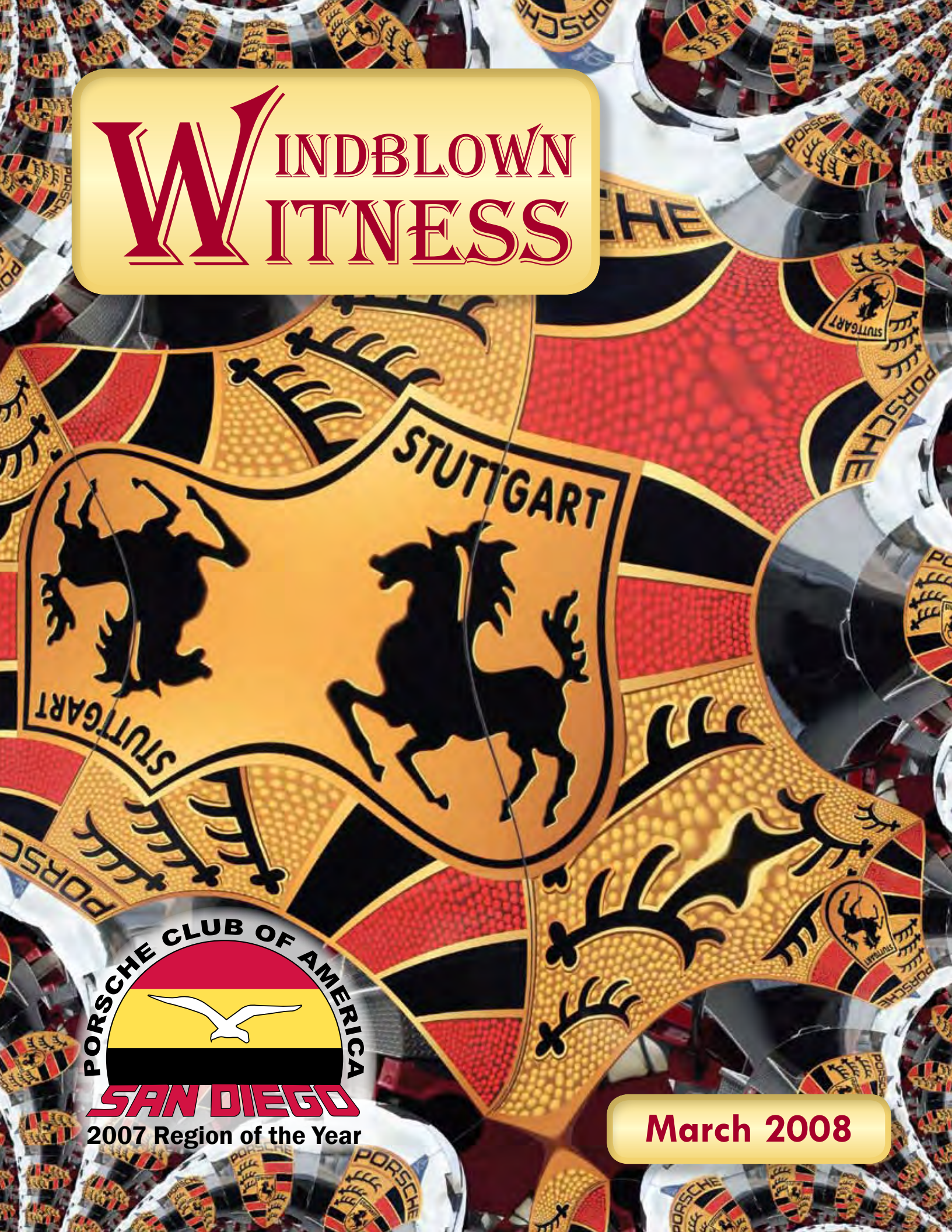


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WINDBLOWN WITNESS

Volume 49 Number 3

March 2008

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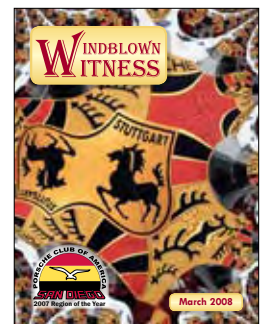
COVER PHOTO



Greg Phillips created this month's cover using the GIMP image-manipulation program. Starting with a photo [left] of a reflective trailer

with a Porsche crest, he applied GIMP's fractal trace filter to create an all new image.

Photo by Greg Phillips



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"@..." indicates an e-mail address on the PCASDR.ORG domain.

* denotes committee chair



MONARCH
SCHOOL



Tickets cost \$20 each and are available from the Pioneer Centres Porsche cashier or from Kathy Alnwick (619-229-1515 or charity@pcasdr.org). Profits will go to the Monarch School for homeless and at-risk children. The raffle will be held at the 2009 Installation Banquet.

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PorscheDriving.com

MonarchSchools.org

Off to a fast start

BY MARTHA MCGOWAN, PRESIDENT

Our region's 50th Anniversary Installation Banquet (see page 30) was a great success. The evening was a fitting conclusion to a great year.

I want to thank the following: Margi Knight for her work as the 2007 Board advisor, the 2007 Board and Chairs for all their efforts throughout the year, the incoming 2008 Board and Chairs for their dedication to the club, all of our sponsors, all those who donated to our charity auction, all who contributed and helped make this evening such a success, and Ted Myrus for leading the club through 2007 and its various 50th anniversary celebrations.

At the banquet, Mark Smith, General Manager of Pioneer Centres, announced that Pioneer Centres would collaborate with our 2008 charity drive, benefiting Monarch School for homeless and at-risk children (www.monarch-schools.org), by offering two seats at the Porsche Sport Driving School in Alabama. Raffle tickets will be sold for \$20 each at SDR events throughout 2008, and will also be available at Pioneer Centres. The raffle drawing will occur at the January 2009 Installation Banquet.

I would like to remind you to introduce yourselves to advertisers in our newsletter whenever you frequent their establishments, and don't forget to mention that you saw their ad. It is important to let them know that their association with our club is very much appreciated.

The largest Zone 8 event of the

year is the upcoming California Festival of Speed, scheduled for April 4-6 at the California Speedway in Fontana. This is a chance to see the largest gathering of Porsches on the West coast. Come out and watch Porsches race, and perhaps participate in a lunch time track tour. The event features a PCA Club Race, Enduro, Time Trial, Concours d'Elegance, Vendor's Row, and more. Complete event information may be found at ([ZONE8.PCA.ORG/SPEEDFESTIVAL.HTM](http://zone8.pca.org/speedfestival.htm)). It takes a lot of effort by many people to stage this event. If you want to help out by volunteering, please contact event organizer Vince Knauf.

SDR has numerous upcoming events that should pique the interest just about everyone. The first time trial of the year is at Streets of Willow on March 1-2. This is the perfect track for your first time trial. It's not the longest track nor the fastest, but it is definitely a great track on which to develop big-track driving skills. As an added inducement, if this is your first time trial, you get a discounted price. If you're a seasoned competitor, this track is perfect to improve driving skills. To sign up, go to www.pcasdr.org/img/2008/CALENDAR/TIMETRIAL/STREETS08.PDF.

This TT will followed on Monday, March 10, by the very first Motorhead Monday. Come join us for some "bench racing" at Oggi's Pizza in Santee. Be prepared to brag about your driving successes or bring good excuses. Everyone is welcome.

The Saint Patrick's Day social on



March 17 is at Fiddler's Green restaurant on Shelter Island. Join your friends for a fun social evening. The Last Tuesday Social on March 25 is at Trattoria Fantastica in Little India. This is a Busalacchi family restaurant that serves award-winning cuisine.

To round out March, join the Porsches for Pets Tour on the 30th. The tour provides an opportunity to participate in a pleasant drive in your Porsche and will benefit the Fallbrook Animal Sanctuary. Information for all of these events is available on our region's web calendar.

Drivers will be happy to know that the driving dates for the first six months of the year have been scheduled and are posted on the www.pcasdr.org web site calendar. We have a great selection of auto-cross, driver's education, and Performance Driving School dates, so come out, drive, and have fun!

I look forward to seeing you at SDR events!

Martha



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Witnessing a youth movement

BY LARRY CLARK, EDITOR

Second-generation PCAers played major roles in this month's issue. Damon Lowney (Martha's nephew) wrote the nice piece on January's autocross, and Casey Corwin (Jackie's daughter) wrote another of her popular "Something you didn't know about ..." profiles, this time on John Simone. Meanwhile, Bianca Yacoub (Christy Copeman's daughter) has been helping a lot with the Event Capsules and the Membership page.

Although he's no youngster, I also want to thank our First Gentleman/Enthusiast of the Year, Keith Verlaque, for his write-up of the Installation Banquet. It was a busy evening, and Keith covers it well.

Badges for everyone—free!

Back when Mary and I joined SDR, the club offered badges for sale to all members. Those have gone by the wayside—and perhaps they should have, as the old red style wasn't terribly attractive. Still, those badges served their purposes: giving members a sense of belonging, and helping those of us with bad memories connect names with faces.

A couple of years back, Bob McLaughlin's son-in-law began making badges with our logo in full color on a white background. I ordered one just before the Hershey Parade, and I like it a lot. It's clean and easy to read. But the vendor lives in Arizona, so everything had to be handled by mail.

I have been planning to use this bully pulpit to argue that

we should resume selling some form of member badge ever since I took this job. I've just never found enough extra space to do it. Then just last month, an even better idea surfaced.

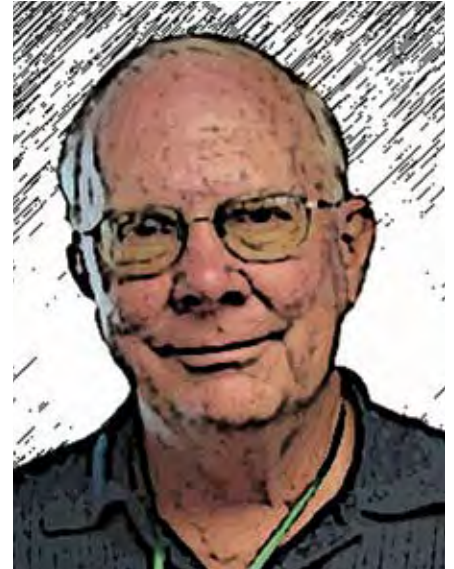
The Membership team is working on a proposal to offer members a chance to earn *free* badges, just by attending a couple of SDR events. Details are not yet final, but it appears that you'll only have to come to two events of different types and obtain the event chair or a Board member's signature at each.

This seems like a win-win-win situation. Newcomers will become recognizable as SDR members, even at other regions' events. Chairs will have a chance to talk to them and learn their interests, while promoting various types of activities. And those of us who can't remember even our own spouse's name will be able to say, "Hi, Bill" instead of "Hey, Dude."

Rallying cry

I was a rally fanatic long before I joined the Porsche Club—since college, in fact. Mary and I have rallied together for most of the 44 years of our marriage. (And *yes*, we're still together!)

I find rallies much more stimulating and fun than tours because you must find the route for yourself, rather than follow the car ahead of you. I also enjoy the teamwork between driver and navigator. Many rallies offer mental challenges that provide an interesting level of competition at



street-legal speeds.

Mary and I really enjoyed the TSD rally of Parade 2007, even though we navigated strictly by seat-of-pants, something we've not done often. Tom Gould, who wrote that rally with Joe Boucher, is planning a Zone 8 rally for SDR on June 7. Tom says it will use many of the same areas as the Parade event. If you've never run a rally, give this one a try. I promise you'll enjoy it.

I've also devised a concept for a gimmick rally that I think will be lots of fun. As was the case with my *Egg-zactly* and Paul Silver's *Horseplay* a couple of years ago, scoring will be based on finding signs along the route.

Unfortunately, I'm not sure if I'll have the time and endurance to finish the course and oversee its running. I'm looking for a co-rallymaster to work with me and pick up the ball if I can't complete it. If you might be interested, drop me an e-mail.



California *Festival of Speed*

April 4-6, 2008

Largest Porsche Event in the West! **California Speedway • Fontana, CA**

The California Festival of Speed, with its PCA Club Race and the many other events that make up the Festival, is a great opportunity to see the most fabulous collection of Porsches you'll find anywhere on the West Coast. Join us for some of the best Porsche racing in North America!

FEATURING significant historic Porsche Factory Prototype racecars, racing in their **OWN RUN GROUP**. 917s, 935s, 962s and more! This will be the largest display of these cars **AT SPEED** in Southern California ever.



For more info on attending or participating, please visit:

www.CalFestival.org

email: info@CalFestival.org

FEATURING:

PCA Club Race

Enduro

Yokohama Drivers Cup

Time Trials

Concours d'Elegance

Vendor's Row

Lunchtime Track Tours

Taste of the Track

Additional West Coast PCA Club Race

March 7-9 • Phoenix International Raceway

May 2-4 • Las Vegas Speedway

Links can be found on the Cal Festival website



Event Capsules

March

SAT-SUN
1-2
MAR

SDR 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 February issue, page 34.
Cost: \$295 (\$195 for first-time drivers); late
fees apply.
Link: WWW.WILLOWSPRINGSRACEWAY.COM

SAT
1
MAR

LVR DE & Open Track Day, Spring Mountain

Place: Spring Mountain Motorsports Ranch,
Pahrump, NV
Contact: Tony Zito, 702-521-9966
Fee: \$350 (if space available)
Link: WWW.LVRPCA.ORG

WED
5
MAR

Monthly Members & Board Meeting

Time: 6:00 p.m. – Social hour and food
7:00 p.m. – Meeting
Place: Gardner home, 10812 Elderwood Ln, SD
Contact: David Gardner, 858-549-1830
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: Exit I-15 at Mercy Rd./Scripps Poway
Pkwy. and head east. Turn right on Spring Canyon.
Go two miles and turn right on Elderwood Lane.

FRI-SUN
7-9
MAR

Arizona Region Club Race, Phoenix

Place: Phoenix International Raceway

Details: No additional information available.
Link: AZ.PCA.ORG

SAT
8
MAR

Autocross, Qualcomm Southeast Lot

Place: Qualcomm Stadium, Southeast lot
Contact: Autocross team, AX@PCASDR.ORG
Details: See page 51.

SAT
8
MAR

Performance Driving School Enrollment Opens

Details: The Spring Performance Driving School
will be held April 18–20. These schools tend to sell
out rapidly. Applications must be submitted by mail,
postmarked on or after the opening date.
The application and further information appears
on page 20.

MON
10
MAR

Motorhead Monday at Oggi's Pizza & Brewery

Time: 6:00 p.m. 'til the tales are told
Place: Oggi's Pizza & Brewery,
9282 Mission Gorge Rd., Santee
Contact: SOCIAL@PCASDR.ORG
Details: Come join your friends for a little "bench
racing" at this wonderful restaurant. The owner,
SDR member Ryan Deady, is looking forward to
showing us a good time. Enjoy gourmet pizza,
salads, and more. No RSVP necessary. Bring your
racing buddies and your excuses.

TUE
11
MAR

Registration Opens for Parade 2008 (Charlotte)

Details: March 11 is the first day to register for
Parade 2008 in Charlotte. Registration begins at 6:00
a.m. Pacific Time. You may register by mail or via
the web.
Link: WWW.PCA.ORG/PARADE

SAT
15
MAR

Tech Inspection School

Time: 10L39 a.m.–2:30 p.m.
Place: Dieter's, 1633 Market St., SD
Contact: Steve Grosekemper, 619-234-8106,
 TECH@PCASDR.ORG

Details: This training session will teach new technical inspectors and update old-timers on the impact of recent rule changes and proper inspection techniques. Each participant will come away with a technical reference booklet, information overload, and a full stomach. Mexican buffet lunch will be served. RSVP, as openings are limited.

SUN
16
MAR

OCR Zone 8 Autocross at El Toro Field

Place: El Toro Field, Irvine
Details: No additional information available.
Link: WWW.PCAOCR.ORG

MON
17
MAR

St. Patrick's Day Dinner, Fiddler's Green

Time: March 17, 6:00 p.m.
Place: Fiddler's Green Restaurant, 2760 Shelter Island Drive, SD, 619-222-2216
Contact: Katie Kinninger, 619-743-0911 or Deb Norris, 858-486-2956, SOCIAL@PCASDR.ORG
Details: Live Irish music. Corned beef and cabbage. Fun for the whole family. (Kid-friendly, with plenty of nautical gadgets to keep them amused.)
RSVPs requested to ensure sufficient seating.

Directions: At the entrance to Shelter Island, about 1.5 miles from Lindbergh Field. Follow Harbor Drive away from downtown and the airport to Scott Street. Turn left on Scott Street, then left again on Shelter Island Drive. Fiddler's Green is one block ahead on the left. Look for us upstairs.

Link: WWW.FIDDLERSGREENSANDIEGO.COM

Wed
19
MAR

Tech Session, JMC Motorsports

Time: 6:00 p.m. (social); 7:00–9:00 (discussion)
Place: JMC Motorsports, 4783 Ruffner St., SD
Contact: Dave Gardner, 858-414-4299, TECHSESSIONS@PCASDR.ORG

Details: This session will help you understand the safety equipment you need to compete in PCA-SDR driving events in light of recent rule changes. A guest speaker from SFI will explain the ratings, and at least one vendor will discuss how their safety products meet the SFI ratings.

Food will be provided before the talks begin.

TUE
25
MAR

Last Tuesday Social – Trattoria Fantastica

Time: 6:00 p.m.
Place: Trattoria Fantastica, 1735 India St, SD 619-234-1735

Contact: SOCIAL@PCASDR.ORG

Details: Please join your PCA friends in San Diego's Little Italy for pasta, pizza, and entrees starting from \$12.95. We will enjoy private patio seating in an authentic Italian atmosphere.

After dinner, we will move to the adjacent Café Zucchero (part of Trattoria Fantastica), an Italian specialty coffee and dessert bar, at 1731 India St.

SUN
30
MAR

"Porsches for Pets" Tour

Time: 8:30 a.m. – meet; 9:00 a.m. – depart
Meet: North County Fair, southwest corner
Contact: Jan Mellinger, 619-475-7805, Ralph Turner, 760-822-7382, TOURS@PCASDR.ORG

Details: This tour will benefit the Fallbrook Animal Sanctuary. We will be soliciting donations of small items for the Sanctuary, and we will drop them off on the tour route.

For list of specific needs, visit WWW.PCASDR.ORG/IMG/2008/CALENDAR/TOURS/PORSCHEFORPETS.PDF.

April

FRI-SUN
4-6
APR

Zone 8 California Festival of Speed

Place: California Speedway, Fontana
Contact: INFO@CALFESTIVAL.ORG
Details: The California Festival of Speed is the largest Porsche event in the West. Headlined by the PCA Club Race, it also features many other events, including a Time Trial, a Zone 8 Concours, Vendor's Row, and lunchtime track tours. It's a great oppor-

tunity to see a fabulous collection of Porsches and some of the best Club Racing in North America.

This year's Club Race will feature a separate run group for historically significant Porsche factory prototype race cars—917s, 935s, 962s, and more—in the largest display of these cars *at speed* ever seen in Southern California.

Volunteers will be needed to assist with many aspects of this massive Zone 8 event. Visit the web site for more information.

See ad on page 8.

Link: WWW.CALFESTIVAL.ORG

FRI-SUN
4-6
APR

Good Guys Del Mar Nationals

Time: 8:00 a.m.–5:00 p.m.

Place: Del Mar Fairgrounds

Contact: John Straub, 619-667-4423

Details: This is the largest show of its type in San Diego, with more than 2000 cars, plus vendors. It's open to hot rods, customs, and muscle cars from before 1972. If you have never seen this, it's well worth the trip. There will be few if any Porsches, but you can relive your past as a teen.

Link: WWW.GOOD-GUYS.COM

SAT
12
APR

Meet & Greet Social, Pioneer Centres Porsche

Time: TBA (morning)

Place: Pioneer Centers, 9020 Miramar Rd., SD

Contact: Social team, SOCIAL@PCASDR.ORG

Details: The Social and Membership teams are coordinating to provide a casual atmosphere where members can greet one another and meet new and prospective members. Light refreshments and door prizes will be provided.

MON
14
APR

Motorhead Monday at King's Fish House

Time: 6:00 p.m.

Place: King's Fish House,
5625 Paseo del Norte, Carlsbad

Contact: SOCIAL@PCASDR.ORG

Details: Come join your racing buddies for second "bench racing" session. It's just for fun, and provides a venue to discuss the time trial event at California Motor Speedway. Bring your excuses and your stories, and brag or vent—whichever applies.

All members welcome; racing is not a prerequisite.

Directions: I-5 to Palomar Airport Rd., then east; left on Paseo del Norte. Restaurant is across from the flower fields, which should be in bloom.

Link: WWW.KINGSFISHHOUSE.COM

FRI-SUN
18-20
APR

Performance Driving School

Time: Friday, 6:00 p.m.–9:00 p.m.

Saturday & Sunday, 7:00 a.m.–5:00 p.m.

Place: (Friday) Black Forest, 8066 Engineer Rd.

(Sunday) Qualcomm Stadium, West Lot

Contacts: Chuck Sharp, 858-449-1502 or

Carl Scragg, 619-818-2041,

CDI@PCASDR.ORG

Details: This school is a chance to learn the limits of your Porsche in a controlled environment, under the guidance of experienced instructors. You will learn driving skills that can be applied to any driving situation in any vehicle, which will significantly enhance your enjoyment of driving.

Friday night's session at Black Forest is a chalk talk with video presentations. Saturday consists of a series of driving exercises, some of which are performed on a skid pad. Sunday's session is an untimed, non-competitive autocross designed to let you practice the skills you have learned.

All participants must be members of PCA. No previous performance driving experience is required.

An application form appears on page 20. Applications may not be postmarked before March 8.

Fee: \$275 per driver, includes dinner on Friday and lunches on Saturday and Sunday.

FRI-SUN
18-20
APR

Long Beach Grand Prix

Place: Long Beach, near Convention Center

Details: The Long Beach Grand Prix offers three days of car racing on the downtown streets of Long Beach. In addition to the Toyota Grand Prix of Long Beach for champ cars, races will include the American Le Mans Series race, an Atlantic Championship Race, the Toyota Pro/Celebrity Race, and a Drift Challenge. There will also be celebrity and driver autograph sessions, a family lifestyle expo, bands, food, and entertainment.

Circle Porsche and PCNA will be sponsoring a Porscheplatz hospitality tent. More information to

follow.

Fee: One-day general admission tickets (Fri./Sat./Sun.) cost \$25/42/52; a three-day pass costs \$68. Reserved seating higher.

Link: WWW.GPLB.COM

SUN
20
APR

Motor Cars on Main Street

Time: 10:00 a.m.–3:00 p.m.

Place: Isabella & Orange, Coronado

Contact: John Straub, 619-667-4423

Details: This non-PCA car show is a really fun event with cars and music. All kinds of cars—sports cars, hot rods, modifieds, and originals. If you have never been, it is worth the time to check it out for a fun day. There are usually some great Porsches entered.

No charge to spectate. Entry is \$20 per car before April 13. Free T-shirt with each entry.

Link: WWW.CORONADOMAINSTREET.COM

SUN
27
APR

GPX Off-Road Cayenne Tour to Palomar

Time: 8:00 a.m. until mid-afternoon

Meet: In Temecula (exactly location supplied by e-mail to registrants)

Contact: Vince Knauf, 619-287-4334,
VVVINCE@AOL.COM

Details: Vince will lead a beginner-level tour. Cayennes receive priority, but other 4x4s with high ground clearance may be accepted if space is available. Food is provided by Circle Imports. See link for entry form.

Fee: \$35 to secure entry will be refunded at start, or if entrants cancel at least two days before event.

Link: gpx.pca.org

TUE
29
APR

Last Tuesday Social at Lakeside Steakhouse

Time: 6:00 p.m.

Place: Lakeside Steakhouse,
9927 Main St., Lakeside

Contact: Katie Kinninger, 619-743-0911,
social@pcasdr.org

Details: Please join us for some great food in a casual country-western atmosphere. Hearty portions of prime rib, steaks, chicken, and barbecue at rea-

sonable prices, plus a full-service bar.

Directions: I-8 to SR 67 north; exit at Mapleview St. Turn right at the signal, then another quick right onto Main St.

Link: WWW.LAKESIDESTEAKHOUSE.COM

... and Beyond

FRI-SUN
2-4
MAY

LVR Club Race and Lapping Days (DE)

Time: Gates open at 7:00 a.m. Fri. thru Sun.; track open 5:00 p.m.–7:00 p.m. Thur. thru Sat. for drop-off & tech

Contact: Deb Bieniek, 702-497-8195,
DEB_BIENIEK@YAHOO.COM

Details: Las Vegas Region presents three days of PCA Club Racing, interspersed with DE sessions. DE entrants must be eligible to drive solo under PCA DE rules. Registration and inspection at the track only. Race headquarters is Golden Nugget (800-634-3454). See links for more information.

Link: WWW.LVRPCA.COM/LAPPINGDAYS.HTML
WWW.LVRPCA.COM/RACING.HTML

SAT
10
MAY

Zone 8 Autocross, Qualcomm West Lot

Place: Qualcomm Stadium, West lot

Contact: Autocross team, AX@PCASDR.ORG

Details: See page 51.

SAT
31
MAY

Driver Ed, Qualcomm West Lot

Place: Qualcomm Stadium, West lot

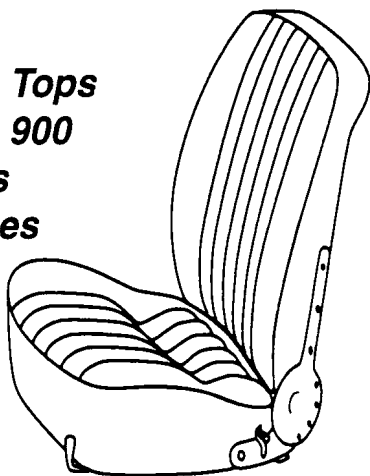
Contact: Driver Ed team, DE@PCASDR.ORG

Details: See page 51.





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Membership

New Members

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

Janice Bartlett
Encinitas, CA
1962 356 Cab

Rodolfo R. Batarse
San Diego, CA
2003 911

Jamie Ferensic & Becky Heilman
San Diego, CA
1972 911

Paul L. Fontenrose
San Diego, CA
1988 911 Targa

Gregory Frinchaboy
Vista, CA
1997 993

David A. Gatti
San Diego, CA
2006 C2S

Ralph D. Gonzales & Dora
Vista, CA
2001 911 996

Paul A. Hacker & Jill
Encinitas, CA
2007 911 GT3 Coupe

Kouren Jouldjian
San Diego, CA
2005 Cayenne

Geeta G. Kubal & Gopal S.
La Jolla, CA
1989 944

Jevan G. Leano & Jesus
San Diego, CA
1989 944 Coupe

Aaron Liao
Fargo, ND
2007 911 Turbo

Damon Lowney
San Diego, CA
1989 944 Coupe

Rhonda K. Martin & Nathan Watne
San Diego, CA
2003 996 Coupe

Matthew J. Masi & Lisa L.
Chula Vista, CA
1988 944 Coupe

Lori Mccaffrey & Ed
Fallbrook, CA
1999 996

Jeffrey D. Miller
Temecula, CA
1973 914

Robert B. Muzzy & Yvonne
San Diego, CA
1970 911 T Coupe

Nina M. Norden
Rancho Santa Fe, CA
1984 944 Coupe

Bob Palmer
San Marcos, CA
2008 Cayman S

Harry S. Price
San Diego, CA
1975 914 Targa

William J. Siino & Vida
San Diego, CA
2004 Carrera

Matthew G. Sparks
San Diego, CA

Kerry P. Stidham & Erica
Encinitas, CA
2004 Turbo Cab

Jerry A. Strauss
Escondido, CA
1996 993

Antonella Thomson
Del Mar, CA
1995 996 Cab

Keith C. Valentine
Del Mar, CA
2007 911 Turbo

PCA Anniversaries

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

5 Years

Bruce B. Beyor
Reid J. Giunta
Timothy S. Gonser
Alexander Novokolsky
Rolf P. Wyman

10 Years

Robert A. Camhi
Hansman R. Hanson
Thomas Hofmann
William M. Holloway
Alan P. Johnson
Mary Lake
Martha McGowan
Cid Richards
Gary Samad

15 Years

Michael C. Montefusco

Members Count

San Diego Region's membership currently stands at 1568 primary members and 1182 secondary members, for a total of 2750.

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 delivery of your *Windblown Witness*, send e-mail to MEMBERSHIP@PCASDR.ORG.



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Monthly Meeting

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

The February 6 meeting of the 2008 Board of Directors was held at the home of Michael and Susan Harris. All Board members were present. Minutes of the January meeting were approved.

President's Report

The 2007 President's gift certificate was presented to Ted Myrus. John Straub thanked Ted for his leadership as president.

Martha McGowan noted that the Board tries to handle club business at the Board meetings, but occasionally needs to conduct e-mail votes. Between the January and February Board meetings, e-mail votes passed unanimously to approve January 26 and February 10 for autocross dates; approve the Pioneer/Monarch School/Porsche Sport Driving School as a charity venture for this year, to be announced at the Installation Banquet; allow Tom Brown to pay Studio 52 to prepare a CD of the photos taken at the Installation Banquet; and approve purchase of software to update the web site to be compatible with the new Zone 8 web server.

Officer badges were passed out at the Installation Banquet. If you didn't receive yours, let Martha know.

Zone Presidents' Meeting

A Zone 8 Presidents' meeting was held in Santa Ana on January 19.

A number of SDR members are serving on the Zone 8 staff for

2008, including Autocross chair Neil Heimborge, CDI Paul Young, Club Race Coordinator Vince Knauf, Rules Coordinator Tom Brown, TT/DE Chair Paul Young, Region Coordinator Gary Peterson, and Webmaster Tom Brown.

PCA President Prescott Kelly conducted a Town Hall meeting, where he discussed:

Insurance. Costs increased this year by 2%, which will be passed on to the regions. Region Presidents were advised to be aware of the risks, think ahead, and ensure that insurance waivers are signed. Risk management is the most important thing we do.

Parades. The San Diego Parade was terrific. The town, the team, and the venues were an excellent combination. The 2008 Charlotte and 2009 Keystone parades will both be six-day events.

Club Racing. PCA wants to develop a race program in the West, and is encouraging partnering with SCCA, BMW, POC, and others.

An open forum followed. It was suggested that regions encourage more variety and participation. Tours, gimmick rallies, and Saturday-morning "meet and greet meetings" are very popular.

Prescott noted that a special release must be signed if a car is taken into the care, custody, and control of the region's members during an event. There is no

coverage for any damage to the car. To avoid problems, you must make it clear to the vehicle's owner that the region will not take control of the vehicle at any time and that the owner will remain in custody of the vehicle at all times, and you must put this understanding in writing. Read more in *Guidelines For Use Of Another's Vehicle at a PCA Event* at www.pca.org/members/library/ins/vehicleuseguidelines.pdf. This does not apply to cars at moving-car events, as PCA does not provide insurance coverage of any sort for damage sustained by cars at moving-car events.

In the membership seminar, it was announced that Zone 8 has over 7,000 members, comprising about 12% of PCA's 57,100 members. It gained 10,000 new members last year but lost 7,000. The biggest reason for membership loss is that members forget to renew.

The driving-event seminar stressed that autocross is a beginning level of performance driving. It should provide a fun, educational atmosphere in which to improve handling skills of your car.



An overflow crowd gathered at the Harris home for the February meeting. Photo: Greg Phillips

Treasurer's Report

Kim Crosser has reconciled the accounts. Expenses that hit the books in January exceeded income.

The 50th Anniversary Installation and Charity Banquet was a great evening. Many thanks to the team that put the banquet together.

The Autocross Team put on a well-attended autocross on January 26. *Witness* income exceeded expenses this month, despite paying for covers in January.

We paid the State Board of Equalization for income generated by the Goodie Store.

Kim requests that everyone use the Check Request forms when asking him to issue a check, whether to a third party or as reimbursement for authorized expenses. The information on the form helps him ensure that the check is accurate and mailed to the right person and location, and it provides a paper trail for his records. Kim also asked those who make deposits behalf of the club to provide as much information as possible, so that he can record them against the proper income lines.

Chair Reports

Windblown Witness. The Board decided to list names of committee members in the *Witness*, but to identify the chairs where applicable. Bob McLaughlin and Margi Knight were approved as Witness Business Managers.

Web Team. Bill Ibbetson said that the web team has been working to update all information on the web site. He added that the Links page is outdated, and he offered to draft a policy regarding advertisers on that page for Board review. He noted that our site receives 10,000 hits each month and is an excellent tool to promote the club. Please notify the Webmaster

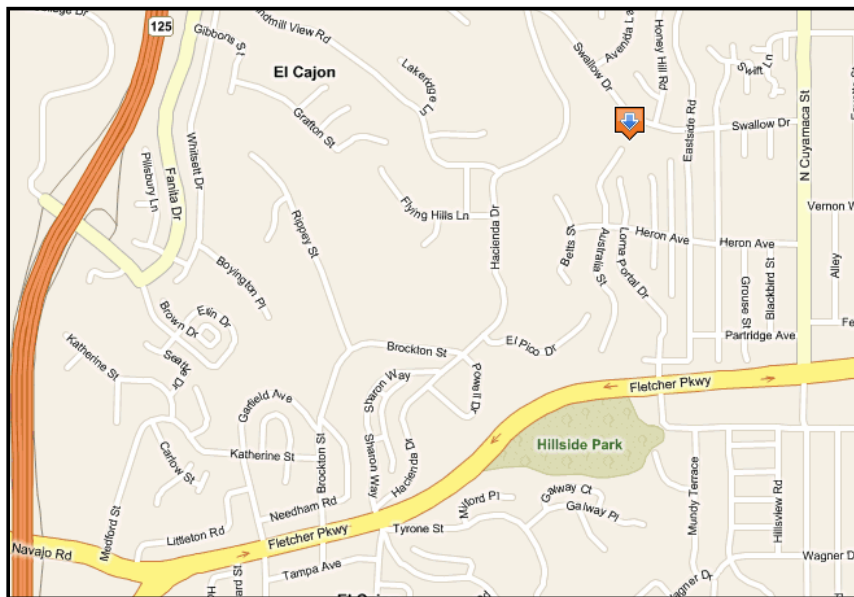
Monthly Meetings

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 March meeting at Dave Gardner's home appeared in February's *Windblown Witness* (page 16).

The April meeting will be held on **Wednesday, April 2**, at the home of Ruth and Paul Young:

**1296 Australia Ave., El Cajon 92020 [TG 1251-C3]
619-449-1768**



Directions: Take SR-125 (northbound from I-8 or SR-94, or southbound from SR-52); exit at Navajo Rd. and go east .25 mile; turn left on at T on Fletcher Pkwy and go 1.3 mile; turn left at signal on Cuyamaca, then go exactly .25 mile; turn left on Heron (small street) and go .4 mile; turn right on Australia (just after "No Outlet" sign) to 1296 (at the cul-de-sac).

of any problems.

Vintage Racing. The Coronado Historics event was approved as a Zone 8 event, with the date changed to September 27–28. The Board approved a budget request for the planning meeting.

Time Trials. Dates for 2008 are: March 1–2, Streets of Willow; October 11–12, Spring Mountain; and November 22–23, Buttonwillow. In addition, the California Festival of Speed in Fontana is April 4–6. All are approved as Zone 8 events.

Tech Sessions. Keith Verlaque has

volunteered to chair the Tech Sessions, assisted by Steve Lopez. The first event will be a safety-related session on March 19 at JMC Motorsports.

Tech. Steve Grosekemper noted that the new rules are on the web site. The rule that will most likely affect many of our members is the new harness and seatbelts requirement. Please check the web site for the 30-page rules document. Steve also submitted a budget request for a Tech Inspection School at Dieter's, to educate and recruit

inspectors. Just 30 spots will be available. The Board approved the event for March 15, and thanked Steve for his excellent rules work.

Sponsor Liaison. Thank-you letters were sent out to all 2007 *Witness* advertisers. Martha McGowan and Jim Duncan met with Pioneer Centres' Mark Smith to discuss Pioneer's interests for 2008.

Social. Katie Kinninger proposed a social calendar for the next five months. The events, including Motorhead Mondays, Tuesday Socials, Meet-and-Greets, a golf event, and a Fourth of July party, were approved.

The Board approved Katina Gonzalez's request to purchase shirts to be sold at club events to raise money for the 2009 Driver Dinner. Katina's budget request for a members' Meet-and-Greet at Pioneer Centres Porsche was also approved.

The Mystery Weekend and Progressive Dinner dates are to be determined.

Rally. A Zone 8 rally by Tom Gould and Pat Norris was approved for June 7. The course will be similar to the TSD rally of Parade 2007, which was well received.

Membership. Membership directories were distributed. Sheila Stevenson presented a sample of the revamped welcome letter to be sent to new members. She added a Badge Request Form that new and old members may use to earn name badges after attending two PCA-SDR events. Signing the event attendance forms will give chairs an opportunity to introduce themselves and involve the members in club activities.

Insurance. Tom Golich is working with Vu Nguyen at PCA National to have one insurance certificate issued for all autocross events covered on a Master Use Permit. This will result in not needing individual certificates. Tom is work-

ing to get a Master Use Permit and Master Use Certificate. He asked that the chairs e-mail him with any questions concerning insurance, noting that, if the event has to do with moving cars, it needs insurance.

Goodie Store. Kent Lewis stated that the online web store will be up and operating within two weeks.

DE. The Board approved Chuck Sharp's budget request for the DE to take place on May 31.

Concours. The Board approved Oct 19 as a Zone 8 Concours.

CDI. The Board approved the dates of April 18-20 for the Performance Driving School.

Charity. Tami Ibbetson and Katina Gonzalez provided a reconciliation for the charity auction in January.

Kathy Alnwick stated that her Charity committee comprises Paul Davis, Bob and Lee Wooden, and Bob and Kathy McLaughlin. The Board voted to add Monarch School as one of the charities we support, along with Children's Hospital. In addition, the Board voted to support Juvenile Hall through donated books.

The Board approved Kathy's budget request for an excursion on July 12-13 to the Pageant of the Masters in Laguna Beach and the 356 Concours at Dana Point, with proceeds to benefit the Monarch School. Lastly, the Board approved a Texas Hold'em charity poker tournament and a wine-tasting event, with dates and locations to be determined.

Paul Davis proposed to sell \$20 raffle tickets to our members, business owners, and general population at minimal cost to the club. Items for the raffle would range in value from \$500 to \$1200. The Board asked Paul to provide a more detailed plan.

Auto Museum. Skip was excited to

report that the museum will have a Porsche show at the end of 2009. The Greatest Show on Turf, to be held on June 27, has become very well attended. It will include a concours for 400 cars, and Skip is working to get a Porsche division included.

Autocross. Ron Trotter presented the reconciliation of the January autocross. The Board voted to accept Ron's autocross budget through June after modification to reflect increased Zone fees. Ron will propose to raise the budget for awards, and is looking for different types of awards.

Roland Schmidt, through his company, SEKA, has offered to sponsor Top-Time-Of-Day trophies for each autocross (for qualified Porsches only). The Board unanimously approved Roland's generous offer.

50th Anniversary. A reconciliation for the 50th Anniversary Banquet was accepted.

Unfinished Business

The virtual credit card system is in place and ready to use.

Christy Copeman presented very nice samples of the business cards that club chairs may use.

Ted Myrus presented the 2007 chair gifts, to be handed out at the February autocross.

The budget to purchase copies of PCA's Region Procedures Manual was approved.

New Business

Several members attended the meeting to hear a proposal for a new racetrack by Wind Zero. The land has been purchased, and environmental studies are being performed. Plans are to have part of it up and running in two years.

Adjournment/Next Meeting

The meeting was adjourned at 10:13 p.m. The next meeting will be held on March 5 at Dave Gardner's home.



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This three-day school, for only **\$275**, consists of:

Friday – Apr. 18th 6:00 pm – 9:00 pm	Saturday – Apr. 19th 7:00am – 5:00pm	Sunday – Apr. 20th 7:00am – 5:00pm
Black Forest – Engineer Rd	Qualcomm Stadium West Lot	Qualcomm Stadium West Lot
“Chalk-talk” in a classroom environment	Driving exercises Many performed on a skid pad	A non-competitive autocross for instructional purposes

No prior performance driving experience required - PCA membership is a requirement - Food is included

For further information, contact PCA-San Diego Region Joint Chief Driving Instructors: cdi@pcasdr.org

Chuck Sharp 858-449-1502, or Carl Scragg 619-818-2041

Applications will be accepted in order of postmarked date, beginning March 8, 2008

Applications postmarked prior to March 8th will be returned

Mail registration form below (copies accepted) with a check for \$275 per driver to:

PCA-SDR Performance Driving School, 3343 Harbor View Drive, San Diego, CA 92106

Please print e-mail address clearly – bounced e-mails may result in a loss of priority


Student Driver

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

2nd Student Driver (same car)

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

***NOTE: All data pertaining to the PCA-SDR school will be distributed by e-mail so applicants need to ensure the e-mail address given above is both current and regularly monitored.**



New 944 “kills time” at January 26 autocross

BY DAMON LOWNEY

Damon Lowney's new 944 S2. Photo: Greg Phillips

The predicted rain arrived only an hour after the last autocrosser left the stadium on January 26. Rain had been forecast for the entire week, including all day during Saturday's autocross. Luckily, the storm held out until early evening, allowing for a seriously fun day.

Three tracks in one

The track, designed by Jackie Lu, was superb, consisting of three distinct sections. The first was a medium-speed section with a bunch of constant-radius sweepers that were taken mostly in second and third gears. The second section was very tight and twisty, which rewarded those with patience and punished those with overzealous turn-in speeds. The third section was fast, with a nice straightaway followed by some fast sweepers leading to a set of four slalom cones.

This was a very technical track that rewarded drivers with an acute knowledge of the correct racing line. It divided drivers into three distinct categories: the fast, the slow, and those who hit timing lights. Yours truly got a bit overzealous in the last turn and flicked his beautiful new 944 S2 into the timing light at the finish line, causing a delay while drivers waited for the light to be replaced. (Sorry, yel-

low run group.) I hear that the timing light will live to see another day, but the box covering it wasn't so lucky.

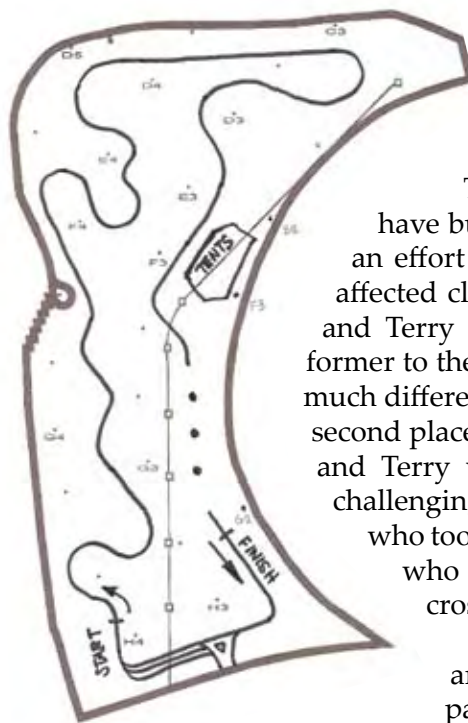
The first autocross for the 2008 season had 98 drivers in attendance—a lot considering that rain was expected. With so many drivers and with clouds hovering ominously overhead, practice runs were reduced in the hope that everybody could get their timed runs in ahead of the rain. The lucky number was seven practice runs followed by three timed

runs. As it turned out, everybody managed to drive between (not through) the timing lights by the end of the timed runs before a single drop of rain fell.

New rules and classes

The new rules for the 2008 season have bumped a few people up a class in an effort to maintain fairness. Two of the affected classes were JS and JP. Carl Scragg and Terry Barnum were bumped from the former to the latter, but it didn't seem to make much difference to them, as they took first and second place in JP. As for JS, it seems that Carl and Terry were replaced with two equally challenging competitors, Yoichi Matsuda who took second in JS, and Sean Cunneen, who took first place in his first autocross with the San Diego Region.

Also new for the 2008 season are stricter safety requirements. In particular, some drivers need to up-



date their seats, harnesses, or seat belts. If you do not know if you need to, please check the rule book, available online at the San Diego Region web site. The rule book goes into detail about all safety requirements, including changes introduced for 2008. Drivers not in accordance with the new rules will not be allowed to participate in autocrosses, time trials, or DE events.

Tom Tweed's X factor

Now that we have that squared away, who wants to learn about the coolest non-Porsche at the autocross? Tom Tweed achieved the fastest time of the day with an extremely quick 1:15.44. However, he was not driving a Porsche! Well, his Ultima GTR does have a Porsche transmission, but since it runs in the X class, his car does not count in the point standings.

The Ultima GTR is a kit car produced in England with a Porsche transaxle and a Chevy V8 driving the rear wheels. The original Ultima was designed by Lee Noble of Noble Motorsport Ltd, maker of the current Noble sports cars, such as the M400 that George Copelin has driven at "other car" autocrosses. Tom's car is a 2005-model Ultima GTR, and uses a 964 five-speed transaxle modified to handle the power. The official top time of day—as in "the top time driven in a Porsche"—was Roland Schmidt's 1:16.43.

In class MI, the fierce battle between father and son continued, with Erik Kinninger beating his father by a little over a second with a 1:18.03. I'm afraid what would happen if the battle were fought using swords. My guess is that somebody would end up like the Black Knight from "Monty Python and the Holy Grail"—yet another reason to buy a Porsche.



Dan Chambers celebrates his BRI victory. Photo: Greg Phillips

Chambers claims BRI

One of the most competitive classes of this autocross was IS, which had four drivers, all driving 911 SCs. The difference between first and last place was only 1.38 seconds. Coming in fourth was Don Middleton, following Paul Young, who drove his yellow car to a 1:23.17. Steve Grosekemper was second with a 1:22.82, right behind Dan Chambers. And now for the cool part: all four drivers in this class placed in the top ten of the BRI, the "Bench Racing Index."

The BRI is a handicapping system that assigns points to a car based on its base model and how many modifications have been done to it. In theory, the BRI eliminates the effect of the car and gives a clear(er) view of how well the driver did. On this basis, the driver of a completely stock car with no modifications can rank higher than a highly modified race car, even if the stock car's fastest lap time was slower. At



Jim Walsh's Boxster leaves an eye-catching vapor trail, due to an unfortunate oil leak. Photo: Greg Phillips



Bill and Tami Ibbetson share a moment while competing in KP.
Photo: Greg Phillips

this event, Dan Chambers snagged first place in the BRI for the first time, a feat remarkable enough, but especially good considering that he was able to run only one practice group (just three laps).

My new ride

For the past year, my aunt, Martha McGowan, has been graciously allowing me to drive her 944 S2 at San Diego Region autocrosses. This poses an important question: How many aunts let their 19-year-old nephews drive their Porsches anywhere, much less at autocrosses? My guess is that very few enjoy this privilege. Well, after driving my aunt's S2, I finally decided to buy one for myself. As I write this, I have owned my Baltic Blue 944 S2 for a little over a month, and this autocross was my first with it.

A week before the autocross, I started looking at the rules to see how I could move my car from class JP into JS. My only viable option was to change

Autocrossing 101

For those who may be unfamiliar with San Diego Region autocrosses, they are driving events that are held in the large parking lot at Qualcomm Stadium. The course is defined by traffic cones, and the object is to drive the course in the shortest time possible. Cars are separated from one another, and performance is measured by precision electronic equipment.

The point of the autocross is to give Porsche drivers a safe environment to explore their cars' limits, with little chance of injury to themselves, the cars, or others. A typical autocross track contains slow- and medium-speed corners, which offer a challenge to the dedicated driver. Not only are autocrosses a lot of fun, but they can also help make participants better and more knowledgeable drivers on the road.

Before you can participate in an autocross, your Porsche must pass a technical inspection. Make sure that the interior is cleaned so nothing can float around while driving. Verify that the brakes are in good working order by checking the pads and rotors. Check the oil level, because nobody wants to blow up an engine halfway through a good run. If you're not mechanically inclined, the best way to make sure that your car is ready for an autocross is to have a Porsche mechanic look it over.

the rear tires from 245mm width to 225mm, which would require a smaller set of wheels. Greg Phillips, SDR's faithful photographer and long-time *Windblown Witness* editor, offered to trade me a set of his BBS track wheels plus a set of RH street wheels for the Fikse FM/10 wheels that were on my car when I bought it. I made the trade because

I knew that having two sets of wheels would come in useful. I fitted 225mm tires all around to the gold BBS track wheels the day before the autocross, and hoped for the best.

Fast forward to the next morning. I am sitting in my car waiting to go on my first practice lap of the day. I get the green flag and complete the first lap in my new car, remembering the whole time that the previous owner had set up



Greg Phillips shows student Becky Scheussler the quick way around. Photo: Russell Shon



Nora Becker, Charles and Pam's daughter, helps chalk the course. Her designs (see insets) were more creative than those normally seen on autocross tracks. Photos: Russell Shon

the car for slight oversteer and that I had just put on smaller rear tires

The first lap was definitely a warm-up, as I was driving a new car with new wheels and new tires. The car proceeded to slide across the track at every turn, and I was wondering if I really belonged in an autocross; it occurred to me that maybe a drifting event would suit me better. At the end of my frantic first lap, I am happy to say that I didn't hit even one cone. My second and third runs were much better. The car stuck to the pavement much more willingly, as the first run had successfully warmed up and broken in the new tires.

The next session, however, would turn out to be much more eventful. When I went out for my second practice session, my first run felt like a game of cat and mouse. Keith Verlaque, in his yellow RS America, set his sights on my tail pipe and proceeded to pull me in like a cowboy roping a calf. I tried to keep my distance, but the gap shortened considerably from start to finish, leading me to believe that my efforts were futile. Later that night, his in-car timer revealed that this "chasing" run was his fastest all day.

Lights out

What made this autocross a day to remember, however, was my second practice run. It wasn't just my highlight run of the day, but it might have been everybody else's, too. The run started out and almost ended without any drama whatsoever. I did my thing, got through the first section, the second section, and almost got through the third. I completed the slalom at the end of the course and knew I was in the clear. But then I jerked the wheel left for the last turn through the finish line, and I finally realized

why being smooth really is so important. I slid straight into the timing light and created a ten-minute delay for the yellow run group while the timing light got replaced.

As I drove through the pits I realized that the spin must have been outright spectacular, because I received a standing ovation, complete with whistles, cheers, and much applause from everybody who had seen or heard it. For the rest of the day, I calmed down a bit and focused on learning how to drive my new car smoothly, rather than just trying to drive as fast as I possibly could. At the end of my timed runs I turned in a respectable 1:27.16. And if you're wondering if my car was damaged from the spin, it was not, once again proving that an autocross is one of the safest places to learn the limits of your Porsche.

Lucky was the feeling of the day. We were lucky it didn't rain while we drove. We were also lucky that it didn't rain while we were picking up cones and packing the trailer. And I was especially lucky that there was no damage to my car after my little off-track incident. Even after all this fun, I realized we are also lucky that we will have another autocross in only two weeks.



Tom Comeau relaxes after a day that began before sunrise. Photo: Greg Phillips

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

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

Do you have a Competition Permit? ☐ Yes ☐ No
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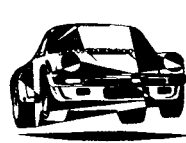
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Boogying to Borrego

LINDA THOMPSON; PHOTO BY STEVE GROSEKEMPER

What a treat we had on Saturday, January 19, driving out to Borrego Springs.

We began in Macy's parking lot in El Cajon, walking around and admiring one another's cars. This was a good place to pick up tips on various niggling car problems we might be having. (Problem: How to remove an annoying water stain. Answer: Sometimes Rain-X helps.)

After a briefing by Ralph Turner, about 23 cars left, jostling for position, and headed north. (Ralph's briefing had included a warning that this was not a competitive event. Yeah, right!)

The weather, of course, was gorgeous. We headed out I-8 east to Japatul Road, then to Highway 80 and onto the fabulous Sunrise Highway. Mike and I had never been out to this area, so were most surprised to see how mountainous it was. Mike obviously loving it because of the hair-raising (mine), hairpin bends!

Driving toward Mt. Laguna, it was still too chilly to have the top down, especially with signs of snow on the road and a temperature of 37 degrees. Our first stop was at the Mt. Laguna Store for a 15-minute coffee break. What a sight it was, there in the bright sunlight. So many gleaming Porsches. Red ones definitely seemed to be in the majority on this trip.

From Mt. Laguna we headed onto SR 79 North, SR 78 East, and then onto the Yaqui Pass Road and Deep Well Trail into Borrego Springs.

Dessert in the desert

When we arrived at Borrego Springs (also our first visit), our thoughts were, "Is this another Palm Springs in the making?" The next stop was a delicious lunch at the Carlee's Place restaurant, where

we were made very welcome. After everyone got caught up on the gossip, we received a surprise invitation to have dessert at the home of PCA members Judd and Faye Goldfeder. Their place is situated on a golf course in a very pretty part of town, not far from Carlee's. We spent a very enjoyable time with Judd and Faye, and we consumed many choices of ice cream, toppings, coffees, and teas!

Ralph Turner kindly led us away from the desserts and out of the desert, back up into the mountains to make our way home. Mike, who relies so much on his satellite navigation (which unfortunately is a fixture in our *other* car), followed gingerly. Suddenly,

Armando Sylvestri in his Ferrari, followed by Andy Shriver in his Porsche Boxster, blasted past us as if we were going backwards. Obviously, hot dates awaited them!

As we live in Carlsbad, we made our way home via Palomar Mountain.

This was another spectacular route, down through all the nurseries (plants) and orange groves into Ocean-side. I believe we did about 250 miles round trip. On this second half of the trip, we had the Porsche's top down. It was breezy but very invigorating!

Thank you so much, Judd and Faye, for your hospitality. And, of course, many thanks also to Tour Chairs Ralph Turner for arranging this memorable trip and Jan Mellinger for ensuring that nobody felt left out.

By the way, happy January birthdays to Armando and Andy. There will be no overtaking us next time, that's for sure!

If you were not fortunate enough to make this trip, don't forget to make it for the next tour on Sunday, March 30 for the "Porsches for Pets" tour.





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PORSCHE



We had a ball!

BY KEITH VERLAQUE

Photos by Greg Phillips

The setting for San Diego Region's 50th anniversary Installation and Charity Banquet was the spectacular Grand Ballroom of the Hotel Del Coronado. From there, one could watch the twinkling lights of the hotel as the sun set into the Pacific Ocean and the early January temperature dropped to 68 degrees (including wind chill).

The evening's honored guests and featured speakers included PCA's National President Prescott Kelly and his wife Pam, who flew in from Connecticut; Porsche Cars North America's Terry Wells, a longtime supporter of many west coast PCA regions; and newly appointed PCA Zone 8 Representative Michael Dolphin, who is replacing the ever-popular Bev Giffin-Frohm.

Unfamiliar attire

As roughly 300 members and their families arrived, it was interesting to see friends that one is accustomed to seeing in workshop or driving clothes transformed into glamorous movie

star-like personalities in elegant suits and evening gowns. In fact, one or two were almost unrecognizable! The only things missing were a red carpet at the entrance, paparazzi, and people with microphones asking really dumb questions.

Upon entering the ballroom, guests were greeted and given envelopes with bidding tickets for the charity auction, then invited to partake in some liquid

refreshment, meet and socialize with others, and view the large gathering of donated items that were available to bid upon.

The room was very nicely set up with the dining area surrounding a large dance floor. Each table had a 1/18-scale model of a Porsche as a centerpiece, and every guest received a commemorative wineglass with our 50th anniversary logo. Around the outside of the room was a large raised area where auction items were on display, along with their associated bidding sheets.

In front of the auction area were a series of tables bearing SDR memorabilia, including the yearbooks presented to each president to commemorate their year in office, and numerous awards and trophies that have been won over the year. A centerpiece was the PCA National Region of the Year award, which was presented to SDR's 2006 President Margi Knight at Parade 2007 for an outstanding job in 2006.

Other such awards included



Ted Myrus presides over the evening's festivities.

National Enthusiast of the Year, which three San Diego Region members—Tom Brown, Greg Phillips, and Bob McLaughlin—have won in the past five years. There was also recognition for the numerous times that our newsletter, the *Windblown Witness*, had won National Newsletter of the Year, plus PCA's National Family of the Year award that was presented to the Youngs—Paul, Ruth, and Paul Jr.

To the side of the dance floor was a large screen. Throughout the evening, an ongoing slide show put together by Greg Phillips showed images old and new of a small portion of the mischief that our members have gotten up to over the years. It was very interesting to look back at the photos in the region yearbooks and the slideshow presentation, remembering old friends, old cars, past events, and some very strange hairdos that some of us sported in years gone by. (Names are withheld to protect the innocent.)

Giving thanks

Outgoing 2007 president Ted Myrus emceed the evening. He began by expressing gratitude for members past and present who had contributed to our region's numerous achievements, going back as far as honored guests Jack and Ginny Case.

Thank-you gifts were presented to the banquet sponsors, Pioneer Centres Porsche, Hoehn Porsche, Black Forest, Personalized Autohaus, and the 356 Club, all of whose generous contributions were a significant factor in enabling this evening to happen with such grandeur. Then the five-star banquet began, liberally punctuated with numerous door prizes.

At one point during the evening we participated in a variation

of an ongoing National Parade tradition. Everyone was asked to stand, then Ted called out numbers in ascending order. When the number of years you had been a PCA member was called, you sat down. It was remarkable how many attendees had been members of San Diego Region for many years. When twenty years was called, there were still at least a dozen members still standing. (Rumors were circulating that the reason some were still standing is because they were too old to hear their number called!)

After a sumptuous meal fit for a king and a flurry of bidding, the charity auction was closed. The charity team swung into action, ensuring the much-sought-after items were delivered to their respective new owners.

Speech, speech!

Ourentertainingguestspeakers for the evening commenced with National PCA President Prescott Kelly, who surprised many with his depth of knowledge of San



Diego Region, its achievements, and notable characters over the last 50 years. He recalled past presidents, newsletter editors, and past Parades, and he mentioned numerous occasions when San Diego Region had achieved national recognition. Prescott concluded by offering his congratulations for our 50th and wished us all the best for coming years, with encouragement to "keep on doing what you're doing!"

Next up was Terry Wells from Porsche Cars North America,

whose speech recalled some interesting anecdotes of his experiences over the years supporting local PCA regions and specifically San Diego. Terry informed us that he had recently retired from his position as



West Coast Manager with PCNA, but would be remaining as a consultant for the remainder of this year. He graciously thanked San Diego Region for our friendship and participation in PCNA events, and offered congratulations on our 50th.

Newly elected PCA Zone 8 Representative Michael Dolphin thanked his predecessor, SDR's Bev Giffin-Frohm, for all her hard work during her tenure. He also thanked San Diego Region members for their support and assistance in Zone 8 events, including the California Festival of Speed at Fontana. Michael assured us he is looking forward to working with friends old and new from SDR in the coming years.



Recognition and awards

Next was the recognition of distinguished attendees. The 18 of our region's past presidents in attendance were called to the stage for a group photo and thanked for their work over the years. The eight region newsletter editors and 15 Enthusiasts of

the Year who were in attendance were called up for a group photo and thanked.

San Diego Region's Enthusiast of the Year award is named after Bill Myrick, a member who passed away a few years ago, but whose memory lives strong in the hearts of those fortunate to have known him. This gesture is highly appropriate, as Bill was the epitome of enthusiasm and selflessness, famed for making everyone feel welcome and important.

San Diego Region's Bob McLaughlin, who was recently selected as 2007 PCA National Enthusiast of the Year (from over 54,000 PCA members), then announced Keith Verlaque as the recipient of the 2007 Bill Myrick



Keith Verlaque (right) accepts Bill Myrick Enthusiast of the Year award from Royce Ann Myrick as 2007 National Enthusiast Bob McLaughlin announces.

Enthusiast of the Year award. The award was presented by Royce Ann Myrick.

The 2007 Family of the Year award, as selected by the Board, was then presented to Martha McGowan, Keith Verlaque, and Rebecca Verlaque.

2007 SDR President Ted Myrus called up the 2007 Board of Directors to be recognized for their work during a very busy Parade year. He presented each of them with a thank-you gift.

The 2008 Board of Directors

were then invited up to be introduced. Incoming President Martha McGowan gave a brief thank-you announcement and enthusiastically invited members to participate in SDR events throughout 2008 as much as their schedules permitted.

Feeling charitable

Our 2007 Charity presentations followed, along with some exciting news of our 2008 charity program. As they have done for several previous years, Pioneer Centres Porsche continued their campaign of donating \$100 for every new or used Porsche sold at the dealership during 2007 to the charity selected for our region's charity drive. The three beneficiaries this year were Rady Children's Hospital,

represented by Carol Damon-Scherer, the San Diego Burn Institute, represented by Executive Director James Floros, and Alta Vista Academy, represented by Principal Tom Logsdon.



Ted Myrus applauds as Carol Damon-Scherer thanks Pioneer Centres' Mark Smith for their donation to Children's Hospital.

Mark Smith of Pioneer Centres Porsche and Katina Gonzales, SDR Charity chair for 2007, presented checks totaling almost \$80,000, which will be divided among the three charitable organizations.

Mark Smith of Pioneer Centres Porsche then announced their intent to continue supporting SDR's charity program by once again donating \$100 for every new or used Porsche sold throughout the coming year. The 2008 charity drive will support Children's Hospital and also Monarch school, a school that provides for homeless and at-risk children in San Diego.

Additionally, Pioneer Centres has generously donated a chance for members to attend the Porsche Sport Driving School at Barber Motorsports Park, near



James Floros (Burn Institute), Katina Gonzales, Tami Ibbetson, Carol Damon-Scherer (Rady Children's Hospital), and Tom Logsdon (Alta Vista Academy).

Birmingham, Alabama. Tickets for a chance to win this event cost \$20 each. They will be on sale at region events and at Pioneer Centres throughout 2008. The winning tickets will be drawn at next year's Installation and Charity Banquet.

And the band played on

Following the Charity announcements, President Ted

Myrus thanked everyone for their participation and their help in making the evening such a success. Then the fabulous Mar Dels played a set that had pretty much everyone (even the cool people) tapping their toes and "tripping the light fantastic" out on the dance floor.

Huge thanks are due to all who were involved in this fabulous banquet. The list is too long to

mention here (plus printing it carries the hidden danger of missing somebody and not giving kudos for their work). For those who attended, I hope you had as much fun as I did; for those who didn't, you missed a truly *great* evening—plus it was almost worth the \$50 just to see the images of some of our club members' hairdos in years gone by!



2007: A remarkable year

2007 was a remarkable year for San Diego Region of PCA for several reasons, not least of which being that 50 years ago we were granted a charter and officially recognized as a region of PCA. In 1957, current region members Jack and Ginny Case brought our charter from the east coast, the cradle of the newly formed Porsche Club of America, and San Diego Region was born.

In addition to being a significant anniversary year, it was indeed a banner year for President Ted Myrus and his supporting Board of Directors to showcase both the number and variety of events and activities that our region does so well. Throughout the year, a 50th Anniversary committee came up with creative ways of celebrating year 50. These ranged from creating a special club logo for the year to giving away prizes throughout the year as mementos of the grand occasion. (For example, awarding gift certificates to the driver who finished 50th at an autocross, or the 50th person to register for a region event.) The ideas were many and varied, and added a little extra fun to our events.

The crowning glory of all the committee's ideas was to celebrate our end-of-year Installation and Charity Banquet at one of San Diego's most famous landmark venues, the Hotel Del Coronado, often referred to as the jewel in San Diego's crown. The committee obtained Board approval to subsidize this grand evening in order to offer members a chance to attend a fabulous banquet for only \$50.

2007 was the year when San Diego Region members rallied under the leadership of Paul and Ruth Young and volunteered to take on the mammoth task of hosting the 52nd PCA Porsche Parade. If

you're new to Porsche Club of America, PCA Parade is a week-long gathering of the Porsche Club of America, held in a different city each year. It consists of four major competitive events: a concours, where nationally acclaimed show cars are judged for originality and cleanliness; a rally where pairs of PCA members test their skill at following precise driving instructions and staying married to their significant others in the same car; an autocross or timed driving event against similar cars in your class; and a Tech Quiz, which has been described as a combination of a Porsche general knowledge quiz and Porsche trivial pursuit.

In addition to the competitive events, there are many other activities to suit Porsche fans of all ages, including (but not limited to) kids autocross, art show, guided tours of local back country roads, ice cream socials, gimmick rallies, goodie stores, a chance to test-drive new model Porsches equipped with various tires, and numerous banquets throughout the week. In true San Diego style, we welcomed almost a thousand Parade entrants to participate in events providing a flavor of our city, including an evening at Sea World, a beach party, and a victory banquet on the flight deck of the carrier USS Midway in San Diego Harbor.

Parade 2007 was heralded by all who attended as a resounding success, with many describing it as the best Parade ever. Hosted by San Diego Region, it will long be remembered as the most fun and enjoyable—and a darned hard act to follow.

To sweeten our success with Parade, PCA National also recognized SDR as Region of the Year.

With Parade behind us, we breathed a huge sigh of relief, thanked all the hard-working volunteers, and prepared to party as if our lives depended on it!

Presidents, Editors, and Enthusiasts

Year	President	Editor	Enthusiast of the Year
2008	Martha McGowan	Larry Clark	
2007	Ted Myrus	Greg Phillips, Larry Clark	Keith Verlaque
2006	Margi Knight	Greg Phillips	Bob McLaughlin
2005	Michael Harris	Greg Phillips	Gary Burch
2004	Bill Allen	Greg Phillips	Mary Clark, Larry Clark
2003	Tom Brown	Jim Bohorquez, Greg Phillips	Dan Chambers
2002	Ron Mistak	Skip Carter, Jim Bohorquez, Greg Phillips	Greg Phillips
2001	Rich Caccese	Skip Carter, Harvey Cain	Bill Smith
2000	John Straub	Skip Carter	Marlee Shaw
1999	Keith Verlaque	Skip Carter	Skip Carter
1998	Bill Smith	Skip Carter	Bob Schang
1997	Roger Roberts	Skip Carter, Pete Albrecht	Susan Brown, Keith Verlaque
1996	Skip Carter	Skip Carter	Diana Schang, Bob Schang
1995	Jerry Beauchane	Howard & Lois Wasserman	Steve Hall
1994	Jim Rydbeck	Howard & Lois Wasserman	Paul Young
1993	Al Schlegel	Royce Ann Higgins	Bill Myrick
1992	Steve Hall	Debi Norris, Royce Ann Higgins	Chrissy Roberts
1991	Bob Lemke	Debi Norris	Susan Tracy-Dente
1990	Tom Hauser Jr.	Monique Straub	Bob Lemke
1989	Art Wrightson	Louie Butler, Borden Covell, Randy & Margaret Mardis, Monique Straub	Bill Bogusch
1988	Paul Young Sr.	Fred Fraley	Cecelia Knauf, Vince Knauf
1987	Nancy Rydbeck	Fred Fraley	Steve Hall
1986	Bill Myrick	Robbin Herring	
1985	Keith Nelson	John Straub	
1984	Carol Muir	John & Denise Straub	John Straub
1983	Slim Durham	John & Denise Straub	
1982	Margie Smith-Haas	John & Denise Straub	Margie Smith-Haas
1981	Tom Hauser Sr.	John & Denise Straub	
1980	John Straub	Grace & Tom Hauser Jr.	
1979	Art Wrightson	Hal Nash, Grace & Tom Hauser Jr.	
1978	Tom Van Zant	Hal Nash	
1977	George Thwing III	Ivan Richmond	
1976	Bea Cole	Bill Haggerty	
1975	Tom Hauser Jr.	Bill Haggerty	Bill Bartee
1974	Ralph Hurty	Ernie Paschoal	Ralph Hurty, John Straub
1973	Dieter Vongehr	Ernie & Carol Paschoal	
1972	Ernie Paschoal	Judy & Cliff Berryman	
1971	Joe Ramos Jr.	Bea Cole, Judy & Cliff Berryman	
1970	George Thwing III	Dave Carsten, Wally Cole, Joe Ramos Jr., George Berryman	
1969	Dave Carsten	Jerry Robinson, Dave Carsten	
1968	Gordon Bartow Jr.	Charles King	
1967	Dick Barbour	Charles King	
1966	George LaDam	George LaDam	
1965	Tom Hauser Sr.	George LaDam	
1964	Jack Rober	Keith Ewton	
1963	Keith Ewton	Wally Cole	
1962	Wally Cole	Wally Cole	
1961	Rowland Johnson	Roland Johnson, Jerry & Dawn Lehrer	
1960	Maj. Roger B. Thompson, Paul Madigan		
1959	Keith Ewton		
1958	Paul Madigan		
1957	John Bowman (acting)		



Presidents (standing, from left) Al Schlegel, Steve Hall, Slim Durham, Margie Smith-Hass, Paul Young, Jerry Beauchane, Martha McGowan, Roger Roberts, Keith Nelson, Bill Smith, Michael Harris, Keith Verlaque, Margi Knight; (kneeling, from left) John Straub, Ted Myrus, Tom Brown, Rich Caccese.



Windblown Witness
Editors (from left) Hal Nash, Carol Paschoal, Larry Clark, Monique Straub, John Straub, Greg Phillips, Royce Ann Myrick, Borden Covel.



Enthusiasts of the Year (standing, from left) Bill Bogusch, Larry Clark, Margie Smith-Haas, Paul Young, Dan Chambers, Chrissy Roberts, Greg Phillips, Cecelia Knauf, Vince Knauf, Diana Schang, Mary Clark, Bob Schang, Susan Brown; (kneeling, from left) Keith Verlaque, John Straub, Bob McLaughlin, Steve Hall, Bill Smith. Photos by Studio 52.



1. *Family of the Year*: Martha McGowan, Keith Verlaque, Rebecca Verlaque.
 2. Martin & Jennifer Reinhardt. 3. Marketa & Lewis Wise. 4. Rich & Nancy Caccese.
 5. Monique & John Straub. 6. Chrissy & Roger Roberts. 7. Greg Phillips & Pat Corona. 8. Tom & Susan Brown. 9. Jim & Penne Duncan. 10. The Mar Dels. 11. Slim Durham and Margie Smith-Haas. 12. Katie & Mark Kinninger. 13. Steve Grosekemper & Bill Smith. 14. The charity auction. 15. The dance floor got crowded as the band heated up. 16. Paparazzi were out in force. 17. Paul & Ruth Young.
Photos 1, 10, & 14-16: Studio 52; photos 2 & 11-13: Greg Phillips; photos 3-9 & 17: Eleanor Myrus

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Members no longer among us: “We Remember You”

By JOHN STRAUB, ARCHIVIST

Now that we have just completed our 50th Anniversary celebration, it may be fitting to remember some of the now-departed members who helped bring San Diego Region to where it is today. Understanding that many members have participated in the club and have left us, here are some of the significant contributors to the development of our history.

Please accept an apology if someone has been left out. It was not intended. There is an understanding that there are many more.

Let's start at the beginning of our region and work through the years. This is being written to tell you a little about these members and what they contributed to your club. In a way, it's a celebration of their enthusiasm that we can all share a part of today.

Paul Madigan. I guess you could call Paul the grandfather of San Diego Region. He was one of a handful of Porsche drivers who decided to get together and apply for a charter to form a region of PCA. San Diego was to become the first region on the West Coast in 1957, with Paul as its first official president. Fortunately, Paul was able to attend the 25th anniversary, and we were able to tape an interview with him for the archives.

John Bowman, Keith Ewton, Rowland Johnson, and Bob Jones. In the early days, life in the Porsche club was quite a bit different. It

was more of a gathering of members to get together to drive cars on tours and to socialize. This was before San Diego had its charter. John Bowman was the first unofficial president, before that Charter (1956 to 1957). Rowland Johnson was president in 1961, and Keith Ewton was president in 1963. All of these members contributed to the formation and foundation of what San Diego Region was to become, laying the ground work with the original bylaws and general attitude of the club.

Bill Shaffer. Bill was not only one of San Diego Region's charter members, he was also a charter member of PCA National on the East Coast before moving to San Diego. Bill's heart was in driving events, with social coming in a close second. He loved to autocross, but also loved to attend time trials (Holtville and Riverside being his favorites) in first his 356s and then a 912. He served on the Board of Directors of the region numerous times and chaired many events over the years. Bill was very proud to be on the Board of Directors that set up the Charity Trust Fund for the Region in 1977.

Art Anderson. Art, with his son Don, formed one of the first father-son teams we have had over the years. (Don is still active in Vintage Racing.) Art brought with him a new concept to the region. Along with chairing many events, he was instrumental in in-

troducing “Ski Trips”—bus tours that the Region had never had before.

Ralph Hurty. Ralph headed another of our first father-son teams. While his son, Leland, was interested in the speed events, Ralph seemed more interested in tours, rallies, and social events. Ralph chaired many events, and served as president in 1974. When San Diego Region created its “Regional Enthusiast of the Year” award in 1974, Ralph was a co-winner of that award.

Dave Carsten. Dave's heart was in driving events, primarily time trials, and he was a fearsome competitor in his 1967 911S. He chaired many driving events and served on the Board of Directors and was president in 1969.

Bill Barteel. Bill was one of those rare club members who was interested in all Porsche activities. He chaired fun rallies, tours, time trials, swap meets and concours. He served on the Board of Directors and was the member who oversaw building the club's first trailer. He went on to become very active in POC and the operations of that club. Bill and I were about the same age and had become very close friends over the years. He left us—way too early because of cancer—about 15 years ago.

Bruce Swanbom. Bruce was the General Manager of La Mesa Porsche Audi and had become very active in the region by chairing many driving events as well

as Driving Schools. His heart was in the performance side of Porsche.

Joe Ramos. Joe's heart was in time trials. He chaired our Holtville time trials many times and served on the Board of Directors as well as president in 1971. Like others at that time, he was a fearless competitor in his 911.

Wally and Bea Cole. I guess you could call them the "First Family" of San Diego Region, having joined in 1958. There is no telling how many events Wally and Bea chaired for the region. They also worked in Membership, Archives, Goodie Store, and served on numerous Boards of Directors over the years. Bea also became SDR's first woman president in 1976.

Art and Gerry Wrightson. Art and Gerry were a true team; they were always together at events. They loved rallies and went on to chair many of them for the region. They handled the mailing of the Windblown Witness for many years and worked on many committees together. Art also served on the Board of Directors and was president in 1979 and 1989.

Bill Myrick. Bill was another of those rare members who were interested in all Porsche activities. He was always there to lend a helping hand wherever needed. He served on the Board of Directors and was president in 1986. Some years following his passing, the "Enthusiast of the Year" award was renamed in honor of him, "The Bill Myrick Enthusiast of the Year Award."

Jim Rydbeck. Jim was one of those members who took a keen interest in the operations of the club by serving on the Board of Directors numerous times. He chaired many events and went on to become president in 1994. Along with his wife, Nancy, they

loved to participate in all types of events. The two of them became the "Competition Chairs" for the 1992 Porsche Parade, coordinating all the competitive events.

Susie Starks. Susie loved to compete in autocrosses. She never served on the Board of Directors, but the time she put into the club, volunteering for everything, was absolutely staggering. She was everywhere all the time, helping with everything—a true ball of fire.

Herb Courington. Herb was one of those members who was always there, not really competing, just socializing. He served on the Board of Directors and was also very active with the San Diego Automotive Museum, working on behalf of the Porsche Club.

Tom Hauseur Sr. Tom was active for many years in all types of events and served on numerous committees and Board of Directors. He was one of those rare members who served as president twice, in 1965 and 1981. He was also the chair of the first SDR-hosted Porsche Parade in 1977. This was to become another father-son team, as Tom Jr. was to be the chair of the 1992 Porsche Parade here in San Diego. Tom Sr. was the main proponent for the start of the Region's Charity Trust Fund.

Ernie Paschoal. Ernie's heart was in the sport of concours. Back in the early 1960s, he helped give San Diego Region its first real concours, and he never stopped from that point forward. He served on numerous committees and Boards of Directors, as well as president in 1972. With his wife Carol, he served as "Goodie Store Chair" for the 1977 Parade and as "Concours Chair" for the 1992 Parade, both here in San Diego. He was also the first member from San Diego Region to become

a Zone 8 Representative. He was voted a "Life Membership" in San Diego Region.


Shirley Douthit. Shirley, along with her husband Jim, were some of those early members to put a mark on the region. She loved participating in all types of events. Shirley, working with Jim, held a committee position longer than any other member in San Diego Region, serving as Membership Chairs for more than 20 years! In 2000, the Board of Directors voted them a "Life Membership" to San Diego Region.

Rug Cunnigham. Rug was one of those members who took an interest in driving events, starting at Holtville and progressing into SCCA and IMSA. Even though he became a BMW dealer, he never forgot his roots. He was always there to invite the San Diego Region to participate in a sponsored lunch at the Coronado Vintage Races.

Rich Okleshen. Rich was the "BBQ King" of San Diego Region. You could always see a smile of his face as he worked to cook lunch for members attending autocrosses, or even events at Holtville. It was hard to tell which he liked the best, cooking or driving—or perhaps just socializing!

Dieter Vongehr. Dieter was the Tech Chair of the Region for many years. He served on the Board of Directors as well as president in 1973. His heart was with the driving events and drivers, as he would help without hesitation any member who had a problem with their car at these events.

— — —

These are just some of the members who have made San Diego Region what it has become over the past 50 years: the best Region in the country! And I think it can be said, "This is why we don't want to forget you." 

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Something you didn't know about ... John Simone

BY CASEY CORWIN

John Simone is a local boy. Born in Orange County, he attended Mission Viejo High School, where he played sports. He built and flew model airplanes with his father and friends—a typical kid growing up.

Not content to work at a hardware store or burger joint, John had loftier aspirations. When he was sixteen, he and his father started a business, designing and manufacturing remote-control helicopters for hobbyists.

John began college majoring in architectural design. But after a couple of years, he decided to abandon higher education and his plans to become an architect, instead focusing on the business he and his father had started.

John was also a car fanatic. At age 21 he bought a sleek, black Corvette, which he had aspired to own since high school. He had always hoped to own a Porsche, too, but he didn't feel it was within his reach until much later in life.

John became the National Radio Control Helicopter Champion of the AMA (American Modeling Association) when he was 21. Not long after, Hollywood found a way to use his miniature radio-controlled helicopters and airplanes

in movies.

John's ability to pilot these aircraft with precision and skill served as a stepping stone into a spin-off company, which catered to the motion-picture industry. His new business, Impact Effects, Inc., indirectly allowed John to pursue his dreams of becoming a pilot, buying a Porsche, and going racing.

With a second successful business now in place, John obtained his Porsche—but in a most unconventional way: He was sitting at his drawing board one day, working on a new concept for a made-for-television movie. His secretary buzzed to say a gentleman on the phone wanted to talk about

buying some helicopters used in the film *Blue Thunder*. "I asked him to please tell the gentleman that none were going to be available, that I did not make them for the general public."

A few seconds later the phone buzzed again. "The secretary said that this man was very determined to speak with me, and would not take no for an answer, so I took the phone call." That call began John's involvement with the world of Porsche cars.

The persistent person on the other end of the phone was Dan McLaughlin, owner of American International Racing, an extreme Porsche customizer and race car body designer/fabricator. He was interested in speaking with John, who had something Dan wanted. John didn't know it yet, but Dan had something he wanted, too: a Porsche. John took Dan's call, which led to a trip to A.I.R.'s factory to see what Dan's business and hobby were all about.

As Dan requested, John drove his Corvette to Dan's factory. What John didn't know was that Dan had stacked the deck by purchasing a nearly perfect, used 1976 911S with just 12K miles to entice John. He hoped that, after taking the Porsche home for a few days, John would give



in and build the collectable movie models Dan wanted for his collection.

After a couple of hours in Dan's factory looking at modified 911s, 935 race cars, and a host of others in the making, John was talked into leaving his Corvette with Dan and taking the Porsche home for a couple of weeks of test driving. The deal: John keeps the Porsche; Dan sells the Corvette, and uses the proceeds to build John the Porsche of his dreams; John builds Dan a few collectable models to add to his collection.

"My jaw dropped," John remembers when he recalls seeing all the Porsche race cars in Dan's workshop. Three hours later, John left Burbank driving an immaculate 1977 911S, his Corvette left behind. The hook was sunk, and a great business relationship began.

John spent several years playing around with various Porsches, modifying the bodies, working on the mechanical aspects, and mixing and matching various years' engines, transmissions, suspensions, and interior components. This ultimately lead him to make his own versions of body and interior parts from carbon fiber.

In 1996, John began making custom street cars, producing several cars for Porsche enthusiasts such as himself who wanted a special or unique car. He quickly made a name for himself, winning several shows with his custom creations. But he had yet to pursue his real passion: racing with the Porsche Club of America.

John joined PCA in 1999 and began educating himself toward building his own race car.

He went through PCA's autocross program and DEs. While sharpening his driving skills and awareness, he was also building his first race car in his garage at home. His plan was to complete his necessary training and drive his new car at California Speedway in the inaugural California Festival of Speed.

Work obligations prevented John from getting the car done in time, but he did get to meet Bob Ehrman, his instructor for this event. That chance instructor-student pairing began a friendship that turned into a partnership, as co-owners of the big-rig transporter they use to carry their cars to the racing events.

John recalls that Bob was in-



strumental in helping refine his driving skills and prepare him to step into his race car when it was ready for the track. "I was fortunate to have Bob as my big-track instructor. He prepared me both mentally and fundamentally to move to the next level and transition comfortably into a full-blown race car."

What John wasn't prepared for was a ride in Bob's modified Carrera, a hopped-up street car that Bob essentially drove the wheels off of. Not long after that ride, John convinced Bob to let him help build a true race car. Six months later, Bob's car was on the track. Bob's drive-train formula,

suspension package, and driving skills, coupled with John's knowledge and fabrication skills, led to Bob's placing at the top of his class for the season, proving that two guys in a home garage could build a winning race car.

Since then, John has moved to a new home with a larger workshop, where he gave a tech session, "Transforming the 911." Members who attended got a behind-the-scenes look at what goes into making John's creations.

The fleet that Greg Phillips named the Simone Posse now has six cars racing in POC and PCA club events. They have proven to be cars to contend with, winning championships in both venues. John is currently working on two

more cars for club members.

John's career has allowed him to meet amazing people and do amazing things, rub elbows with famous people, and even travel to the North Pole on a film shoot with Clint Eastwood. He says that his greatest influence was his

parents, from whom he found his zest for life and the principles for which he lives. "Each car with the Simone name on it gets the same attention to detail that I give to my own. I build 'em like they're mine, and I take real pride in what I do. My philosophy in building cars is the same approach I take with life: do the best you can, or don't do it at all."

This philosophy directly translates into John's car-building success. He constantly looks for ways to improve, refine, and provide the best product to fit his client's needs. He is a role model and mentor for many club members.



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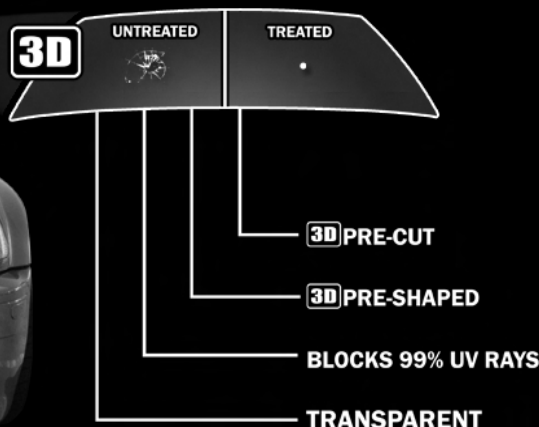
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Auto Museum focuses on design

MICHAEL HARRIS, AUTO MUSEUM CO-CHAIR

Our region is making plans to participate in the San Diego Auto Museum's "Greatest Show on Turf" on Saturday, June 7. Director Bob Swanson plans on displaying 400 autos at this show, in honor of the Museum's 10th anniversary. If you are interested in showing your Porsche, please contact John Straub or Skip Shirley.

The Museum continues to offer "High Art—Concept Cars and Automobile Design." This is a fascinating display with offerings from GM, Mazda, Honda, Chrysler, and Nissan. All of these companies maintain design centers in Southern California. Nissan and Chrysler are located in San Diego County, and Mazda's Center is in Huntington Beach, with the other two located in the Los Angeles area.

The displays show the melding of design, engineering, and sculpting. The designers start with an idea. The engineers develop the architecture—how passengers and luggage will actually fit in the vehicle. Sculptors then translate the design into a full-size clay model. The interior designers then start with foam mock up and create a full-size clay interior and seating layout. Lastly, the entire design is put together into a final mock up.

One display shows the transition of Honda's popular Element from drawing pad to full-sized model. The concept model was very close to the final production car.

GM offered an interesting film, "Love Starts with a Look," narrated by Chuck Jordan, GM VP of Design, retired. Jordan spoke at the Museum several years ago during one of their "Speakers' Series" events. The man is outspoken and fascinating, and he "tells it like it is." He points out that early '80s cars all looked alike. How to avoid designing drab, dull, and boring cars was the challenge at GM. The result was the Oldsmobile Aurora, an American car well ahead of its time.

Jordan also gives viewers a little background about Harley Earl, GM's design chief and a man who literally made American car design the envy of the world for decades. He hired Bill Mitchell in the mid-1930s when Mitchell was only 24. Mitchell caught Earl's attention with a beautiful Cadillac design, and his career took off. Mitchell later became instrumental in the Corvette's development.

Earl is probably best known for his jet fighter-influenced designs of the 1950s, which led to all GM products having tail fins, culminating in the huge

fins on the 1959 Cadillac.

Jordan mentions the '63 Sting Ray and Riviera, the '66 Tornado, and the '67 rear-engine Corvette concept as being outstanding examples of GM design. The rear-engine Corvette never made it into production due to the high cost. Check out this film. It alone is worth the visit.

One of the displays tucked away in the corner where the Oscar's Drive-In used to be was "Xtreme Gravity Racing." At first glance, these little cars look like little more than Soap Box Derby racers with better paint jobs, until you look closer. Each design is different, and each car is built by a different car maker. All teams have major sponsors, including Chrysler, Mazda, Honda, the US Army, and others. There is a film to help explain the competition, and you sit in the cars and roll down a very steep and winding country road in Monterey County that is also heavily forested.

These gravity race cars contain elaborate welded small tube frames (looking like a 1959 "Birdcage" Maserati) complete with disc brakes. The competition is very keen, and the cars race for top speed and low elapsed time. Watching an Army NCO in full battle gear climb in and set off down hill, then going sideways around one of the sharp corners, is almost as exciting as being in the car. The Chrysler entry was the winner with a top speed of 58mph.

The Pasadena Art Center also had a number of student designs and clay models. You will also learn that each of the major car manufacturers who have a California Design Studio also have their major design center located where their corporate offices are located. The California design centers have been responsible for a number of notable designs, including the Nissan 350Z.

Not to forget the rest of the collection, two cars newly on display were a pristine '68 Dodge Coronet 440 and a '55 Chevrolet 150 coupe with a 235-cubic-inch six. Both cars looked as though they just rolled off the showroom floor. The Dodge was a real sleeper, being stock outside but with a full race 440 V-8 having replaced the stock 318 inside. The 440 had a huge Holley 750 CFM carburetor, racing cam and lifters, electronic ignition, late model transmission to take the added power, and more! Great fun, until you had to fill it up.

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Wayne Baker's "School Bus" claims 1983 IMSA GTO title

BY JOHN STRAUB, ARCHIVIST

I spent some time in last month's issue talking about our region's Wayne Baker and his IMSA racing during the first half of 1983. But Wayne was not the only member involved in motor sports at that time. Another of our members, Volker Bruckman, was pioneering Porsches in off-road racing.

If you read my articles in past issues, you may recall that I've talked about Volker's running his 911 RSR at Daytona and Riverside in events from 1978 to 1980. A short time after that, Volker connected with Corky and Mark McMillin (of off-road fame), and started building Porsche racing engines for them. With Volker's engines and transmissions, the McMillins logged many victories in that form of motor sports. I still see Volker from time to time, and he is an old-school Porsche enthusiast.

Now to the events of late 1983. In July, we had our annual Progressive Dinner, this time with a country-western theme. About 130 members began their journey at the home of Kathy East in La Jolla, which was the saloon. From there we headed off to the salad and main course at Stuart Bailey's home in Fairbanks Ranch. And to finish the night off, we visited Dave Belanich's for dessert.

We had two social functions in August. First was a membership meeting at Mr. G's Pizza, with guest speaker George Follmer. George had raced 550 Spyders, Lotus-Porsches, and 917s. We also saw a video of Wayne Baker's win at Riverside, made by Dave Astor. Next up was a New Members' Potluck Party. These parties drew large numbers of new members because they provided a low-key way to meet and make friends.

September brought with it an autocross at the stadium and a concours at Heritage Park in Old Town. The autocross had the usual cast at the time: Steve Hall, Don Clark, Keith Nelson, Heather Brigham, Dick Eimers, Louis Butler, Bill Myrick, Jerry Beauchane, Margie Smith-Haas, Nancy Faulkner, and Ron Mistak, who took TTOD in his 914/6. The concours had 27 cars entered, including Terry Nickel's really

unique 906. In addition, Alan Johnson's 924 GTS and Mike Hagen's 914/6 GT were on display only.

In October we held another autocross, with Ron Mistak again claiming TTOD. Our autocrosses at that time were usually drawing more than 80 drivers a cost of \$15 each, and were chaired by Joe Weber. The hot street tires were Pirelli P-6s and Goodyear Comp T/As.

Ending October, we held our Halloween Party at the home of the East family. Some of the members in attendance were dressed as Gandhi, Wolfman, Boy George, Jail Birds, and even Porsche-Man.

In November, we made our pilgrimage to Holtville for the annual time trial, which was sponsored by the BFGoodrich Tire Store in Lemon Grove and chaired by Joe Weber and Ron Stark. The cost was \$40 per driver for two days of driving. These Holtville events started in the mid-sixties and were still a major draw into the early nineties.

That year's Installation Banquet was held in December at the Town and Country, at a cost of \$20 per person. As usual, we extended thank-yous to the outgoing chairs and board members, introduced the new chairs and Board of Directors, and presented the yearly autocross, time trial, and concours awards. As special treat, the guest speaker was Wayne Baker, the GTO IMSA Champion of the Year. In the last issue, I covered Wayne's racing during the first half of that year. Now, I'll cover the last half of 1983, leading up to that Championship.

That second half of the IMSA season did not prove to be as victorious, but perhaps it could be considered to be more gallant. After Wayne's win at Charlotte, bad things began to happen: Parts on the car that were not supposed to break, broke. He suffered several off-road excursions during races, including the "barbecue" at Sears Point, when the car went off track, the grass caught fire from the hot exhaust (remember the huge turbo on a 934), and the back half of the car was burnt to a crisp. While the car was be-

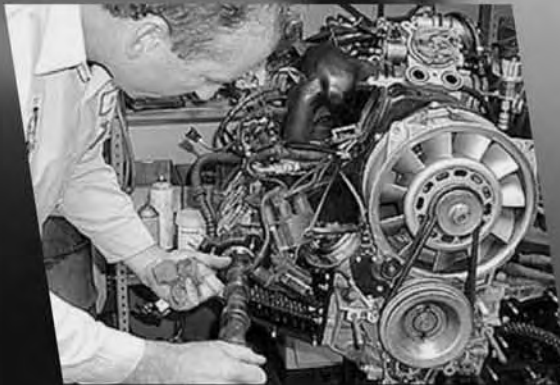
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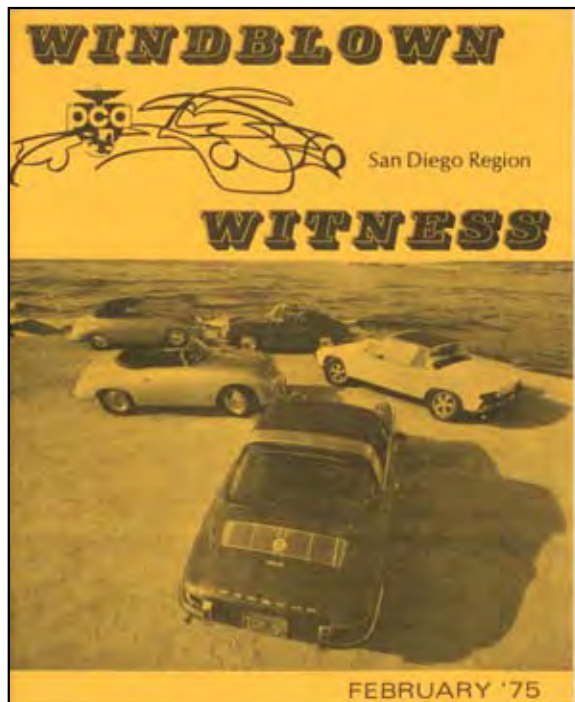
The origin of Zone competition

By TOM BROWN

The cover photo for the February 1975 *Windblown Witness* was taken at the 1973 Parade in Monterey. The theme was "Open-top Porsches that are no longer produced." It boasts a 912 Targa, 356 Speedster, 356 B Cabriolet, 356 Roadster, and a 914-6, all discontinued by 1973. Credit goes to an unnamed free-lance photographer working for *Car and Driver*.


Another interesting tidbit in this issue was the artist who designed the intriguing graphic on the cover. It first appeared in Vol. 1, No. 3 of the *Windblown Witness*, in April 1961. The original was hand-drawn by early region member Bill Blanchard. Interestingly enough, a quick check revealed he was not credited in that issue!

A few more miscellaneous things revealed this month: It seems the Zone 8 Time Trial series of 1974 was so successful that the zone presidents decided to add a Zone Concours and Rally series for 1975. Thus was born the zone competitive series that continue to this day. The first Time Trial of the year was to be at the old Holtville airport, a very popular venue in



its day.

The February Board Meeting was combined with a Tech Session. (What a long night it would be if we tried that now.) Meeting minutes of the previous Board meeting indicated that John Straub was absent for medical reasons. Since he is still with us today, a complete recovery can be assumed. At the region level, we had grown big enough that the Board was organizing separate committees to plan and carry out each type of event.

Deeper into the issue was a comparison chart of a 1949 Porsche (no model was listed) with the 1975 3.0 Turbo Carrera. In summary, 4 cylinders vs. 6, 40 BHP vs. 260, 1684 lbs. vs. 2514, maximum speed 80 MPH vs. 155+, price \$1,700 vs. \$25,000. This was followed by a model-by-model comparison chart of 0-to-60 performance (compiled from Road & Track road tests), starting with the 1956 356 Coupe (15 seconds) all the way to the 1973 911 Carrera RSR (5.6 seconds). Amazingly, the 10-year-old 1964 904 came in second, at 6.4 seconds. 


BACK IN THE DAY: Continued from page 47

ing repaired, Wayne secured rides with other teams, including a Pontiac Firebird at Brainerd and a Carrera at Mosport.

The race at Road America was the final trip for the 934. After his co-driver hit some oil and went into a wall, the car was repaired in 30 minutes or so and Wayne went back out to try to make up some time. Being way back at this point, he needed to get out and finish in fifth to get enough points to secure the championship. As he was re-entering the track, sprinkles turned into a full-blown rainstorm, and

the car was brought back in for rain tires.

Wayne finished the race working his way back up to fifth when the race was shortened by 10 laps because of the downpour. The car was driven to the garage area as the GTO Champion in IMSA. Not bad for a San Diego Region member. Also not bad for a team that had one quarter of the funding that most IMSA teams had at that time.

The 934—Wayne called it the "big orange school bus," not only because it was painted "School Bus" orange, but also because it turned like a school bus—was to be no more. The next year it would be reborn as a 935. 

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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

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05 997 CarreraS Cab MINT 11k miles, \$74K OBO, black/ black, full leather, Nav, Bose, Chrono, Xenon, sport seats&exhaust,... MSRP \$105, always garaged, not scratch or ding... (619) 252-8082

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2001 Carrera 4 Cabriolet Seal gray/ black/ light gray interior; 29k miles, 6 speed, 18" sport wheels, 3 spoke carbon/ leather steering wheel, litronic, aluminum dials, flared rocker panels, heated & comfort seats, hi-fi CD, supple leather, much more, perfect condition \$44,900, jk222@verizon.net (951) 302-9324

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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).

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Wanted

'65-73 911 Wanted Looking for a coupe or Targa for a reasonable price, nice example or a project considered, call (909)583-1894

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

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Key Position		\$325

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

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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

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WINDBLOWN WITNESS

Larry Clark, Editor



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