here again, past winners at that very track “back in their day.”



Every Porscheophile’s dream garage. Photo: John Straub.

What a lineup!

I’ll run down just some of the cars there, but there were so many more—hundreds more—that I don’t even remember. There were early 550s, Spyders RSKs, 356s, Abarths, Elvas, a Bobsy-Porsche, a Lotus-Porsche, a Dolphin-Porsche, 911s, 911Rs, 911STs, 911RSs, 911 RSRs, 914/6GTs, 904s, 906s, 910s, 907s, 908s, 917Ks, 917/10s, 917/30s, 911 Turbo Carrera RSRs, 934s, 935s, 935K3s, 956s, 962s, Porsche FabCars, 924GTRs, 944GTRs, 964 Cups, 911 GT1s, 993RSRs, 996GT3Rs, 997 Cups—all the way to the new RS Spyders. It was a virtual Who’s Who of Porsche race cars, with many examples of each.

The drivers who were there to drive and sign autographs included: Hurley Haywood, Derek Bell, Vic Elford, Brian Redman, George Follmer, Jochen Mass, David Hobbs, Sam Posey, Tony Adamowicz,



The one and only Lotus-Porsche. Photo: John Straub.

Richard Attwood, John Morton, Arie Luyendyk, Chip Robinson, Vern Schuppan, John Paul Jr, Jurgen Barth, Price Cobb, David Piper, Gijs van Lennep, Joe Buzzetta, Bruce Leven, Randy Pobst, Jim Busby, Willi Kauhsen, Michael Keyser, George Droslov, Charlie Kemp, David Donohue, David Murry, John O’Steen, Patrick Long, Darren Law, Gerard Larrousse, Jackie Oliver, Rudi Lins, Kevin Buckler, Andy Lally, Jorg Bergmeister, and San Diego Region’s own past-President, Dick Barbour. Truly a Who’s Who of Porsche racing history!

A full weekend

Thursday was pit set-up in the paddock, with garages and tech inspection for cars. Friday was registration of drivers and teams, along with practice sessions for all the run groups. The groups were divided into the “Weissach Cup” (910s, 908s, 917s), the “Mulsanne” Group (935s, 956s, 962s), the “Continental” Group (GT3s, 997 Cups), the “Gmund” Group (911s, 914/6GTs, 356s), the “Eifel” Group (PCA Club Race cars), and an “Exhibition” class (special historic race cars).

Late Friday afternoon in the pavilion, all the famous drivers in attendance were introduced, with



SDR past-President Dick Barbour’s 935. Photo: John Straub.



A flight of 956s and 962s heading for the grid. Photo: John Straub.

photo opportunities and autograph signing. It was truly amazing to see so many of these drivers whom we read about or hear about, all in one place.

Saturday morning was practice for all groups. After that, the historic racing Porsches were moved to pit lane for the afternoon concours. The cars were placed by class and were awarded ribbons for participation. Some of these cars were truly concours cars; others were obviously well driven at vintage events around the country and the world. At the same time, the Porsche memorabilia meet was taking place.

During lunch each day, PCA members had an opportunity to lap the track with their cars. What a treat for these guys!

On Saturday evening, PCA held a dinner, which was limited to 500 people. Guest speakers such as Jurgen Barth shared some of their memorable experiences while racing in these cars.

Race day

Sunday morning came with more practice sessions for all groups. These were also the qualifying sessions, which would set the race grids for Sunday afternoon's races. After the PCA lapping at lunch and

the "Historic Car" lapping, we were off to the races!

The races were fairly interesting. Most of the historic Porsches were driven with some care—understandably, as these cars are irreplaceable. However, what made it a challenge was that vintage Porsches were also out there racing. Remember, I said there is a difference: A vintage Porsche may only be worth 1/100th the value of the historic car.

In some of these race groups, it also seemed that the driving was a little over the top, generally in the non-historic cars. I'm not sure about the rules at this event, but it wouldn't fly under Steve Earle's HMSA events. It seemed that passing under the yellow was ignored. Worse yet, making contact with another car, and even leaving carnage on the track, was acceptable, as cars continued to lap after contact. It was all



1986 962-123, driven by Christian Zugel. Photo: Charles Wilson.

quite exciting. Thankfully, none of the really historic cars were damaged, and no one was hurt. I guess you could say it was "all in good fun."

Reflections

At the end of the weekend, I sat back and thought of all the cars I had never seen before, some that I got re-acquainted with, and the other San Diego Region members who also were there: Skip and Leslie Shirley, who had transported cars from our area; Wayne and Nancy Baker, who had their team there; Karen and Don Anderson, with the Bobsy-Porsche; Stanley Gold, with the 904 and Spyder RS; Ted Myrus, wishing he has his car there; and, of course, Jack and Ginny Case. It was wonderful.

Now here's the money question: The next



1971 908/03, driven by Gregory Galdi. Photo: Charles Wilson.



1969 917 driven by Steve McQueen in the movie *Le Mans*, now owned by Jerry Seinfeld. Photo: Charles Wilson.

Rennsport Reunion will be held in 2010, probably at Daytona. Would I go again? Absolutely! This event totally dwarfs a Porsche Parade or any Club Race. Nowhere—I mean nowhere—can you immerse yourself like this in Porsche race cars.

Should you go? Absolutely! You can get up close and personal to historic race cars that you probably will never see again. Pieces of technical art, being driven at speed. The sounds of 12-cylinder 917s at full tilt. Hearing a 935 dump its waste gate at shifts, and watching the flames shoot out the exhaust pipe. It's a time-warp.

Rennsport Reunion on TV

SPEED channel will broadcast its coverage of the Rennsport Reunion III twice in January.

This one-hour special is a mix of nostalgia, competition, and conversations with the personalities who helped shape the Porsche legend and mystique. It features rare footage of the Can-Am series and the Roger Penske Porsche 917/10 team of Mark Donohue and George Follmer (led by Roger Penske) in their 1972 championship-winning effort.

PCNA's Bob Carlson details the hugely successful reunion of Penske and Porsche in the American Le Mans Series with the Porsche RS Spyder.

The show, which originally aired on December 16 and 17, will be rebroadcast on Saturday, January 12, at 1 p.m., and on Monday, January 21, at noon (Pacific Times).

Even if you know nothing about Porsche racing history—the history that went into making your street car what it is today—this is the place to come. As you look at and listen to these cars, you will be transformed into a true Porsche enthusiast.

I will be with you in 2010.



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Fall 2007 Performance Driving School

PHOTOS BY GREG PHILLIPS

The following are excerpts from e-mail messages sent to the Chief Driving Instructors by students after the recent Performance Driving School, interspersed with images from the school.

I cannot recall any event in my experience (including professional ... I am a retired physician) that was better organized and administered. And all this was accomplished without being bossy, autocratic, standoffish, etc. PCA-SDR has great people, and I want to express my appreciation for a great event.

I was anticipating the skid pad (and Pitch and Catch) as a result of hearing from a friend who had taken the Spring course. ... Initially, I did not think these exercises were very useful, and I thought too much time was spent on them. However, over the two days, I came to appreciate how effective throttle steering was. Despite this benefit, I hated getting my car so dirty!

Working a corner with an instructor was very useful, especially to analyze how other drivers (both students and instructors) utilize various techniques on the course. I learned to appreciate throttle-steering using my ears and to see the line being taken. It became obvious to me when an instructor was driving as compared to a student. Later when I drove the course, I had an improved sense of how to steer with the throttle and less with my hands, and how this was more rhythmic.

—Ron Kobayashi



I personally went into this program with some trepidation, not so much for my own skin as the thought of damaging my pride and joy.

I had no idea as to what damage would be done by cones, spins, etc. As it turned out, I should not have worried. While I did my share of spins and "cone killing," the car managed to come through unscathed, although the tires feel a little rough when you run your hand across the tread.

—Mike Thompson

Thank you so much for a great event. None of your dedication was lost on me; it was greatly appreciated. Special thanks to Keith, who went above and beyond to enroll me at the last minute. Love the group, love the people - just great.

Thank you so much. It was a hoot.

—Torsten Kruger



What a pleasure to attend a volunteer-supported event that is so well organized! Great setting, great food, good schedule, wonderful people.

P.S. All I want for Christmas is a new set of tires.

—Jim Riley



We really had a super time this weekend. To say it was a good investment in time and money is a gross understatement. In fact, both my father and I are also golfers, and after Sunday's session my father remarked to me, knowing what he knows now, if someone offered him a complimentary weekend at Pebble Beach or the Performance Driving School weekend, he'd choose the PDS. Now that's saying something!

—Chet Kolley (Jr.)



My 17-year-old stepson and I located a good, clean, 1989 944S2 early this summer, which we shared for the event.

We started with the skid-pad and Pitch-and-Catch exercise. It was here that I immediately realized the legendary balance of the 944 series. The hands-off-the-wheel, throttle exercise was very enlightening, where I could easily steer the S2 with just foot and gas. Having owned an older 911 in the past, this was quite different. This was also the first time I ever encouraged my kid to go and try spinning a car!

I thought this would be beneficial to my teenager at some time in his life. Little did I realize, but it saved me an accident only a few days later. To make a long story short: driving my other sons to school down I-5, I was moving over to the left lane to save some time when that particular lane came to a screeching stop. Not being able to see brake lights since I was still moving from lane to lane, I abruptly hit the brakes hard, only realizing there was not enough time to stop. Thanks to my new-found experience, I instinctively dodged to the right without any damage.

—Cary Ikemoto





The school was fun and not intimidating, ideal for the many first-time attendees. I found it to be a safe and enjoyable way to learn throttle steering, threshold braking, driving ahead, accident avoidance with quick steering, and how to properly handle a spin, among other concepts. The lessons we learned could easily be applied in everyday driving, and might prevent an accident. We also were able to drive an autocross course, but without timing, to practice what we had learned in the exercises.

Thanks to the Chief Driving Instructors and the entire team of instructors and workers for presenting such a well organized and nicely paced event. Your efforts make possible one of the club's most important activities and possibly its greatest membership benefit.

—Mary Clark



I wanted to express my sincerest gratitude for the most exhilarating and exciting weekend of my life! The course is fantastic. I learned so much about my car and how to enjoy it. I am looking forward to more autocrosses to practice and refine my skills that I learned over the weekend.

—Melvin K. Dea

What a great school, there wasn't a dull moment. I have one request: I'd like more of everything. Well done.

—Richard Yen



Thanksgiving morning, when my wife and I were heading to the airport in our Blazer, as I accelerated onto the straight following the freeway on-ramp, my wife said to me, "You drive funny."

I replied, "What!? I was in a decreasing-radius turn, so I set up to do a slow-in, fast-out with a late apex so I could accelerate into the straight."

"You don't do that in this car!"

"You do that in any car!" (I thought you'd get a kick out of that.)

Seriously though, the class was fantastic. It was organized extremely well. My thanks goes out to all the fine folks that put this event on and the excellent instruction they all provided.

—Jim Kollar



Every time I attend an event through PCA, it always amazes me how many nice people give so willingly of their time, and for nothing except the love of the cars and the sport.

—Robert Schad

I would recommend that everyone should take the course twice. The driving experience you have between them (if you autocross) will make the learning and fine-tuning of your skills more satisfying the second time around.

—Greg Boehm



That was the best time I have had in a car since I picked up those two Swedish back packers ... but that's another story. Absolutely fantastic. I learned more about my car and how to drive it than I could possibly have imagined.

—Paul Reynolds

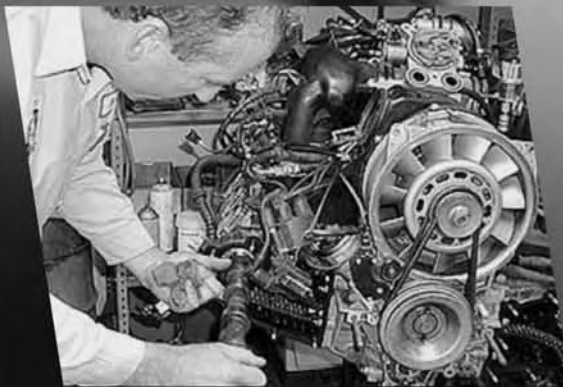


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Performance Driving Events

PCA-SDR offers a variety of performance driving events for drivers of all skill levels.

Autocross (AX)

An autocross is a fun, competitive event, normally held on a large parking lot such as the ones at Qualcomm. Traffic cones are used to define a twisty course, which drivers attempt to navigate, one car at a time, as quickly as possible.

You'll need only your car's normal equipment (seat belts, etc.), plus a helmet that meets Snell 2000 safety standards or better. The club offers helmets for rent. Plan to arrive early with a full tank of gas, and remove anything that's loose from the car's interior. Your car must pass a brief safety inspection.

Inexperienced autocrossers will be provided with instructors at no additional cost. The club also offers a biannual Performance Driving School, which teaches techniques that are useful in autocross.

The standard autocross registration fee is \$40 per car if pre-registered (by the Tuesday before the event), or \$60 after that.

Driver Education (DE)

Driver Education is the next step beyond autocross. A DE lets you experience continuous lapping and limited passing in a highly structured fashion. Speeds are generally faster than in autocross, but DEs are not timed.

DEs are usually run in large parking lots or other open areas, using traffic cones; occasionally they are run on race tracks. Unlike autocrosses, where cars exit the track after each lap, DE cars remain on the course for an entire session. Since they run the course in groups, not individually, they must also deal with traffic. Limited passing is expected.

DEs are not entry-level events. At least eight days of autocross experience is required. Safety equipment requirements are more stringent than for autocross. Instructors are always available to assist students or those wishing to improve their skills.

The entry fee is normally \$60 per car if pre-registered, or \$80 after that.

Time Trial (TT)

A time trial is a competitive driving-education event, often run on a major race track over a weekend. During practice runs, multiple cars are on the course simultaneously, running continuous laps, just as in a DE. Passing is expected and required.

Saturday's program usually provides practice runs. Sunday offers practice runs in the morning and timed runs without traffic later in the afternoon. Although this is a competitive event against the clock, it is not wheel-to-wheel racing.

Time trials are not entry-level events. Safety equipment requirements are more stringent than for autocross. Participation is limited to licensed participants or students, who must have at least eight days of autocross experience. Instructors are available to assist new student drivers.

Time trials typically cost \$295, with \$100 discount for first-time drivers; late registration fees apply.

For complete information on all types of events, including safety requirements, rules, and eligibility, consult the club's web site, WWW.PCASDR.ORG, and the Zone 8 web site, WWW.PCA.ORG/ZONE8.

Policies for Stadium Events

- Car must be completely empty, tires changed, and ready to go, when you arrive at the Tech Inspection line.
- A \$10 late fee will be assessed if your car is not in tech line by 7:30 a.m.
- You will not be allowed to register if your car is not in the Tech Inspection line by 8:00 a.m.
- All cars must have a car number and class designation on both sides at all practice and timed laps. Shoe polish may not be used for numbers.
- Helmets must meet Snell SA00 or M00 requirements or newer.

Stadium Schedule

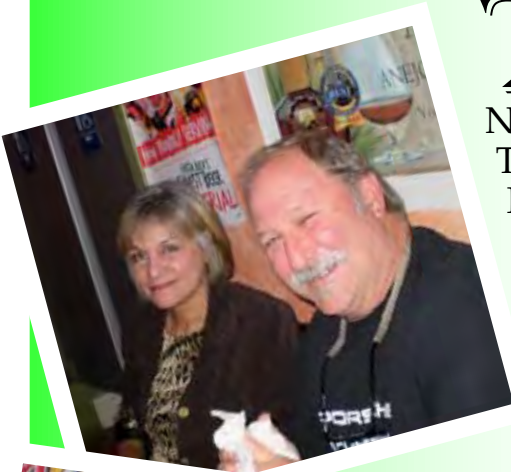
6:30-7:30	Tech Inspection
6:45-8:00	Registration
7:25	Track Walk
8:30	Drivers Meeting
9:00	First car out

Contact the Chairs

Autocross	AX@PCASDR.ORG
Driver Ed.	DE@PCASDR.ORG
Time Trial	TT@PCASDR.ORG
Performance Driving School. .	CDI@PCASDR.ORG

¡Olé! Mexi-Cocina hosts Last Tuesday Social

TEXT AND PHOTOS BY ELEANOR MYRUS



Twenty-four members gathered for November's Last Tuesday Social at Mexi-Cocina, the popular Mexican restaurant owned by SDR member Roberto Montoya. The event was also part of the drive to collect



toys for Rady Children's Hospital. (Roberto contributes generously to both Children's and Alta Vista Academy.)

Our tasty Mexican dinners were topped off with homemade cake, provided by Social Chair Kathy Alnwick in honor of Paul Davis' 60th birthday. Roberto donned his sombrero, and his crew serenaded with clanking pots and song.



CLOCKWISE FROM TOP LEFT: Monique and John Straub; Mark Rondeau and Kathy Alnwick; Satomi with Jae Lee; Roberto Montoya surrounded by his Porsche friends; Cathy and Bill Ripka and Rikki Schroeder.



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Snowy vistas enhance March ARB tour

TEXT AND PHOTO BY GREG FINCH

I was asked early Sunday morning to write about our tour from San Diego (specifically Albertson's parking lot in Del Mar) to the air museum at March Air Reserve Base in Riverside. I am not a very active member due to my career responsibilities, so this was my opportunity to contribute.

One of my passions is driving my Porsche; the other is flying jet aircraft. Having been stationed at March ARB from 1994 to 2000, I was finally getting the chance to see the air museum after all these years. While a reservist there with the 336th Air Refueling Squadron, I always thought I would get over to see the aircraft, but it never happened until years later: December 9, 2007, to be exact.

There were 12 Porsches on our tour. Jan led the pack in her red Camaro because her "other" car has racing slicks. With the wet, rainy weather we had been having, she thought it best to not tempt the fates.

After a quick briefing and some pictures, we saddled up. Headlights on, we followed Jan up Del Dios Highway, witnessing a beautiful morning with crisp, clear skies and an awesome view of our local mountains, perfectly capped in snow.

With my girlfriend in the right seat, I tucked into the second position, right behind Jan. A glimpse in my rear-view mirror revealed a sharp procession of fine German automobiles proudly emitting potent decibels. We made our way east, then proceeded briefly up I-15 to catch the 76 east, passing the Pala Indian reservation.

Staying on back roads, and with the snowcapped Mount Palomar on our right side, we wound our way through Perris, amazed by all the development that has taken place in this area—lots of homes and strip malls. As we cruised through the little villages along the way, we caught admiring glances from residents—and a thumbs-up from a BMW motorcycle group that also happened to be touring that morning.

In short order it was time to stop for lunch at the Steer N Stein, which is just east of the air base. We had a festive lunch, and I finally got to meet a few more enthusiasts—after being a member now since

the early '90s. Shame on me.

Everyone was enjoying themselves, and before we knew, it was time to make the final dash to the air museum, just five miles away. Soon, most of us arrived at the museum's parking lot and proceeded to the entrance to see what national treasures lay inside. Most of the Porsche club members took advantage of this opportunity and enjoyed the fruits of fine engineering just as they do with their cars—except this time in war birds.



As we looked at each aircraft, it dawned on me that every airplane I flew is now in this museum, raising the thought that I must be next. With temperatures in the low 50s and a stiff breeze, we made haste and decided to mount up and head home.

The museum is staffed by volunteers and is well run. They are friendly, and it's worth your time when you find yourself in the area. The tour planners should be commended for a fine routing, which provided us many opportunities to enjoy the beauty of the snow-capped coastal mountain range. Simply a perfect day to be driving with the top down and the heat up.

Not being a very active member (this only being my third function with the club), I also wanted to mention that I am really impressed by how friendly and nice everyone is. I look forward to more events in the future with this fine organization. Thanks for all those who helped to organize this wonderful tour.



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Wine Tour attracts long-distance guests

BY RALPH TURNER



The Temecula Wine Country Tour on November 11 originated at North County Fair with more than 20 Porsches and a lonely Nissan 350Z. As a result of the outstanding promotion of this tour in the *Windblown Witness* and on the club's web site, we were joined by long-distance guest, Mr. Neil Partridge of the First Settlers Region in eastern Virginia, who drove the rental Z.

The Tours Co-chairs were happily thinking, "Wow, our tours are so good that someone came all the way across the country for one." However, it turns out that Neil was in San Diego on business and thought our tour looked interesting. Little did he know just how interesting it would get as the day progressed.

We motored up SR 78 to the Julian Pie Company in Santa Ysabel, where we held a brief stop to collect everyone. Needless to say, there were multiple incursions into the Pie Company for delights.

Departing on SR 79, we motored north, but, instead of going straight into Temecula, we turned up SR 371 towards Anza. Turning onto Wilson Valley Road, the route started looking like an autocross course, much to the drivers' delight.

Lots of twisties later, we arrived at the Ponte Winery on Rancho California Road in Temecula. Well, most of us did, anyway. It seems the 350Z had picked up a rock in the rotor. After stopping to rectify that problem, Neil and Tours Co-chair Jan Mellinger be-

came separated from our group.

After we reached the Winery, we received a call from Jan, saying that both cars were moving again. They would join us shortly, and we were not to worry. About 30 minutes later, another call came in. It seems that, in the excitement, they missed a few turns. Jan was taking our visiting guests on a tour of beautiful Hemet. OK, it was Pass the Bruschetta and hope they get here before too long. You know how rowdy a hungry and thirsty group of P-car people can get.

It all ended well, as our guests and their personal guide arrived in time for the second round of refreshments. The menu had something for everyone, and a good time was had by all.

Our visiting guest was adamant that it was quite a tour. I'm sure that the word will spread, and next year's Temecula Winery Tour will be even better.



Virginia residents Neil Partridge (left) and Larry Small (right) joined Ralph Turner, Jan Mellinger, and other PCA members on the tour, driving a rental 350Z. Photo: Carol Turner.

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BumperDoc cures more than just bumpers

BY GEORGE MANCUSO, TECH SESSIONS CO-CHAIR; PHOTOS COURTESY OF BUMPERDOC

We all know how hard and frustrating it can be to keep a vehicle in showroom condition. Of course, you could almost permanently garage it, but that's counterproductive, for Porsches are meant to be driven.

The simple fact is, if you use your car, it's bound to show wear and get those dings and dents we hate. So every once and a while it's time to restore your vehicle.

When that time comes, you have a couple of options: body shops or "other." Body shops are great for the repairs that absolutely need them, but in many cases, they are overkill and can actually reduce your vehicle's value. That leaves "other," which is BumperDoc.

BumperDoc (www.bumperdoc.com) is located on Convoy Street, just south of Balboa Ave. Their facility is spacious, modern, and clean, which immediately indicates a quality operation. In addition to doing a cost-effective job of repairing bumpers, they offer many restoration services, including paintless dent removal, interior repairs,

windshield tinting and repair, headlight restoration, wheel rim repair, and paint touch-ups. They also install the 3M Clear Bra®, tint windows, and perform general body work and detailing.

The tech session was emceed by Dave Stahl, a



Jason Jamanila, BumperDoc's wizard of Paintless Dent Repair, uses a special tool to work the dent patiently from within the fender. Working from the inside saves money and preserves the factory finish.



Dave Stall and the Lexus owner struggle to find any sign of the previous dent. BumperDoc can perform PDR at your home or office as well as in their shop.

personality well known to car aficionados from his local radio shows. Dave currently writes for the *North County Times* and does a consumer and road-test show on KUSI-TV.

During the tech session, BumperDoc's Jason Jamanila demonstrated a Paintless Dent Removal. The "patient" was an Acura that had a dent, roughly the size of a quarter, high up on the passenger-side front fender. Paintless Dent Removal consists of repairing a vehicle by getting behind the dented panel with special tools and pushing the dent out. The trick is to get the dent out while perfectly matching the contours of the bodywork. This is done with the aid of a special striped mirror that is temporally affixed to the vehicle over the dent. The dent is worked from behind until the strips reflected against the vehicle are not dis-

torted, indicating no more dents.

Next, Ryan Logan demonstrated a windshield chip repair. The subject was a damaged truck, whose windshield had a nasty spider-like ding about the size of a dime. This type of damage is generally limited to the outer layer of glass. Repair is accomplished by drawing a vacuum over the spot and injecting a transparent resin to prevent the crack from propagating. After the demo, a spot was still evident, but the damage was reduced to a small point with no evident spidering.

While all this was going on, a photographer was filming the action for www.AUTOMOTIVEAPPEARANCE.TV, an interesting web site that is worth checking out. I guess, in a small way, we all became stars.



Shop Manager Ryan Logan demonstrates how windshield chips can be repaired for a fraction of replacement costs if treated before they spread.



Tech Sessions co-chair Paul Chevalier (left) hands a winning number to emcee Dave Stall. In addition to food and drinks, BumperDoc provided T-shirts, hats, and gift certificates as door prizes.

The session had a good turnout. Everyone was interested in the processes. BumperDoc provided pizza, refreshments, and some great door prizes. They also offered a 50% discount to attendees for paintless dent repairs.

The corollary to the story is that, after the session, I decided to have my 2000 Boxster restored. It had about 20 dings on the passenger's door and about 10 on the driver's, some damage to the rear bumper, and a scuffed driver's seat. I had been told in the past that the best way to fix the passenger door was to replace the skin. After I got the car back from BumperDoc, all the damage was gone—and for about the same price I was quoted by a body shop for fixing just the rear bumper.

OK, I'm impressed.



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Wrapping up our Silver Anniversary

BY JOHN STRAUB, ARCHIVIST

Last month I began describing 1982, our 25th Anniversary year in San Diego Region. The region was by then a vibrant group of members who rallied, concoured, autocrossed, time-trialed, and raced—in SCCA and IMSA. Back then, if you wanted to go real racing, those were the only ways you could do it; there was no such thing as PCA Club Racing. And yes, we had social events—great ones!

Our membership was 636, as compared with about 1500 today.

Our 25th Anniversary T-shirt contest drew 18 entries; the winner was Dave Belanich.

The Porsche Parade that year was in Reno, and 54 members of PCA-SDR attended. Also at that Parade, the *Windblown Witness* for the first time won Best Overall Newsletter for PCA.

July was Progressive Dinner time. Nancy Faulkner was the chair, and participation was limited to the first 100 members who signed up. We had four homes on the list: Appetizers and margaritas at the Easts' home in La Jolla, salad at the Faulkners' home above Sunset Cliffs in Point Loma, the main course, dubbed "Mexican Madness," at Joe Weber's home, where he made chiles rellenos and burritos, and the dessert course at Keith and Nancy Nelson's home with flan. And all of this for \$12.50 per person! "How can you do that?" you ask. We made our own food back then. It was a lot of work, but it also brought everyone together with a lot of smiles on faces.

In August of that year, we had our Zone 8 Concours held at Heritage Park in Old Town with 37 cars. Mike Springer took first overall in the Concourse Division with a 924, and Ernie Paschoal took first overall in the Street Division with his 924. One the highlights of the show was the 906 of Michael Tacoma.

Next was our Tour to the Monterey Historic Races, chaired by Steve Wheeler. We had 21 cars making the trip, and some of the Porsches running were RSKs, 917s, 356s, and more. This year was the Historics' ninth annual, and the first time Porsche was the honored mark. To finish off the month, we had our New Member Potluck. Cost? Free!

September was Autocross month, with Jim Dowell taking TTOD with his 914. I have to tell you a lit-

tle about Jim's car. He took a 914 and put the steering in the center of the car along with all the controls. I'm not sure what ever happened to that car, as he stopped running it a few years later.

Some of the other members running were Bob Bertrand, Don Clark, Nils Hallstrom, Jerry Sturm, Bruce Osterberg, Darlene Osterberg, Joe Weber, Steve Hall, and (yes) Bill Myrick.

Then in October, we held another autocross (all of these events were at the Stadium) and then a Halloween Party at Dave Goodell's house in Del Mar. We had more than 70 members show up in costume, including Wonder Woman, the Pillsbury Doughboy, Scarlet O'Hara, Dracula, Darth Vader, and Uncle Sam. Only the ghost knows for sure what time the party let out.

In November we had our Holtville Time Trial at a cost of \$40 per car. The event was jointly sponsored by Alan Johnson Porsche and Don Sharp Porsche. Included in the cost was a poolside barbecue with bratwurst and beer for everyone. The chairs were Joe Weber, Dick Eimers, and Bruce Swanbom. Some of the members running were Jerry Beauchane, Art Stanten, Paul Chevalier, Ron Stark, Mike Denny, Paul and Margie Smith-Haas. Also in November was another autocross.

December finished off the year with yet another autocross, followed by our 25th Anniversary Dinner. The dinner was held at the Town and Country Hotel—truly a night to remember. As I recall, we had about 300 members in attendance. Doing justice to this event will take a separate article, but some of the highlights were:

- The first 25 years of presidents and editors were present.
- Jurgen Barth came over from the Factory to be a guest speaker
- There was a "Hall of History" with photos on the first 25 years and a presentation of slides, movies, and memorabilia.
- We had wine glasses with the 25th Anniversary logo.

Until next month,
John

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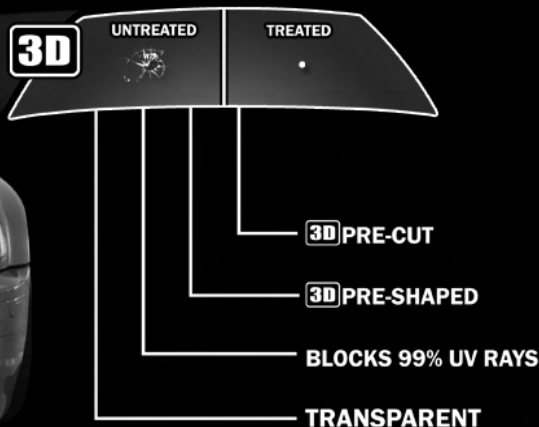
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Spyders, turbos, and the Cunningham Museum

By TOM BROWN

This month's flashback comes from the March 1976 issue of the *Windblown Witness*. "A Pair of Spyders" starts the brief article on the Porsche 550. These two were owned by region members Jose Otero and John Bond Jr. The first in a long line of greats from the fledgling Porsche company, the 550 earned the name "Giant Killer," surprising long-time competitors such as Mercedes, Ferrari, and Jaguar by beating them on circuits, rallies, and long-distance races throughout Europe.

The tech session in March 1976 was all about turbochargers. With the 930 a relatively new automobile, this must have been an exciting topic, as George Thwing explained how they worked and how you could add your own to your car. On display was his 904, complete with a turbo-charged power plant that he built himself.

This issue also included a report on the Briggs Cunningham Automotive Museum tour that the club attended the previous month. Located in Costa Mesa, this was one of the most beautiful and beloved auto museums in the world. Hosted by former race driver John Burgess, the tour was very informative, covering early Bugattis, Duesenbergs, and Rolls Royces.

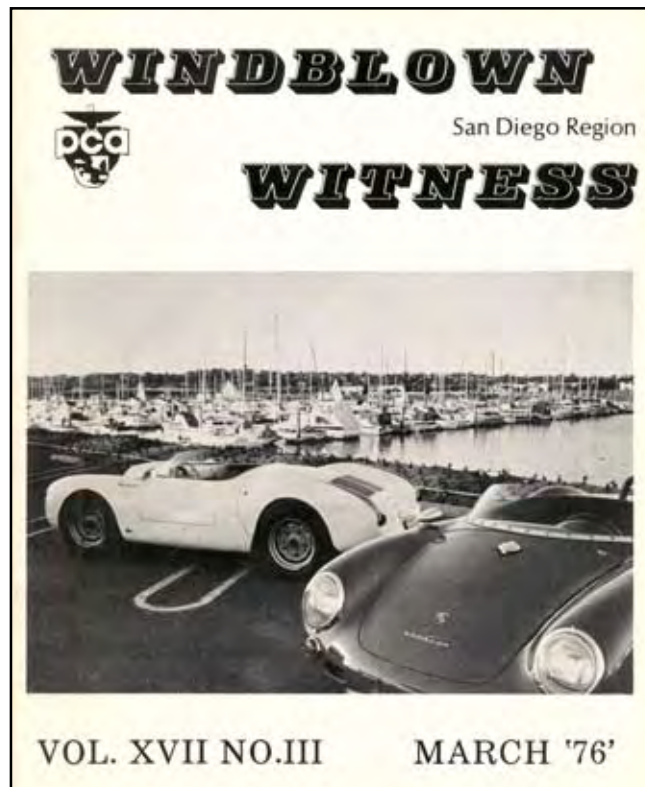
Apparently the headlamps on the 1912 Mercer were manufactured by a lighthouse lamp company. The lamp-lighting technique was very similar—and, reportedly, humorous to watch. The tour also included a 904 that was driven by Mr. Burgess, which

he considered the best race car for the money (\$7500!) in its time. A quick Google search reveals, sadly, that the museum closed in 1987.

Later in this issue was an interesting article by Jim Hauhart, in which he compared the first year of ownership for his 1964 356 and his 1974 911 (both of which he bought new). Besides the obvious difference in price, Jim noted that the 911 had a 12-month warranty vs. six months for the 356.

This was fortunate, because 16 items needed to be repaired under warranty on the 911, compared with two for the 356. In general he was disappointed to discover that the quality

of the craftsmanship had dropped over the 10 years. That being said, however, he did enjoy the increase in power and improved handling of the 911, not to mention the increased comfort and ease of driving. To quote Jim: "As soon as I sat in the seat, ... I knew I was in a Porsche."



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944spec/Cup/SP1/GSR/R9S Many top 5 race finishes, LSD, Short 5th, Pro Built & maintained, PCA_POC_NASA Log Books, Track Proven Fast & Reliable. \$13.5K theaddys@san.rr.com for details. (858) 715-1465

911 1974 w/3.2L Completely upgraded car. Rebuilt 3.2L, Custom roll cage, rear coil over shock-Bilstein. Stainless Steel exhaust, rebuilt limited slip tranny. Much more! \$37K. (949) 548-2625

'69 911 2.0 Challenge Champion Are you ready to race? Here's your chance to buy a good starter race car with some history. This car was raced by Don Clark of Victory Motorsports for nearly four years and he personally won over 30 races and four championships. We invested over \$40K to build this car, but are offering it today for only \$25K. Interesting Porsche trades welcome as well. For more information, please contact Chris at 619-962-7345 or email me directly at kecho@cox.net. You can also visit <http://members.cox.net/kecho/911TRaceCar.html>

Parts

Cayenne 20" SportTechno Wheels 4 brand new take off's, \$3400, OEM 20" SportTechno Wheels, with tires, Continental 4x4 SportContact Wheels size 275/40R20 (619) 252-8082

ATS Cookie Cutters Set of (4) 6x15 rims in good condition. Rims have been painted black. They are straight and perfect for autoXing. \$200 (949) 701-0369

19" WHEEL SET FOR 997 (4) 19" wheels, mesh type, used on 997 4S, front 8", rear 11" w - Silver Center, polished lip - \$1,000 (619) 417-2021

1979 911-SC Project Car I have a 1979 911-SC Coupe with a 3.0 litre engine and 5 sp trans that I disassembled in 1984 with hopes of creating a real show stopper. However, I have never gotten beyond the disassembly stage and am now forced to sell it. It is light metallic blue with black leather interior and has most options available for that year model, including, AC, power windows, power sunroof, power antenna and fuel inj. Because it is disassembled, it cannot be driven and requires a trailer to be moved. The car is currently in storage and available to be viewed by interested parties. All original parts are either with the car or stored in boxes. Call Mark Renard for more info. (619) 944-3890

2002 996 10-Spoke Wheels Former 2001 Boxster autocross wheels that I no longer use \$650. Robert. Joe@cox.net (760) 445-1880

WHEELS/AUTO X 17x7.5, 17x9 Aftermarket. Fits: C2, C4, 993, 996, 944 and some Boxsters. Good condition, good price. \$519 tkbryson@san.rr.c (858) 481-0626

Fiberglass Parts Short hood, H4 headlight covers, 74 RSR style front and rear bumpers to fit SC/ Carrera flares, C2 rocker panels, C2 front bumper, C2 splitter, Carrera flares (858) 231-4143

1989 carrera whaletail Mint, new paint (Grand Prix White) \$1700.00. 6x15 fuchs \$900.00. David 858-692-9294. Call for details. (858) 454-4025

911 Center Console Fits 1974 and similar years. Has 6 storage places for cassettes with a storage place on top. The hole is where the stick shift goes. \$50 or best offer with shipping included. Please email with any questions. dnjn@cox.net

Boxster wheels - Get a softer ride when you go boulevard cruising, with original 16" wheels. 4 for \$100 total. Emmet (858) 456-0872

Boxster muffler (louder) Original Porsche muffler for 2.5 engine, modified to enhance sound (opened up internal passages). Good sound. \$100. Emmet (858) 456-0872

Corbeau Forza seat \$150 Black; excellent condition; includes dual sliders. It's \$300 new not including sliders. registry@c4widebody.com (858) 456-2480

Camera Mounts Fits rollbars/cages/harness bars and suction mounts, for camcorders or bullet cams. Safe & PCA/POC legal. Available trackside/AX/DE/TT. James Wilson 858-243-8091

K&N Air Filters New in box, for '69-'93 911non-turbo and turbo, 944, many part #'s, \$25 each, my find is your gain! James Wilson 858-243-8091

997 19" wheels FS. Brand new Carrera Classic 5-spoke rims with 51/57 C4S offset, 19x8" & 19x11", less than 20 miles, like new, no tires included, \$1000. Call Ted. (858) 536-8844

Carrera tail and lid Factory option on 86. Perfect. \$700. (2) 8X16" Fuchs off 911\$600.619 593-4053 Mark Kinninger (619) 593-4053

996 Exhaust Tips Std factory tips, take-offs from 02 996. OEM tips for 02-04 Carreras/GT3's. Used for 10K mi. Great condition. Pics avail. \$100. (619) 723-5140

HARNESS BAR By Speedware Stainless Steel Ready to install on 996, 993, or C2. GREAT COND. \$75.00 OBO Mike (760) 633-1685

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

AutoPower Roll Bar Fits 964/993, currently in 993 C4S. Painted Grey. All hardware. \$250 obo. Forrest (619) 992-4378

RS Door Panels. Fit 911 to 98. All hardware. Grey (easy to change). \$300 new, \$150 obo. Forrest (619) 992-4378

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

2 used Pirelli P-zero tires Two dismounted 255/45 R17 tires with decent tread remaining. \$50/obo takes them both! registry@c4widebody.com (858) 456-2480

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

Wanted

'65-73 911 Wanted Looking for a '65-73 911 coupe or Targa for a reasonable price, nice example or a project considered, call (909)783-2541

Auto Transportation Seeking safe, secure transport of Porsche 968 Cabriolet from San Diego to Las Vegas. Please contact John at 858-792-6031, or longeneckerinc@aol.com. (858) 792-6031

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

Wanted: 993 Long time PCA member wants '95-98 993 around \$30,000 in nice shape. No red, black, or silver cars please. (909)583-1894

WTB: 944 Roll Bar Looking for a 944 (Cab if possible) bolt in roll bar with harness bar. Perry (619) 861-3035 pts@chezor.com

Miscellaneous

PANORAMA May 1967 to Present \$350 for all. Jerry at j-nsturm@sbcglobal.net. (858) 453-6599

Classified Ad Policies

Members of San Diego Region PCA may place at no cost ads of up to 25 words to buy, sell, or trade specific items. Member ads of more than 25 words are charged at 20 cents per additional word.

Non-member, business, or commercial ads are charged at 40 cents per word.

All classified ads must be placed through the club's web site: WWW.PCASDR.ORG.

The classified ads service is managed by the AD2AD Network (WWW.AD2AD.COM).

Old sign 18"x24" outdoor sign with black lettering and border on reflective white ground. \$75.00 Sign reads in three separate lines: (2"h) CARR-CHLOS (2"h) -----> (3"h) CAR PARK (619) 990-6978 Elizabeth

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Cleworth Speedster Lithographs Limited Edition, '56 Speedster, signed and numbered by Harold James Cleworth, Certificate of Authenticity, uncirculated, mint condition, 30"x22", Exceptional value. \$4700. (760) 723-2241

Limited Edition Boxster Sports Watch, #185 of 986 made, in original box. I wore it during the Boxster launch in Scottsdale, Az then put it away. \$1,000 (760) 985-5363

CAR STORAGE ! Store your car / truck Indoor, safe, secure. Monthly / Yearly. San Diego (858) 581-1101



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Display Advertising

For display advertising contracts and billing information, please contact:

Royce Ann Myrick

Business Manager

619-475-1199

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Rates

All rates are quoted per month with a minimum commitment of three months. Ads may be prepaid or automatically billed to credit cards.

Type	Width x Height	Monthly
Full	7¼ x 9¾"	\$200
Half	7¼ x 4¾"	\$125
Quarter	3½ x 4¾"	\$75
Eighth	3½ x 2¼"	\$50
Key Position		\$325

Sizes are strictly maintained. Bleeds are available only on full-page ads.

Submissions

We prefer that materials be submitted in .JPG, .TIF, .EPS or .PDF format. Please send files to EDITOR@PCASDR.ORG. Photos will be returned only if accompanied by stamped, self-addressed envelopes. We reserve the right to edit or refuse to print any ad.

Deadline for submitting new ads or changing existing ads is the first of the month preceding the issue date.

Please send artwork and photos to:

Larry Clark, Editor

1645 Crescent Knolls Glen

Escondido, CA 92029

760-737-8971

EDITOR@PCASDR.ORG

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