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June 2008



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# WINDBLOWN WITNESS

Volume 49 Number 6

June 2008

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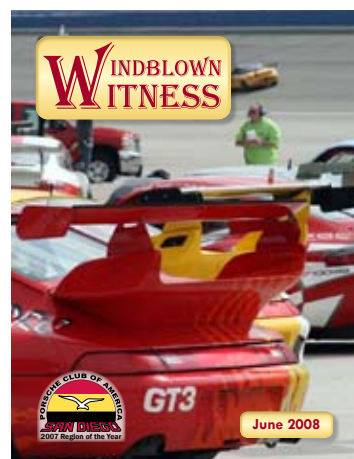
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## COVER PHOTO

Festival of Speed  
lineup  
Photo by Greg  
Phillips.





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Jackie Lu					
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Ralph Linares		Keith Verlaque		Don Middleton	
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Dan Chambers		Janet Yaws		Steven Weiler	
Chuck Sharp		—TT	PREREGAWAY@...	—TT	TIMINGAWAY@...
Carl Scragg		Robert Baizer		Robert Baizer	
—TT (see Time Trials)		<b>Rally</b>	RALLY@...	Tawfik Benabdeljalil	
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		George Taylor			
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\* denotes committee chair

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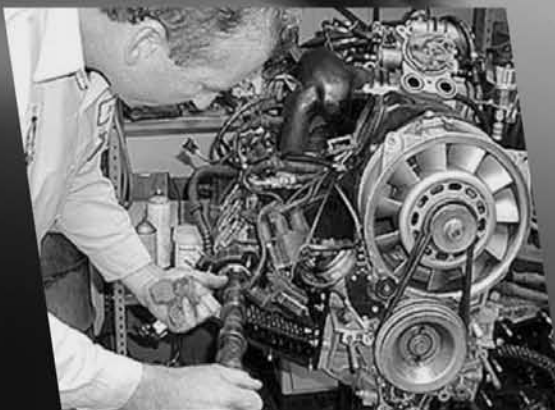


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# PCA-SDR, Pioneer Centres roll out red carpet

By **MARTHA MCGOWAN, PRESIDENT**

**O**n April 12, the Club held its first Meet and Greet event at Pioneer Centres with the intent of having members and Porsche owners meet at the dealership. This combined membership drive and social event was a huge success. Mark Smith, Sean Lawler and the Pioneer team provided a wonderful assortment of food and beverages and unveiled two new Porsche models: the Boxster RS 60 Spyder and the Cayenne GTS. PCA-SDR had representatives from our various activities on hand. Thank you to Mark Smith and the whole team at Pioneer as well as Sheila Steverson and Katina Gonzalez for all their work that made this a memorable and exciting event.

### Coming events

It's been a while since SDR has had a rally; so if you enjoy rallies or like driving the backcountry roads of San Diego, mark your calendars for June 7. Our Rally chair, Tom Gould, prepared a route that will use most of the roads used on the 2007 Parade rally, but has been written to Zone 8 rules, so anyone who ran the Parade rally will have no advantage. This rally is beginner-friendly and there is a tour class available for those who want to try rallying with even easier instructions than usual. Registration opens at 8:30 a.m. with a beginners meeting at 9:00 a.m. The route is about 120 miles and 4+ hours. Questions? Send an e-mail to [TCG3@AOL.COM](mailto:TCG3@AOL.COM) or call 310-261-7535.

Another fun upcoming event is

the Fallbrook Hot Summer Nights on Friday, June 13th. Hot Summer Nights is an old fashioned community social in the downtown Village area of Fallbrook. This event will feature sports cars and exotics. Trophies for best Sports Car, Best Club Effort and a new Judges Choice award will be presented. Shops will be open and there will be live music provided by Aunt Kizzy's Boyz. All PCA-SDR members are invited to gather for dinner at 8 p.m. at Sourdough Pizza.

This year's Tour chair, Jan Melinger, has put together something a little different for the next tour. The "Porsches for Vets" tour, scheduled for June 21, will meet at the Naval Hospital in Balboa to pick up an active duty service members injured in Iraq. The tour will travel through the Southeast county area and end at a private park in Chula Vista. Contact Jan at [TOURS@PCASDR.ORG](mailto:TOURS@PCASDR.ORG) for information.

The Last Tuesday Social on June 24 rounds out the activities for the month. The destination is the Gordon Biersch Brewery in Mission Valley. See the Event Capsules page for more info.

### Goodie Store now online

Now you don't have to wait for an event to buy Porsche Club items, they are available online 24 hours a day. Go to the Region's website at [www.PCASDR.ORG](http://www.PCASDR.ORG), click the box marked "The Store" then choose "Online Goodie Store" from the list on the left. You will find a wide assortment of cloth-



ing with the PCA-SDR logo, plus items of special interest to Porsche fans everywhere. All sales help to support our Region.

### SDR blood drive

SDR has committed to support the San Diego Blood bank. Call 619-296-6393 to make an appointment to donate. When you go in, don't forget to ask to give to the Porsche Club of America account (code is PCOA). For further information, visit [www.SANDIEGOBLOODBANK.ORG](http://www.SANDIEGOBLOODBANK.ORG) or call Tom Golich at 858-755-4986. This is an important cause so let's make an effort to make a difference!

And oh, by the way Ms. Editor, in the article on Streets of Willow in the April issue, the picture with the caption stating Damon is being followed by Aunt Martha should have read "Damon is half a lap behind his Aunt Martha!"

I look forward to seeing you at SDR events!

Martha







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# Surviving the May issue

BY SUSAN BROWN AND MARGI KNIGHT, Co-Editors

We have survived our first month as Co-Editors, which is no small feat. It would not have been possible without the help of Larry Clark, who caught many, many errors before we went to print. Of course, we'll always find some after it hits your mailbox, too, but that's life. We realize that the May issue did not arrive until after the first of the month, but we promise to try harder to get your June issues of the *Witness* to you by June 1.

Sometimes we get information that does not warrant a full-blown article, and everyone knows how women love gossip. So, you will find a new section in the Editors' column called "Behind the visor." We will give you snippets of club, national, and maybe international news that we think might be of interest. If you have "juicy" tidbits or other small news items, send them to us at [EDITOR@PCAS-DR.ORG](mailto:EDITOR@PCAS-DR.ORG).

### In this issue

We have two articles on the an-



nual California Festival of Speed, held April 4–6. Greg Phillips again offers his detailed commentary on driving events. It is amazing how he manages to recall all this information and accurately relay it so the reader feels present at the race. The other article is a compilation of PCA-SDR drivers' experience. You have to see Greg's photos. We often use his shots on the covers, since he really is a skilled photographer. It's just too bad that we don't have color photos on our interior pages.

The Performance Driving School was another great success, led by Chief Driving Instructors Carl Scragg, Dan Chambers, and Chuck Sharp. Regis Fallon has written a brilliant article about his and his wife's experiences at the April 18–20 School. Regis writes "We have a talented crew" putting on this event, and his article clearly supports that opinion.

Sheila Steverson, along with the Social Committee, organized the recent Meet and Greet at Pioneer Centres. She kindly put together an article on the April 12 get-together. As she points out, what could be better than sharing fine food with wonderful friends while surrounded by all of those new Porsches.

### Behind the visor

• Our own Charlie Wolk appeared April 20 on *Sunday Morning*, a nationally televised news program. He contributed to a segment called "Water Woes." He talked with correspondent Jerry Bowen about how, as an avocado



farmer, he had to stump a third of his trees due to the reduction in available water.

• Monique Straub and Leslie Shirley joined the La Jolla Farmers Market on Sunday, April 20. Monique presented her beautiful art, and Leslie her clever seat belt purses. We are looking forward to seeing them more often at this year-round market.

• Danica Patrick made history on April 19 by winning the Japan Indy 300. She is the first woman to win a major auto-racing event, and moved up to third in the WIN overall standings. Richard Petty said of Danica in 2006: "I just don't think it's a sport for women, and so far, it's proved out. It's really not. It's good for them to come in. It gives us a lot of publicity, it gives them publicity. But as far as being a real true racer, making a living out of it, it's kind of tough." Janet Guthrie, who is now 70, said of Patrick's win, "I absolutely hope this will put all of the naysayers to rest."

Margi and Susan



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# Event Capsules

## June

Sunday, June 1

### OCR Zone 8 Autocross

**Time:** 7:00 a.m. Tech begins  
8:20 a.m. Driver's Meeting  
**Place:** El Toro Fields  
**Contact:** Registration, Lisa Goetsch,  
AUTOXREG@GMAIL.COM  
Event, Jim Harris, JIMH@GPI-CA.COM  
**Details:** This zone will have a 100 car maximum.  
**Fees:** \$60 per driver, \$75 if received after May 27th  
**Link:** WWW.PCAOCR.ORG

Wednesday, June 4

### Monthly Members & Board Meeting

**Time:** 6:00 p.m. – Social hour and food  
7:00 p.m. – Meeting  
**Place:** Reinhardt home, 4807 Sunrise Valley Dr., El Cajon  
**Contact:** Jennifer and Martin, 619-339-2016  
**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.

Thursday, June 5

### La Mesa Village Back to the 50's Car Show

**Time:** 5:00 p.m. - 8:00 p.m.  
**Place:** Beautiful downtown La Mesa on La Mesa Blvd. between Spring & Allison Streets  
**Details:** Step back in time...Every Thursday from Jun 5 through August 28. This event draws more than 2500 spectators. Classic cars line La Mesa Boulevard and compete in weekly contests. Enjoy live music with DJ Jumpin' Jack Flash, shopping, and dining Thursday night until 9 p.m.  
**Contact:** John Straub, 619-667-4423  
**Link:** WWW.LMVMA.COM/LMV\_CAR\_SHOW.HTML

Saturday, June 7

### SDR Zone 8 Rally

**Time:** 8:30 a.m. – Registration  
9:00 a.m. – Beginners meeting  
9:31 a.m. – First car out  
**Meet:** Wal-Mart, 3382 Murphy Canyon Rd. (east end of lot)  
**Contact:** Tom Gould, TCG3@AOL.COM, 310-261-7535  
**Details:** This is a TSD (time-speed-distance) rally. It will use most of the same roads as the popular 2007 Parade rally. The route is about 120 miles long, and will take just over four hours.

Zone 8 Rally Rules will be used. You can find them at ZONE8.PCA.ORG.

**Fee:** \$20 before June 3; \$25 at the start. (Mail pre-registration checks to Tom Gould, P.O. Box 2305, Manhattan Beach, CA 90267.

**Directions:** Exit I-15 at Aero Dr.; west on Murphy Cyn, south to Wal-Mart. Food and fuel are available at the junction of Aero and Murphy Cyn.

Saturday, June 7

### SDR Concours–Greatest Show on Turf

**Time:** 8:00 a.m. - 2:00 p.m.  
**Place:** Balboa Park, San Diego  
**Details:** The "Greatest Show on Turf" is an annual car show featuring up to 400 vehicles in beautiful Balboa Park.  
**Link:** WWW.SDAUTOMUSEUM.ORG

Sunday, June 8

### LAR Zone 8 Concours

**Time:** 7:30 a.m. Car placement begins  
10:00 a.m. Judging begins  
**Place:** Burton Chance Park, 136 Mindanao Way, Marina Del Rey  
**Contact:** Bob Gordon, 818-888-7224



Friday, June 13

### Hot Summer Nights in Fallbrook

**Time:** 4:30 p.m. to 8:00 p.m.  
**Meet:** 100 South Main St., Fallbrook  
**Contact:** Katina Gonzalez, [SOCIAL@PCASDR.ORG](mailto:SOCIAL@PCASDR.ORG)  
**Details:** PCA-SDR is invited to participate in this annual event. Trophies will be given for best sports car, club effort, and judges' choice. Judging starts at 5 p.m. with awards at 8 p.m. Dinner to follow at Sourdough Pizza, 321 Alvarado St., Fallbrook.

Saturday, June 21

### SDR Tour-Porsches for Vets

**Time:** 9:00 a.m.  
**Place:** Naval Hospital, San Diego  
**Contact:** Jan Mellinger, [CATPURR@QUIXNET.NET](mailto:CATPURR@QUIXNET.NET), 619-475-7805  
**Details:** All attendees must RVSP to Jan. You will pick up a soldier for a few hour tour ending at Scobbe Park in Chula Vista. The Chula Vista Rotary club will provide lunch, after which you will drive the soldier back to the hospital.  
**Directions:** Take the Pershing Drive exit east from 5 north or south, turn left at the light and left again to the hospital. You will need to present your driver's license and then be directed where to park.

Sunday, June 22

### OCR Autocross

**Place:** El Toro Fields, Irvine  
**Contact:** Lisa Goetsch, [AUTOREG@GMAIL.COM](mailto:AUTOREG@GMAIL.COM)

Tuesday, June 24th

### Last Tuesday Social

**Time:** 6:00 p.m.  
**Place:** Gordon Biersch  
5010 Mission Center Road  
San Diego, CA 92108  
619-688-1120  
**Contact:** [SOCIAL@PCASDR.ORG](mailto:SOCIAL@PCASDR.ORG)  
**Details:** Freshly brewed lagers, a wood fired rotisserie and oven, and complimentary valet parking make this brewery restaurant a popular destination for locals.  
**Link:** [WWW.GORDONBIERSCH.COM](http://WWW.GORDONBIERSCH.COM)

Saturday, June 28 - Thursday, July 3

### Porsche Parade-Charlotte, NC

**Link:** [WWW.PARADECHARLOTTE.ORG](http://WWW.PARADECHARLOTTE.ORG)

July

Friday, July 4

### 4th of July BBQ and Swim Party

**Time:** 3:00 p.m., fireworks at 9:00 p.m.  
**Place:** 2120 Brookhurst Drive  
El Cajon, CA 92019  
**Contact:** [SOCIAL@PCASDR.ORG](mailto:SOCIAL@PCASDR.ORG)  
**Fees:** \$15 per person, \$5 kids under 12.  
**Details:** Hamburgers, hot dogs and all the sides, soft drinks, beer and wine. Mail checks payable to PCASDR to Angela Avitt, 2120 Brookhurst Drive, El Cajon, CA 92019, Postmarked by June 24th. Include your name, email and number of guests. If you like, bring an appetizer or salad to share. Bring towels!  
**Link:** [WWW.GORDONBIERSCH.COM](http://WWW.GORDONBIERSCH.COM)

Wednesday, July 7

### Monthly Members and Board Meeting

**Time:** 6:00 p.m. – Social hour and food  
7:00 p.m. – Meeting  
**Place:** Kinninger home,  
**Contact:** Katie and Mark, 619-593-4053  
**Details:** The monthly meeting provides an opportunity to mingle with some of the club's most active leaders and to watch the Board of Directors in action. Food and beverages are provided before the meeting. All members are welcome.  
**Directions:** See page 14

Saturday, July 12

### SDR Autocross

**Place:** Qualcomm Stadium, SE lot  
**Contact:** Autocross team, [AX@PCASDR.ORG](mailto:AX@PCASDR.ORG)  
**Details:** See page 44

Sunday, July 13

### OCR Autocross

**Place:** El Toro Fields, Irvine  
**Contact:** Lisa Goetsch, [AUTOREG@GMAIL.COM](mailto:AUTOREG@GMAIL.COM)

Sunday, July 13

### Pomona Swap Meet

**Time:** 5:00 a.m. until 2:00 p.m.  
**Place:** Fairplex in Pomona  
**Fees:** \$8 per person, cash only. Kids 12 and under free.  
**Link:** [WWW.POMONASWAPMEET.COM](http://WWW.POMONASWAPMEET.COM)

Sunday, July 27

## SDR Zone 8 Autocross

**Place:** Qualcomm Stadium, West lot  
**Contact:** Autocross team, AX@PCASDR.ORG  
**Details:** See page 44

Tuesday, July 29

## Last Tuesday Social

**Time:** 6:00 p.m.  
**Place:** Jolly Boy Saloon and Restaurant  
Plaza del Pasado-Old Town  
2754 Calhoun Street  
San Diego, CA 92110  
619-291-3200  
**Contact:** Katie Kinninger, 619-743-0911, SOCIAL@PCASDR.ORG  
**Details:** One of San Diego's oldest and most adored landmarks has recently reopened after extensive restorations.  
**Link:** [WWW.PLAZADELPASADO.COM/DINE\\_JOLLYBOY\\_CONTACT.ASPX](http://WWW.PLAZADELPASADO.COM/DINE_JOLLYBOY_CONTACT.ASPX)

## Upcoming Events

Saturday & Sunday, September 27 & 28

## SDR Z8 Hospitality Tent & Membership Drive Coronado Speed Festival

**Time:** 8:00 a.m. - 3:00 p.m. daily  
**Place:** Naval Air Station, North Island, Coronado  
**Contact:** John Straub 619-667-4423 or VINTGRACER@AOL.COM

**Details:** The eleventh annual Coronado Speed Festival will feature 225 of the world's most unique and pedigreed machines at one of the most distinctive stages, Naval Air Station North Island, the birthplace of Naval Aviation. The vintage racecars are chosen to compete on the basis of their historical significance and certified authenticity. SDR will host a hospitality tent that will include: Porsche corral passes for track side parking ; a hospitality tent with refreshments including lunch; new member drive; Zone 8 dinner on Saturday and much more. Look for more information in future issues of the *Windblown Witness*.

**Link:** [WWW.FLEETWEEKSANDIEGO.ORG/CORONADOSPEEDFEST.HTM](http://WWW.FLEETWEEKSANDIEGO.ORG/CORONADOSPEEDFEST.HTM)

## The Goodie Store is now *on line*

Now you don't have to wait for an event to visit SDR's Goodie Store. It's available online, 24 hours a day.

To visit the store, go to the club's web site at [WWW.PCASDR.ORG](http://WWW.PCASDR.ORG), click the box marked "The Store," then choose "Online Goodie Store" from the list at the left.

You'll find a vast array of items just waiting to be snapped up, including a wide assortment of clothing with the PCA-SDR logo, plus items of special interest to Porsche aficionados.

You can pay by credit card. Your selections will be delivered to your door or sent directly to a friend or loved one.

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# Membership

## New Members

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

### **Tony Arteaga & Sandra Arteaga**

San Diego, CA  
1967 912

### **Craig Baumann**

La Jolla, CA  
2005 997 S

### **Buck Bitting & Sharon Bitting**

San Marcos, CA  
2005 Boxster

### **Daniel Carusillo**

San Diego, CA  
2005 911 T S CAB

### **Greg Chang**

San Marcos, CA  
1997 911

### **Yu Chen**

San Diego, CA  
2007 boxster

### **John Craw & Vania Bonato Craw**

Carlsbad, CA  
2001 911 C2

### **David Grant**

Bonita, CA  
1999 911

### **David Haller & Nancy Haller**

San Diego, CA  
1973 911 TARGA

### **Frank Hebner & Grant Hebner**

Fallbrook, CA  
2006 Cayman S COUPE

### **Tony Li & Ben Li**

San Diego, CA  
2000 911

### **John Matthews & Caroline Matthews**

Del Mar, CA  
1995 Carrera COUPE

### **Darin Pines**

Temecula, CA  
1983 911 SC

### **Randy Richardson**

Coronado, CA  
2001 911 Turbo COUPE

### **Charles Torrez**

San Diego, CA  
2000 Boxster S

### **Patrick Turner & Suzy Turner**

Poway, CA  
2007 911 S COUPE

### **Christopher Woods & Tim Woods**

Spring Valley, CA  
1967 912

## PCA Anniversaries

The following members are celebrating milestone anniversaries of PCA membership during July 2008:

### **5 Years**

**Joseph Arkeder**  
**Patrick O'Connor**  
**George Reyes**

### **10 Years**

**William Addy**  
**Bernie Bogard**  
**COMFY Cozza**  
**Kathleen Jones**  
**William LeMasters**  
**Steven Norsworthy**  
**Richard Reiter**

### **15 Years**

**Steven King**

### **20 Years**

**Dick Sprigle**

### **40 Years**


**John Straub Jr**

## Members Count

San Diego Region's membership currently stands at 1519 primary members and 1156 secondary members, for a total of 2675.

## 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](http://www.pca.org).

For questions about your membership status or delivery of your *Windblown Witness*, send e-mail to [MEMBERSHIP@PCASDR.ORG](mailto:MEMBERSHIP@PCASDR.ORG). 

## We're out for blood!

SDR has committed to support the San Diego Blood Bank, which helps many people in our area. Call 619-296-6393 to make an appointment to donate. When you go in, ask to give to the Porsche Club of America account (group code: PCOA).

For further information, visit [www.sandiegobloodbank.org](http://www.sandiegobloodbank.org) or call Tom Golich at 858-755-4986.



# 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.*

**T**he May 7 board meeting was held at the home of Mike and Angela Avitt. All board members were present. The minutes of the April 2 Board Meeting and the informal April 13 meeting were approved.

The informal board meeting occurred at the home of Martha McGowan. All board members were present and nothing was voted on. The following items were discussed at the April 13 meeting:

- Committee chairs should submit all budget requests to the Board via email prior to the board meeting.
- It has been brought to the Board's attention that autocrosses held at Qualcomm's southeast lot are potentially dangerous, with people crossing the hot course to reach the trailer. To mitigate the danger, it was suggested that southeast lot autocrosses should always run counter clockwise. The Club's Safety Chair has the ultimate authority to decide.
- Kim Crosser and Bill Hartsock have confirmed that running raffles necessitate professional accounting and increased oversight as required by governmental entities. . It was decided to not sell any more raffle tickets for now until a vote can be made at the next regular board meeting.
- The board is asking for detailed Committee Chair descriptions to be written by the Chairs. This will benefit and en-

able new Chairs to take over the job swiftly.

- The 2009 Board of Directors Nominating Committee was discussed.

## President's Report

Thank you to all the folks who volunteered at the California Festival of Speed. We had a wonderful event that would not have been possible without your help.

Jackie Corwin, Jim Duncan, and David Gardner were appointed as the Nominating Committee for the 2009 Board of Directors election.

Budget requests for the following were approved; the President's gift, the Volunteer Committee and Chair gifts, mugs for the Volunteer party gifts, replacement name badges, and the Nominating Committee planning meeting.

A budget reconciliation was submitted for the April 13 board meeting.

We received a thank-you from the Monarch School for donated Porsche sweatshirts. Rady Children's Hospital thanked Pioneer Centres for its generous donation from 2007 Porsche sales.

## Treasurer's Report

Kim reported that the money market and checking accounts reconciled. We received checks from National for our 2007 Parade. Our April Performance Driving School was a great success. We received payment from the California Festival of Speed for the rental of region equipment. Federal and State quarterly taxes were paid. The online Goodie store had a good month in sales. A down payment has been made for the 2009 Installation banquet.

The Windblown Witness billings continue on track.

Kim again requests that everyone fill out a check request form when requesting expense reimbursements. Also, if a deposit is made on behalf of the club, please provide Kim with detailed information of event, date and amount of deposit.

## Chair Reports

**Archivist.** A payment of one year's rent for the storage unit was made.

**Autocross.** The Autocross Chairs will confirm if we are able to start the July 27 AX at 8:00 a.m. instead of 9:00, as we have been asked by the Stadium to have the event finished by 4:00 p.m. A budget request for new radios was approved.

**Auto Museum.** Budget requests for membership dues for the San Diego Auto Museum and California Car Club Council were approved. A \$100 donation for the raffle at the Greatest Show on Turf was approved. There has been a great turnout in registration for the Greatest Show on Turf, and it looks to be an even more successful event than last year.

**CDI.** Fifty-three students attended the spring Performance Driving School. A reconciliation for the school was presented.

**Concours.** Steve Lopez submitted an application to the City of San Diego for the use of Sunset Point for the October 19 concours.

**Insurance.** The six-month insurance permit for the Stadium has been approved.

**Legal.** California regulations include specific requirements for raffles that would cost PCA-

SDR and Pioneer Centres several thousands of dollars to conduct the Monarch raffle lawfully. A motion to terminate the raffle and return the money collected to date was approved. A donation of \$1000 will be made to the Monarch School, along with a letter explaining why the raffle was terminated.

A motion was approved to establish a separate charity checking account. All money deposited will be disbursed to the club's selected charities. In addition, except for our annual charity auction, the club will encourage all members to donate money and goods directly to charities rather than through the club.

With regard to the Hauseur family donation, John Straub will ask the family how they would prefer to disburse the money. The board approved paying the remaining twenty five percent of the charity proceeds from the Installation Banquet (previously withheld for tax liabilities on the donations) to Rady Children's Hospital, Burn Institute, and Alta Vista Academy.

**Membership.** We have 1,519 primary and 1,156 secondary members, for a total of 2,675 club members.

**Policies and Procedures.** The committee is contemplating by-laws changes.

**Rally.** A budget request for the June rally was approved.

**Social.** The Meet and Greet reconciliation was presented. Budget requests for the following were approved: Hot Summer Nights in Fallbrook, a volunteer party, name badge tape, and the golf event.

**Tech Sessions.** Keith Verlaque has several leads for new tech sessions.

**Vintage Racing.** The Coronado

## 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 member's 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.

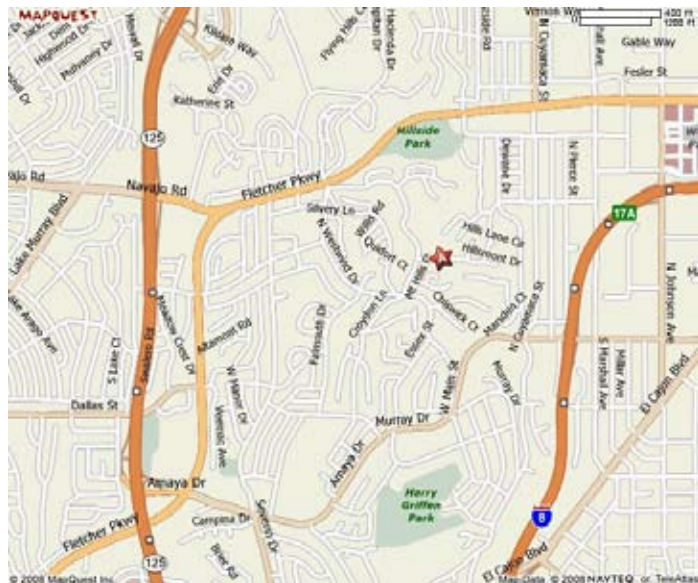
A map to the June 4 meeting at the home of Jennifer and Martin Reinhardt appeared in the May Windblown Witness (page 17).

The July meeting will be held on Wednesday, July 9, (deviation from regular meeting date due to Parade) at the home of Katie and Mark Kinninger:

1629 Hillsmont Drive, El Cajon, CA 92020

619-593-4053, (Thomas Guide 1251 C5)

From I-8: Exit onto CA 125 northbound; exit at Navajo Rd; left on Fletcher Pkwy; right on N. Westwind Dr.; left on Tyrone St.; left on Hillsmont Drive



Speed Festival committee met, and jobs were assigned. Bob McLaughlin's budget request for hosting the Hospitality Tent was approved.

**Witness.** A budget request to upgrade Margi Knight's Internet service was approved.

### New Business

The Board asks that all chairs and committees investigate and report to the Board on any equipment needs. A more broad vision of charity donations from the

2007 Parade proceeds will be examined.

Jim Binford has reviewed safety concerns at big-track events. He will meet with the Time Trial Chairs, Chief Driving Instructors, and registration teams to discuss and make recommendations for any improvements.

### Adjournment/Next Meeting

The meeting was adjourned at 9:44 p.m. The next meeting will be held on June 4 at the home of Martin and Jennifer Reinhardt.





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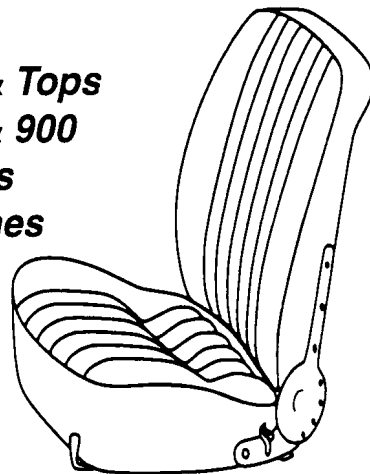
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# California Festival of Speed

## One of the best Porsche racing events in North America

TEXT AND PHOTOS BY GREG PHILLIPS



**A**fter a short break from Streets of Willow Springs, our shortest track, it was now on to the biggest track of the series at the California Festival of Speed. This event is held at California Speedway, now officially Auto Club Speedway in Fontana. The time trial series was run in conjunction with the PCA club race as well as the Yokohama Driver's Cup races. This track combines a section of the oval track with the infield road course to make a roval track of 2.88 miles.

This is a big weekend. Two days are not enough, so we use all three. That means an early start with a drive up to Fontana on Thursday afternoon to get registered, finish tech inspection, and drop off at the garage. I drove up in my grey 1986.5 928S in JP, while Steve Grosekemper, who was helping to sort out my red 1985 928S in II class, brought it up on his trailer. We got things unloaded and ready for the start on Friday, as we were the first group out. After check-in at the

Ontario Hilton, it was time for dinner. Team Dieter's followed Jad Duncan's GPS looking for pizza with Bill & Tami Ibbetson, Ethan Dahlkamp & Mike Dougherty, Steve Grosekemper, and Jad & Jim Duncan, along with Val Korry from the Pacific NW Region who was down for the club race.

### Day one: practice sessions

The next morning was an early start. After a very nice breakfast buffet at the hotel, it was a quick trip to the track. Jack Miller and Robert Baizer had the drivers meeting and final registration done, and then I found my student for the weekend, Robert Schad. I had instructed him at Buttonwillow last year, and he was brave enough to have me instruct him again. He had expressed some trepidation about California Speedway and the high speeds on the oval in a stock car. He decided to attend and recognize the limitations.

Since the yellow group was first out, we quickly got belted in and were soon flagged onto the track. Still on some older tires, I

started slowly as the tires were warming up. It is a large track, and with passing on the oval, traffic was not much of a problem. I would tell you how slow those first laps were, but someone forgot to put his transponder on in the morning. Steve Grosekemper was getting the brake balance adjusted on the red 928, and his laps started out in the 2:04-05 range on a new set of Toyo R888s.

After our session, it was time for the club racers to start their practice. Several San Diego Region members were going through their rookie orientations, including Martin Reinhardt, Mike Mulligan, Charlie Wolk, Ted Myrus and David Gardner. Unfortunately, their session was cut short, as Jack Miller's car hit oil from a broken oil filter and ended up in the wall in turn 2 of the oval. He was unhurt, but his car was done for the weekend. The track was down, as they had to clean off the oil around much of the track. By then, the next club race was out.

Robert Schad's run group was



up next and, although we were still behind schedule, it was time to head out on the track. He started slowly, learning the track in his 997 Carrera S with laps in the 2:12-2:15 range. The speed and size of the oval can be quite intimidating, and braking into turn 3 was keeping him intent on his driving as he was learning his way around the track until the checkered flag.

After only a short break for the Yokohama Cup run session, it was time for the yellow TT group again. This time I had my transponder in place. The first few laps were slow with yellow flags, but then I was able to pick up the pace a little and dropped down into the 2:06-07 range. Everyone else was also picking up the pace, and I was waving several cars by in the infield sections. Steve was also in some traffic, and his times stayed about the same, as his braking was still an issue. The tire temperatures and suspension were working well, but he still did not have the brake balance dialed in yet, which was important for best times with the heavy braking at turn 3 as well as the infield straights.

After our session, we finally had a little time to breathe, as there were three run groups and the lunch break before the purple session for Robert. My car was doing well, and Ethan Dahlkamp's FrankenBoxster was

running well for his club race sessions. The Duncan 996 was not so lucky. Their brake pedal kept going soft and would then go



away. Bringing it into the garage to check, they found a broken bleeder screw was allowing the brake fluid to bleed out slowly, which also caused smoking as it leaked onto the hot rotor. They were done until they could find a new caliper. They checked the



local Porsche dealers without success. Finally, they were able to find a set of used calipers at LA Porsche Dismantlers, and went off to pick them up as Steve removed the old caliper.

The track tours were popular again this year, and after lunch it was time for the purple group.

Robert was more comfortable on the track and especially on the oval. His times dropped down to the 2:10 range, and his speed on

the oval was increasing as well. As his speeds picked up, he started to see more traffic as he was catching up to more cars from his initial grid spot. The oval and braking were going well, and now he was starting to work on the infield line, especially the off-camber, decreasing-radius hairpins between the hair-

pins at turns 8 and 9. Most people were having trouble with finding the line through this section, but the PASM was able to keep everything tidy.

My last practice session for the day was up early, right after the Yokohama Cup session, so there

was just time for a short break and then back on the track. Jad had returned with his brake caliper, and repairs were underway. The final session was only slightly faster, as the track and weather had warmed up and some of the grip was down. I was trying to carry a bit more speed down the front straight before turning in for turn 2,

and then get back to the throttle sooner, but I was certainly not able to run flat through turn 2. I was doing better though the chicane at turn 9, was able to keep it flat from the exit of the hairpin through the chicane, down the infield straight, and under the bridge. My times were slightly

improved to 2:05.

After a couple of club race groups, it was time again for the purple group. Robert was ready again, and he continued to improve with times now down to the 2:07 range. Yes, I was starting to wonder how fast this car would go on stock tires. But much of the improvement was from better speeds and line on the oval, along with great acceleration from the 3.8 motor down the straights. He was not the only one picking up speed. Tami Ibbetson's KP 968 was also improving. She had started slowly with traffic, but had also dropped down from a 2:07s to 2:04s and then 2:02s by the last session.

We also had a little bit of excitement from one of the Boxsters in our run group. It was having problems with getting oil from the breather system into the intakes and then laying down a smoke screen. I had seen the smoke off in the distance and wondered if there had been a pit fire earlier. However, as we were following them out of the infield and onto the oval with their shift, they dropped another smoke bomb that was dense enough we could not see through! Robert held his line and it was clear on the other side, but a little intimidating. They pulled off shortly after that. They had problems through the weekend trying to get that problem fixed.

After our session, we finally had a little time to spectate. We went up to watch some of the practice starts of the club racers before cleaning up and heading

back to the hotel. After cleaning up I was invited to the staff volunteer dinner and had a very nice meal with Mike & Angela Avitt among many others. Besides the great food, Sheila Steverson was



kind enough to play piano for entertainment. After dinner there was time for a couple of beers and bench racing with the club racers in the lobby before turning in early.



Ted Myrus and Prescott Kelly

### Day two: the fun goes on

Saturday was another early day, as they had scheduled an early drivers meeting again. Robert Baizer was running this meeting, as Jack was resting up after his excitement from yesterday. Yellow was out first. It was a little cooler on Saturday, as clouds had come in overnight. But the

cooler weather also helped with horsepower, and it seemed there was a little more speed down the straight. My times were about the same as Friday's, as the grip seemed less in the cooler weather.

And the grass was still a little damp, as one of the cup cars in our run group found out as he apparently dropped a wheel off in turn 6 and spun back into the wall to end his day.

Saturday was a busy day for the entire event. Besides the track events, there was a concours event, a charity autocross with Caymans and Cayennes, and the vendor row was in full swing. I was able to do a little shopping and found some great bargains in Porsche clothing and memorabilia from the local Southern California Porsche dealers, who helped sponsor the event. You could choose from new wheels and speed equipment to wheel refinishing to safety equipment and tires. And that just scratched the surface of available vendors.

This would also be the busier day for the time trial groups, as we would have four practice sessions through the day. It was soon time for Robert's session, and I was back in the passenger seat. He continued to improve with better lines and harder braking zones, which, with the better entrance speeds onto the oval, made for faster times and more passing opportunities. But with the traffic, it also made for more excitement. On one lap, we were following a car into the braking zone for turn 3. As we began braking, Robert was concerned that he would be out-braked due





California Festival of Speed movers and shakers enjoy a break

to his street tires and decided to move out from behind the other car. That part of the move was correct. Unfortunately he moved left to the inside. It turned out he was able to brake well enough to stay behind the other car and follow him into turn 3 but in the debrief after the session, he noted that he may have moved out of one difficult spot on someone's bumper to another difficult spot along side a driver who may not see him as they turn down into turn 3. But we made it through another session. Others were not as lucky. Jeff Schmidt's wheel bearing and axle broke and he was done for the weekend. The Ibbetsons were having problems with their transmission not wanting to downshift into second gear or to go into reverse on the grid, but they were able to continue.

For the next session I had switched rear tires and was now running used Toyo RA1s 275/40/17 in place of the older

Hankook Z211 tires in the same size. I tried shifting into fifth on the front straight and then getting back on the gas sooner into turn 2 but my times were staying about the same. I was also trying out some new equipment with a GPS tracking system. It is a GPS-only system from MaxQData (\$289) that connects wirelessly by Bluetooth to a PocketPC PDA to download the information for review after the runs. The GPS unit is about two inches square, and I used Velcro to attach on the dash and kept the PDA in the glove compartment during the sessions. I could review them on the PDA, but it was still too new and there was not enough time to figure out the program during the day. I could look at it later on my laptop after downloading the files. The Ibbetsons were also using their camping GPS, but their only data point was their top speed down the front straight.

The changed tires seemed to

give me better grip, and my times dropped some more. I was now getting down to 2:01, but was still hoping to get under 2:00. Steve was also picking up his pace, as the braking balance improved and the new Toyos scuffed in. He was kind enough to spin out in turn 3 and wait for us to pass so he could follow us and get some video footage. He was down to the 1:58 range, but during the second session he noticed the left-rear wheel bearing was making more noise, and he came in early. He felt the bearing was too worn and he thought his weekend was done until Ethan reminded him that he had brought a wheel bearing puller. But now we needed to find a new wheel bearing.

I headed back to the vendor row to check with the local dealers in case their parts departments were open, but no luck. On the way back to the garage I spotted a truck with a Porsche Motorsports banner that also mentioned



parts and technical support. I had the part number from Steve and asked if they had it in the truck. He looked at the number, stepped behind the tarp and came back part in hand and asked if I wanted to pay now or run a tab? I asked why they were not more visible as several people had been looking for parts and were not aware they were available. He was surprised and asked me which cup car I was working on. It turns out they are only there as support for the cup cars and it was just my luck that the wheel bearing is standard across the newer Porsches. So now my 928 would have an official Porsche Motorsports wheel bearing—after I gave him a check, of course.

I brought the part back to Steve and he started in on the replacement. It was not as easy as it could have been, Ethan had the bearing puller, but it was designed for the Boxster and needed some help to fit the 928. He needed a power cut-off wheel to finish removal. We checked with John Rickard from Black Forest and Jae Lee with Mirage International without success. Jae then sent me to Behr Salehi, who had what we needed, including the extension cord!

While Steve was finishing up, we were out for another session in Robert's car. This was another interesting session, as we found more traffic to play with, and his times continued to drop down to 2:03. His line was improving, and he was able to transition well through the infield turns. He had a good dice with a 997 that passed

him on the main straight but then hit the brakes and slowed for turn 2. Robert was still carrying his speed and repassed him on the high side. Unfortunately we were both surprised to find the GT3 passing us again under braking into turn 3. Robert stayed calm, let him turn down, and then followed him through turn 3. He spent the next couple of laps in a good chase.

The club racers were also busy as they had their first sprint race in the afternoon. It turns out the pole position in the Blue group went to rookie Martin Reinhardt's

very fast? The winner was Daniel Davis in a 1977 Turbo with a best lap of 1:39.878. Blake Rosser's cup car took second with a best lap of 1:39.896. The best lap of the race came from Loren Beggs' 2002 911 Design machine at 1:37.293!

After the sprint races, Yellow was out for their last practice session. My times stayed fairly consistent, depending on traffic, and the car was otherwise running well. Unfortunately, Otto Obrist was leading the field in my JP class and running 1:55s. Michael Cornelius was also ahead running 1:57s. Bob McLaughlin was at my

pace with 2:02, with Brent Field and Tim Souza just ahead at 2:00. All I needed was a secret weapon for timed runs.

The other top drivers in the Yellow group included the KI drivers of Jim Binford (1:54) and Kris Urquhart (1:51), Bill Ibbetson (1:56) in KP, Robert Baizer (1:53) in MI with Jad Duncan (1:52) and Glenn Marlin (1:56), and John Simone (1:53) and Ron Palmer (1:54) in AR2.

For Robert's last practice session of the day he picked up where he had left off the last session, turning consistent laps in the 2:03 range. About halfway through the session, as we were coming off the straight under the bridge at turn 11, they showed us a black flag. Both of us wondered what we had done to deserve a flag, but we pulled off and rolled down to the black flag station. It turned out we had done nothing wrong, but there had been another accident in turn 2 and the track was shut down while the safety crews were dispatched. Unfortu-



Getting ready

C2 at 1:52.829. Not only his first race but now he had to lead the entire field to the green flag. He did remember not to pass the pace car and had a good race, but ended up in third place overall with a fastest lap of 1:51.703. The winner was another San Diego Region driver, Bill Hartsock in his 996, who had a best lap of 1:51.532. David Quesnel was fourth, and another rookie, David Gardener, came in fifth. Ethan's Boxster was in seventh and wondering where he could find some more horsepower. The Green race group was next. Did I mention they were

nately, this turned out to be a long process to extract the driver from her car and clean up the track before they could start the Enduro that was the last event of the day. The driver was shaken up, but was released from the hospital and able to attend the races the following day. Her car, however, was done as the safety equipment had done its job. Her car was not the only one with issues, as the Duncan 996 lost power in the last TT session and it was also done for the weekend with a broken motor.

### The Enduro

The Enduro finally got started, and the field was a large spread with cars running from 1:41 to 2:08. The winner was Robert Rodriguez in a 997 Cup car. Class winners from San Diego included Steve Frankel (8th) Jae Lee (11th), Behr Salehi (12th), John Ball (14th), Martin Reinhardt (16th), Jackie Corwin (17th), Mark Foley (19th) and Steve Gerken (21st).

After the Enduro was finally over, it was back to the Ontario Hilton for the Drivers Dinner. The food and decorations were excellent. Kudos to Brenda Stedronsky for her hard work in setting up all the hotel reservations and banquet plans. Congratulations went out to the many drivers who had done well in their races, tempered with concern about the accidents that had also occurred. After the dinner, Steve was kind enough to do a short video review and critique of my driving line. My main problem area was missing the apex coming onto the oval and the lack of exit speed being apparent down the long front

straight. The 928s were fairly even in power down the front straight, but Steve's exit speed was higher onto the oval.

### Sunday: the finale

Although we had a later start on Sunday, I was still up early



Now this is wheel to wheel

to avoid getting stuck in traffic for a large VW drag event being held at California Speedway. So it was time for my secret weapon. I had ordered a set of new tires from Topless Performance (try explaining that charge on your credit card) and they had brought them to the event. I had dropped off my wheels on Saturday afternoon, and now they were ready to be mounted on my car. They were a new set of Hankook Z214 track tires in their soft compound. I had seen them advertised on closeout from Hankook for \$107 each in the 275/40/17 size, and Topless was able to get them from the Hankook warehouse. I was concerned about them being the softer compound with my heavy car, but the weather was cooperating and was cool. When I picked them up, they were quite soft and sticky, so I mounted them before the first practice session to get in a heat cycle before the timed run session in the afternoon.

I went out without Robert to get a feel for the car without the passenger weight. After the yellow flag lap, it was time to pick up the pace. Once I cleared some traffic, my times began dropping. The extra grip felt great, and with the better line onto the oval, I was carrying more speed into and through turn 2. I was not pushing hard, as I did not want to overheat the tires, but when I finally saw the times posted later I was quite pleased to see I had dropped down to 1:58.5! Yes, soft, new tires are the secret weapon. The secret weapon was no longer a secret after the times were posted, and at least one JP

driver came by the garage to check things out. Unfortunately for Paul Young, his tires did not have enough grip as he exited turn 4, he spun out and backed into the tires. He was done for the weekend.

Next up was Robert's last practice session. He was chastened by the events of the previous day. It is easy to think that the accidents are happening in the racers, or in the faster run groups. However, when something happens in a car in your run group, it brings home the reality. He decided to consciously keep his oval speed down and concentrate on working the infield turns. His times were still better than he had originally hoped for at 2:05.6, but down from the 2:03s he had been turning. But traffic was still interesting. On one lap, we were following a GT3 and the twin turbo on the front straight and then were passed by a 944 Turbo in turn 2. Robert had dropped back to stay

out of trouble, which turned out to be good choice as all three cars were passing a 944S2 in the braking zone and it was four abreast into turn 3 as they finally got it sorted out. After the session, I discussed the incident with one of the drivers, who felt that passing was allowed anywhere on the oval, including the braking zone! Thankfully we were able to clarify this at the TT drivers meeting before timed runs, and that passing was not allowed under braking.

Between our sessions, the club racers had their second sprint race, with the top three finishers the same as the first race. In the Green group the winner was James Sofronas in a 996 Cup car with Galen Bieker in third, Bill Dawson in fourth from San Diego, and John Payne in eighth, and also first in his class.

The final races of the day were also exciting. In the Blue race group Martin Reinhardt was able to come home a winner ahead of Garry Wimmer and Bill Lusk, with Ethan Dahlkamp's Boxster in fourth and David Gardner in fifth. This group also had an accident in turn 2, as a 911 lost a tire. In the Green group, Bill Dawson's Turbo was the winner with Joseph Fan's 928 in sixth.

#### And the winners are ...

After the races it was the timed-run sessions. The drivers were split into three different run groups by their times. Each group had a twenty minute session, and their best lap would count for the competition. Robert was in

the first group, and soon he was headed out for his timed session. I was in the next group, along with Steve; the final group was for the fastest drivers. As I headed out I could see the other cars in my general times, and I started quickly to try and get the tires up to temperature. After I had passed one car, I had a couple of

just behind Steve's 1:58.00. I also ended up third in class with Otto Obrist turning a 1:53.62 and Mike Cornelius a 1:57.42.

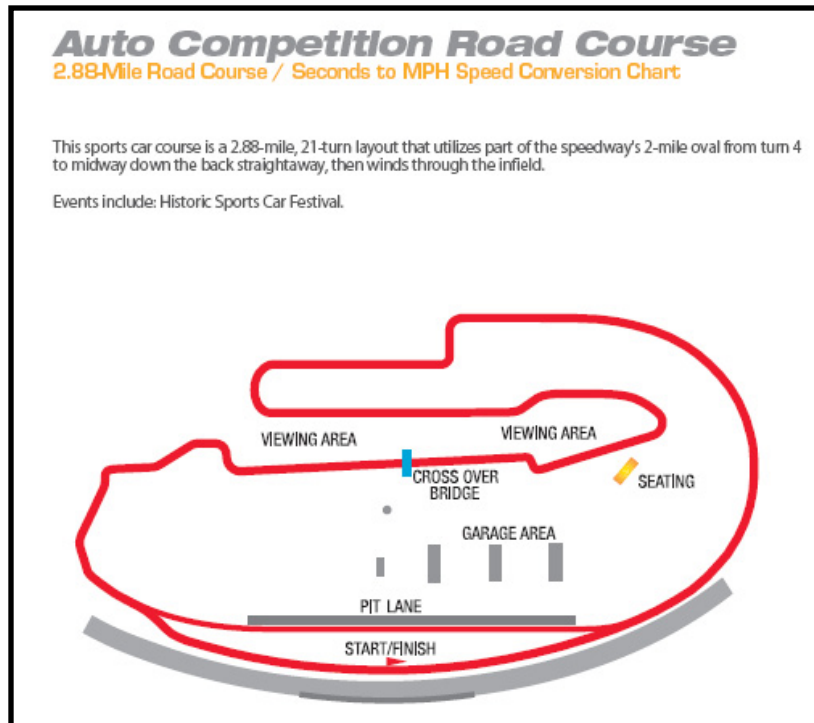
TTOD went to Bill Dawson's awesome AR1 turbo at 1:42.81, followed by another turbo, Steve Eguina's QP GT2 at 1:47.35 and then Martin Reinhardt's KI C2 at 1:49.92. Next was Kris Urquhart's

KI C2 at 1:50.29 and then Chas Wirken's QS 997 GT3 at 1:50.62, Robert Baizer's MI 965 Turbo at 1:50.95, Curt Yaws QS GT3 at 1:51.48, John Simone's AR2 911 at 1:51.74, Bernie Bogard's QSS GT3 at 1:52.26 and tenth was Roger Lai's IM 911 SC at 1:52.83. Top BRI also went to Bill Dawson and then Otto Obrist in second. KP went to Bill Ibbetson at 1:54.11 and second went to Tami Ibbetson at 1:56.59 with Chuck Sharp third at 1:56.69. Yes,

Chuck Sharp, along with many other drivers, got "Chicked" by Tami. Thankfully Jennifer Reinhardt decided to hold off on this event.

In PSS, John Komer was the winner at 1:58.43 and Robert Schad was second at 2:04.67. Tawfik Benabdeljalil won NP at 1:55.55, ahead of Shannon Johnson, who benefited from Otto's instruction and turned a 1:57.13.

It was a long tow back to San Diego with thoughts of how to get a new motor for the 928. There will be plenty of time, as our next time trial will not be until October 11-12 at Spring Mountain, Nevada. Start making your plans.



open laps until I started gaining on John Komer's 997 Cabriolet. He was doing a great job on street tires, and I was working hard to slowly reel him in over a couple of laps before I was able to pass him on the front straight. After another lap I felt I had turned my best and brought the car off the track and back to the garage. The news in the garage was not so good. During the timed session the red 928 was losing power, and Steve shut it down and brought it back to the pits. Unfortunately, it continued to lose power and, after he shut it down, it would not turn over again!

The final times were a little bittersweet, but I did have my best time of the event at 1:58.13,



# Last Tuesday Social:

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PHOTOS BY ANGELA AVITT



A round of meat lovers

The Last Tuesday Social on April 29 was held at the Lakeside Steakhouse located in beautiful, downtown Lakeside.



Bob & Kathy McLaughlin dining with Shirley Yost and Bill Fisher



Left to Right: Laura Manz, Andrew Manz, and John Komer



What a crowd of PCA-SDR enthusiasts!



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Exit I-15 at Aero Drive, go West to Murphy Canyon, south to Walmart.  
Food and fuel is available at the Aero/Murphy Canyon intersection.

Registration: 8:30 a.m.  
Beginners meeting 9:00 a.m.  
First car out: 9:31a.m.  
First car will finish: 1:30 p.m. at a lunch location

Cost is \$20 if you pre-register by June 3, \$25 day of event.

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# What's the deal with wheel-to-wheel?

COMPILED BY JENNIFER REINHARDT

I've always admired Club Racers, and one of my goals was to get a racing license some day. Now that I've accomplished that, I'm even more in awe of them! Sprint racing, for me, equates to playing chess at 120 mph. Lots of strategy, patience, and flat-out speed, while being acutely aware of endurance, tires, gas, and your own personal stamina. It's very challenging to keep all of these things in the forefront of your mind while quarter-million-dollar cars are closing in on you at alarming rates.

Many times at the track, I saw the ramifications of what a lapse in focus can do to both yourself and your car. Focus is particularly critical in the Enduro, where you know any type of mistake will cost you dearly. One aspect of the Enduro, of which I was completely ignorant, was how important the mandatory pit stop was! Everything plays a role, from pit entrance and exit speed to where in the race you choose to do it. Your crew is all-important, too. Luck was with me in Fontana, and my pit gained me several positions in the race.

If you haven't done a rolling green start with a pack of 40 cars taking off all at once, you really haven't experienced how exhilarating racing can be. If you are thinking of stepping up to this level of racing, talk to me!

—Jackie Corwin #55



My favorite was the Enduro, I like this type of racing because it brings a lot more factors to the equation. For example, it involves calculating the best time for the pit stop, as well as dealing with driver

fatigue.

Initially this year, good luck was with me as I pitted early and then the yellow flag came out. Unfortunately, my luck stopped there because while I was in the pits for only 90 seconds, the Pace Car picked up the wrong lead driver and continued to drive at a very low speed. My lead time in the pits was then gone, and it cost me big. But, I still had great fun driving in the Enduro.

—Behr Salehi #541



When you hit oil at 130 mph in your first session, you're going to have a short weekend.

—Jack Miller #640



It felt so good to get back in the saddle again at the CFOS. It had been six difficult months wrestling with a transmission change since my last race.

The CFOS is so much more than a race. It is an event where we car freaks, both drivers and non-drivers, can go and see some very cool hardware all in one place. The racing this year was fantastic. I was gridded around #7 for each of the three races. It was enjoyable to dice it up with a few new friends



and one or two old ones. San Diego's own David Gardner, Pete Milliken and I had some good scrums during the race, with David continuing to get the better of both Pete and me—until he tried to pass our 'friend' in the yellow GT3 in Turn 3 on Sunday afternoon.

In addition to the San Diego contingent, there were racers from all over the west, including Val Korry and Steven Haywood from the Pacific Northwest. During the races both days I found myself nose-to-tail many times with these gentleman racers while working to catch Martin Reinhardt, Bill Hartsock, and Gary Wimmer at the lead of the pack.

A great time and clean racing was had by all, although the weekend was not incident-free. Mechanical failures and off-track excursions will result in dollars spent to keep the racing economy working. A big Thank You goes to all who put this event on. Looking forward to Vegas.

—Ethan Dahlkamp #934



This was my first PCA Sprint Race. As a rookie, I managed to qualify in pole position and kept the position for a several laps. In the middle of the race, my brakes started to fade, and I was passed by Bill



Chuck Sharp, Jackie Corwin & Pete Milikin hot off the race track

Hartsock in turn 3. A few laps later, I made a mistake in turn 9 and went off track for some landscaping, which cost me another position.

It was a great experience. I came in third in the first two sprints. In the last race, I came in first, with a 20-second lead over the second-place driver.

The one hour Enduro on Saturday was a fun race, and I'm happy with the results, even though I lost a lap behind the pace car after the turn 2 accident. I started 22nd and finished 16th. It was a lot of fun chasing each other around the track all weekend long.

My fastest lap of the weekend at the CFOS was on shaved Toyo R/A1 tires. The lap time was 1:49.92 during the time trial, which put me in third place.

—Martin Reinhardt #594



Martin Reinhardt

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# Spring for a Porsche

Pioneer Centres presents fabulous cars and libations

TEXT BY SHEILA STEVERSON

PHOTOS BY GREG PHILLIPS & CHRIS HUCK



Spring was in the air. The warm sunshine on this beautiful April day in San Diego would serve to highlight the brilliant colors on the newest arrivals, Porsche's Boxster RS 60 Spyder and Cayenne GTS. With the aroma of coffee, the familiar melodies of finely engineered cars in the background, and friendly smiles welcoming people as they arrived, what better place to be than a room full of Porscheophiles who gazed at the latest objects of their affection.

## Porsches with a feast

Yes, spring had indeed arrived in style as Pioneer Centres of San Diego, together with PCA's San Diego Region, rolled out the red carpet to welcome new and current members to the club and to greet Porsche's latest debutantes, the Boxster RS 60 Spyder and Cayenne GTS.

On Saturday, April 12, I had the privilege of helping my peers in the San

Diego Region host a "Meet & Greet" for prospective and new members. Not knowing what to expect, I arrived early with anticipation and excitement. As Membership Chair, it would be my first "formal" attempt to introduce our Club. I say "formal" because I can't remember a time when I haven't been eager to talk about my love for the Club and what it has to offer in terms of activities, events, and the lifestyle in general. What better way to celebrate the arrival of Porsche's new vehicles than by gathering current owners to spend time chatting about their experiences.

The hustle and bustle of the caterers bringing in a feast of pastries, chocolate-dipped fruits, breads, and other delicious concoctions displayed on checkered tablecloths proved that, once again, Porsche owners would be received in a manner befitting the prestigious heritage of the Porsche name.



Martha McGowan, President & Annette & Ralph Linares, Charity Co-Chairs



## Welcome members

As my comrades arrived to help showcase our club and the Porsche lifestyle, I couldn't help feeling a great sense of pride and gratitude for the opportunity to be involved. Having just celebrated my first anniversary of membership, I was eager to share this experience not only with other new members but also with those who had not yet been exposed to the club.

Even those who aren't often involved couldn't help but notice the fun and excitement brought about as active participants chatted about the numerous functions offered by the Club. From the Tours table, where you would be enticed to take a drive through mountains to Borrego Springs and to the Rally and Concours tables, where you might find yourself signing up for the next events. PCA-SDR has plenty to offer you. You couldn't miss the video of various driving events being displayed on the flat screens above the showroom. Nor could you fail to notice that relationships had been formed with a common thread of people being involved along with a recognition and love for the finely engineered vehicles.



Jerry & Norma Jauregui, new member recruits

We in the San Diego Region are fortunate to have great friends such as Mark Smith and the crew of Pioneer Centres on Miramar Road. They have demonstrated their continued support of the Club by sponsoring our "Meet & Greet" for new members in conjunction with the San Diego premiere of Porsche's newest models. That they would generously share the stage with us is another testament to the quality of character we get to experience as members of PCA-SDR.



Frankie Damon Scherer



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The Ibbetson family with Sheila Steverson



Members meeting and greeting



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# Performance Driving School: a student's perspective

BY REGIS FALLON

PICTURES BY GREG PHILLIPS



**T**he PCA-SDR Performance Driving School was tremendously fun and educational. Both my wife, Shawna Fallon, and I took the course. We used two different cars, had different instructors, had different levels of experience, and had different expectations. We both came away tremendously grateful for a wonderful opportunity that would not have been available were it not for the enormous generosity of the very gifted volunteer instructors.

We count ourselves blessed to be in the best Porsche Club in the country. The Club has a marvelous venue (Qualcomm); we have incredibly friendly, knowledgeable, empathetic, and willing experts who train us; we have “year-round weather”; and we have a culture of volunteerism. Clearly, the great cars have brought us together but the people are even greater.

## Chalk talk

I really appreciated being provided with reading material before Friday-night’s “chalk talk.” This allowed me to have some grasp of the language and concepts before the PowerPoint presentation. I was able to focus more clearly on those issues that I felt I may not have completely understood.

The chalk talk itself was also very entertaining and useful. Dan Chambers is a very animated and dynamic speaker, who holds the attention of the audience. Additional insights and clarifications from Carl Scragg, Chuck Sharp, and other instructors were very helpful.

I think that almost everyone has a lot of fear and

anxiety going into the school. My wife was very receptive to Pam Becker’s presentation. Pam explained the first time she drove a Porsche was to a Performance Driving School chalk talk. Pam suggested that we acknowledge our fears. She stressed the need to relax, and guaranteed that we were going to have a great experience despite those fears. She clarified that it really is a “finesse” game that can be learned by anyone receptive to the message.

## The exercises

Saturday’s exercises were exceptionally well designed and conceived, in my opinion. Starting with the Skid Pad and following with Pitch and Catch, they were an ideal way to bring home some fundamentally important concepts. One thing that might be emphasized a little bit more is the immense difference in how older cars respond to those exercises versus the newer cars.

In general, it appears to me that the older cars (e.g. pre 1990) are much more tossable and exhibit a great deal more off-throttle oversteer on those exercises, compared to the newer cars (e.g. 1996s and 1997s). It is literally easier to do the exercises in the older cars, and it is much easier to “see” the concepts in the older cars.

The reason I think it is important to point this out is that several participants in my group with wonderful 1997s were feeling a little discouraged. They perceived that they were not doing the exercises as well as they thought they should. When I saw this, I tried to encourage them by telling them how much





Corner working duty

easier those exercises were done with the older cars, but that the same principals applied to their cars. They would soon realize enhanced performance when they started driving the autocross.

A little more emphasis on how the different cars respond to the very same inputs might prevent people with superb newer vehicles from that initial sense of discouragement. Otherwise, the instructors were outstanding and very patient, conveying a love of the sport and immeasurable enthusiasm.

Eating is one of my favorite sports, and lunch was great. In fact, breakfast was, too!

The afternoon sessions were, again, very well conceived to teach some fundamentally important concepts. All of the instructors were knowledgeable, friendly, entertaining, and—most of all—patient.



He's on fire!

They strived to adapt themselves to the needs of the individual students and make learning fun.

## Learning to autocross

Sunday was incredible. Being assigned a one-on-one instructor was a gift from the gods. My instructor, Ed Bohorquez, belongs in the Instructor Hall of Fame. He knew my particular car (993 C2S) very well, as he drives a 993 himself. He knew how to drive the car to its full potential, and he wanted to teach that to me. He exhibited no fear whatsoever, only joy. He had a pleasant, happy, and confident demeanor that inspired full faith in him.

Hence, I felt comfortable doing exactly what he told me to do, even when every synapse in my brain



Dan Chambers

was trying to hold me back. Because I was so trusting of his expertise, he enabled me to let go of some of my impeding inhibitions (while still retaining the useful inhibitions). He really taught me how to drive my car infinitely better than I could three days earlier.

Every success I made brought him even more joy than it brought me. He loves the feel of a car running the way Dr. Porsche designed it to run. He loves teaching that feeling to a receptive student. And his personality is this wonderful amalgamation that fosters such trust by his student that the student becomes empowered to “let go.” enough to learn what these wonderful machines are all about.

In addition to his obvious skills as an instructor, he is a remarkable man outside of the car. He has a lifelong appreciation of these cars and their history. He has been involved with Porsches going all the way back to the 1960s. He has knowledge of driving, fabrication, racing, and life in general. He was a mesmerizing teacher, both in and out of the car. He was fascinating and wonderful. He was an ideal

instructor for me, and I am very grateful for all his efforts on my behalf.

### Abject terror

My wife had two wonderful instructors: Bob McLaughlin and Jerry Griffin.

Both were very much attuned to her different mindset and different goals. Prior to this week, she had not driven a stick in ten years. She had never driven either of our Porsches until this week, when she started commuting in the car she was to drive during the school.

Prior to the school, she was terrified of taking it out. The cars intimidated her, even though she is a very good driver under normal circumstances, and she felt a bit like a fish out of water. Her instructors



Where's my run group?

sensed all this, and were very gentle and supportive with her.

She had a great experience, and made steady improvement the entire time. She came away from this experience very grateful for her patient and talented instructors, and with a newfound yearning for a Porsche of her own.

It probably is worth mentioning that her interest in the club has always been the social events such as the Progressive Dinners and galas, rather than the driving. She loved the people; the cars had really



Learning the ropes



Curt Yaws with his student

been a secondary matter. She now has an appreciation of the cars, and we both thank you for that.

Everyone knows that the success of the school is entirely dependent on the immense generosity of the volunteers. And it goes without saying that the immense quality and skill set of those volunteers directly translates into a superb Performance Driving School. I recommend this school to every member. I plan on having my children participate in it when they are old enough to be licensed.

While the skill sets taught clearly make one more capable of driving a car on a track, it is my opinion that they make all of us much better and much safer drivers on the road. I applaud all of you who have had the insight to foster such a valuable educational experience. It is one more example of what wonderful people comprise the membership of PCA-SDR. I thank all of you from the bottom of my heart. The depth of your concern and generosity is not lost on me. You are a very impressive group, indeed. 🦅



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# Motorhead Monday

BY ANGELA AVITT

PHOTOS BY GREG PHILLIPS

**K**ing's Fish House in Carlsbad turned out to be an excellent venue for our second MotorHead Monday—a chance to discuss what was one of our most memorable time trial weekends ever. For those of you who have not quite grasped what MotorHead Mondays are all about, let me explain.

SDR has scheduled four time trial events for 2008. (As of April, we have two down with two to go.) Someone on the Social committee suggested that we create a new social event where time trialers could reminisce about these events, recapturing the joys and sorrows, triumphs and failures, the good, the bad, and sometimes the ugly. The second Monday after the event seemed a perfect time—soon enough that the memories were still vivid, yet long enough after to get videos and pictures organized and ready to view.

The California Festival of Speed (CFOS) on April 4–6 at California Motor Speedway in Fontana included a club race and a time trial. This event is very near and dear to me, since I have worked as a CFOS Chair for the last seven years. Event mas-

ters Vince Knauf, Ron Mistak, and Mike Dolphin put on another exciting event. Although I am not a time trialer just yet, I have been participating in SDR's

autocross events for 18 months. So this Monday I seemed to be a little more interested in listening to the "racers" describe their experiences on the track and just what is the best way to take turns 1, 2, and the seemingly famous turn 9.

The April 14 event at King's Fish House was our chance to reflect on the CFOS weekend. As with all our great social events, this one was very successful and well attended.

Many thanks go out to Greg Philips and Steve Grosekemper for bringing all the necessary equipment along to show pictures and videos. Steve and Martin Reinhardt provided crowd-pleasing in-car videos. Great driving, guys! I brought along the great white sheet that served as an excellent screen.

The manager at King's was very accommodating to our needs and the restaurant is well known for its fresh fish. We have made this a regular gathering place.



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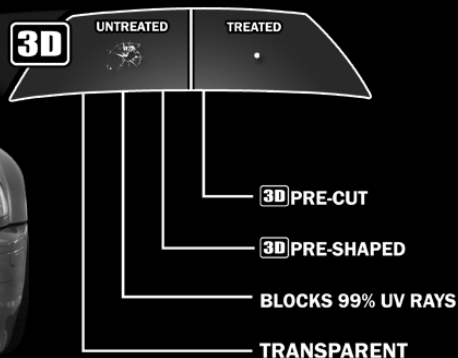
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# Performance Driving Events

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](http://WWW.PCASDR.ORG), and the Zone 8 web site, [WWW.PCA.ORG/ZONE8](http://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

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Time Trial	<a href="mailto:TT@PCASDR.ORG">TT@PCASDR.ORG</a>
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# 1985: Route 66 is decommissioned but Parade goes on

BY JOHN STRAUB, ARCHIVIST

**O**ur adventure through the past has brought us to 1985. The officers were Keith Nelson, president; Bill Myrick, vice president; Heather Brigham, treasurer; Jeanie Kuchenmeister, secretary; and Jack Cline. Bill Shaffer and Ernie Paschoal served as directors.

Some of the committee chairs for that year were Jim Douthit, Membership; Steve Hall, Social; Jim and Nancy Rydbeck, Tech Sessions; Nils Hallstrom, Safety; Bill Bogusch, Equipment; and yours truly, in my fifth year as editor of the Windblown Witness. Our membership at that time was about 775 strong.

## Members to be remembered

I want to share some insight on some of the members I just mentioned. President Keith Nelson was very popular, having previously taken the Goodie Store to new heights. Vice President Bill Myrick (for whom our region Enthusiast of the Year Award is named) was involved in helping at every event possible. Heather Brigham and Jeanie Kuchenmeister were extremely positive board members, and also involved in every event. We also had Bill Shaffer, a charter member of both San Diego Region and PCA, and of course, Ernie Paschoal. Both of these members brought maturity and years of invaluable knowledge to the board. I speak of these members with high regard, as I am truly honored to have been part of that year with them as editor. I remember them with fond memories.

## Equipment czars

One more member I would like to tell you about is our Equipment Chair, Bill "Bogie" Bogusch. Bill was the first Equipment Chair who really took the job on as his personal challenge, determined to do it better than anyone before. Our club trailer became his domain. He watched over it and the equipment as if they were his own valuable possessions. He was everywhere with the trailer, and could always be counted on for a smiling face at the break of dawn to set up the AX tracks.

With that job also came the job of autocross timing. This is not to say that others have not put their time in with the trailer—they have. Beginning with Bill Bartee, who was tasked with building the first trailer back in the '70s. This continued on through Bill Smith, the force be-

hind designing the trailer we have today. The dedication carries on today's members.

## Event happenings

Starting off in January was a driving school with a Friday evening seminar at Mr. G's Pizza. Saturday exercises included skid pads with water (not unlike we do today), handling loops, and braking courses. Sunday was a practice autocross to put the students through their newfound skills. Ron Mistak and I were the chairs, and the cost was \$50 per driver.

February brought the first autocross of the year, and we tried something new. Two or three nights before the event, we held an autocross orientation school at a pizza house to explain all the ins and outs for new members who wanted to know more about autocrossing. Sounds like fun? It was. This month Steve Hall organized a Valentine's Day brunch at the Rancho La Costa resort.

March was time for our traditional trek to Holtville for two days of driving, along with a Saturday night barbecue at the hotel, organized by John Higgins. Some of the members running were Scott Marcus, Bill Smith, Mark Mitchell, Jess Osterberg, Bill Myrick, Gerry Layer, Steve Hall, Jerry Sturm, Jim & Nancy Rydbeck, Tom & Randi Twells, Ron Stark, John Shirk, Ron Mistak, and Tom Schock.

April, May, and June brought with them more autocrosses, a wine tour chaired by John & Melissa Horton, a concours tech session chaired by Ernie Paschoal and Pat Scanlan, and a general membership meeting at George's Restaurant in Encinitas. "Back in the day" we held these general meetings so the membership could come and hear club business as well as participate in a casual setting like a restaurant. Kind of like a town hall meeting with food.

## Orange County Region Parade

The 1985 Porsche Parade was held in Orange County in June 1985. It was billed as a Zone 8 Parade. However, it was really an Orange Coast Region Parade, as most of the chairs were from OCR and lived close by. San Diego Region played an important part and started a new tradition that is carried on even today at Parades: the Welcome Tent. It was a great Parade.



# Why was Ferdinand Porsche imprisoned in 1947?

By TOM BROWN

According to the credit, the cover shot from the April 1995 edition features Brooke Graham, the “Outstanding Student” of the Spring Performance Driving School. And you thought rallying gave you grey hair!



Looking at the calendar in this 1995 issue, I recall that this was when we were still burning out our brake pads with Time Trials at Qualcomm (Jack Murphy Stadium back then); the fifth annual Weekender (Autocross, Rally and Social) was also an upcoming event; and autocrosses still featured a volunteer manning a barbecue for lunch.

Award winning editors Howard and Lois Wasserman were at the helm of the *Windblown Witness* and their monthly column included a gossip section, covering such topics as “who disappeared into a back room with whom at the Valentine’s Social?” and “what new technological advance was helping drivers improve their lap times by staying one step ahead of the rules?”

Howard’s other column, Hysterical Ramblings, had the monthly trivia question. This month’s was: “What were the proceeds from the Type 360 used for, with major effect on Porsche history?” For those

that have forgotten, the Type 360 was a four-wheel drive Grand Prix Racer, designed for the Italian automaker Cisitalia, around 1945.

Nancy Lemke regaled us with a column on the history of transportation in San Diego County. Does anybody remember the Atlas? It was a car manufactured during the early 1900’s and it was the first car manufactured here in the San Diego area.

(OK, I know you are dying to know. I snuck a peak at May 1995 to discover the Hysterical Ramblings answer: The revenue from the Type 360 was used to spring Ferdinand Porsche out of French Prison in August, 1947. Why was he imprisoned? Howard didn’t say.....)

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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](http://www.pcasdr.org).

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**2005 997 Carrera (MUST SELL)** EXCELLENT 16,500 mi OBO. \$59,500. Silver / black interior. WP0AA29975S716078, Heated Seats, 19" S Wheel, PASM, 3M Bar. (858) 414-9315 harrisgrp@cox.net

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

**MERCEDES-BENZ SL500 Roadster** Cnv SL 500 Convertible. Red with Hard Top and Black Soft Top. 16,000 miles. 1995 Mint condition. Best offer. (858) 454-3113

**Mint Condition 2005 Carrera** REDUCED!!! Must Sell this one of a kind Mint Condition 2005 Porsche Carrera 2 Cabriolet 997- Car's Name is: Oscar, 6 Cylinder S- 355HP with Custom Midnight Blue Metallic Paint and Matching Blue Convertible Top. 5K Custom Chrome Rims, Fully loaded, Low mileage, Power everything, Upgraded Bose Surround Sound System with 6 Disk CD Changer with Remote, Heated Leather Seats, Beautiful 10K custom Madagascar Wood Trim throughout the interior, 4K Custom Sports Chrome Exhaust System, Very clean interior & Well

maintained- Perfect! Always garaged- Original Owner, 4 Year/50K Mile Warranty, Maintenance records available, You Must see this One of a Kind Beautiful Car! (858) 220-3535

**1984 Europ. Spec. 911 Carrera** Targa-231 hp 3.2 Liter. Orig registered in Zurich, Switzerland. Garage kept, excellent condition, well maintained show/weekender, black \$26,500 (619) 850-5885

## Tow Vehicles

**04 Ford Expedition XLT** 5.4 ltr V8,4wd, tow pkg, auto load level shocks, lthr, 3rd row seat, rear air. 54K mi. Excellent cond. \$13.5K (760) 409-0774

## Track/Race Cars

**95-993 Track Ready \$37,500** Racers Group car; turn key track car with featherlite trailer. Too many details. Call Steve: (760) 223-6678

**951 Racecar** Highly modified 951 AR-2/GT-3. Huge build list, only 8 hours one new motor. Sell for 30K or possible trade for street Porsche. (760) 749-1485

## Parts

**Wheels and Tires** 2002 + 996 5 spoke 18 x 8 Et 50, 10 x 18 ET 65 Advan 2254018, 2653518 tires \$1,000 Great Cond (858) 945-4350

**Brey-Krause fire ext. mount** Model R-2015 for a non-power seat. \$85 new, asking \$40. Call Kris @ (858) 775-8744

**964 Big Red caliper adapters** Allows mounting of Big Red brake calipers on 964 front hubs. \$249 retail, asking \$100. Call Kris @ (858) 775-8744

**Hot Lap Timer** Compatible with PCASDR stadium events and some track events. \$50 OBO. Call Kris @ (858) 775-8744

**965 front rotors** Used two track weekends. Small surface cracks. \$100/pair OBO. Call Kris @ (858) 775-8744

**964 C2 front hubs (used)** Includes ball joints and tie rods. Free to PCA member. Pickup in Poway. Call Kris @ (858) 775-8744

**931/924T Turbocharger** K-26 Turbocharger for 924 Turbo (931). Good shape. \$120, or Offer. Paul (619) 449-1768

**4 7x16 Phone** Dial wheels for 928, 924T/ S, late 944, 964. Not perfect, but straight, true. \$100, offer. Paul. (619) 449-1768

**4 7x15 Phone** Dials for 928, 924T/ S, late 944. Perfect for Spec 924S. Straight, true. \$150, obo. Paul. (619) 449-1768

**Older, superlight BBS Mags.** 7x16 for 928, 924T/ S, late 944, 964. With special BBS nuts. Need paint. \$100/ Four obo. Paul (619) 449-1768

**1994 RS America Exhaust System** including catalytic converters. As New condition with less than 6K miles use. \$495 OBO. Call (858) 587-0208 or email to jmiller21@san.rr.com.

**Dry Chem 2.5lbs with Mount** 911 Fire extinguisher for DE, TT with custom mount hardware, no holes to drill, passenger front floor. \$50 George (858) 248-0898

**Headlights (non-Litronic)** Off 2001 Boxster S, orange side marker \$200, non litronic. (858) 531-3589

**3.2 Carrera motor** . Complete including brain and harness.2k miles on top-end rebuild. Currently in car. No track miles. \$6500. Mark Kinninger. (619)733-5500 kinninger@cox.net

**boxter car cover** as new. used only once. Offical Porsche cover. \$35 (858) 452-1138

**2 7x17 Cup1 Wheels \$400** factory Cup1 wheels in good shape with Victoracer 225/45 tires with plenty of tread. \$400; prefer local pickup. registry@c4widebody.com (858) 456-2480

**SC Black Bra/Custom Sheep Skin** Seat Covers-Tan. All in very good condition. Make Offers. Bill thead-dys@san.rr.com (858) 715-1465

**996 C4S Parts** Sport exhaust tips \$275, Bra and mirror covers \$75, Silver tec cover \$55. Front center console for CDs \$100. (858) 538-1347

**BMC AIR CLEANER** Reusable racing style for 2.5LBoxster, detergent, oil, and instructions. In great condition. Purchased from AJ USA. \$45.00 (619) 225-8783

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

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

**AutoPower Roll Bar** Fits 964/993, currently in 993 C4S. Painted Grey.



All hardware. \$250 obo. Forrest (619) 992-4378

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

**BK Harness truss for 996/GT3** Brey-Krause R-1035 harness bar. uses only existing mounting points. Once installed, the main portion can be unbolted in ten minutes, allowing use of the rear seats. \$550 va122@hotmail.com (917) 363-2560

## 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

**Motorhome for summer vacation** Motorhome rental for a week or so this summer. Father/ son trip to a couple of races. Walter 858-775-5302 (760) 931-6739

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

**WANTED 964 Cup Wheels** Part #965 362 124 01 & 126 01. 7 x 17 inch ET 55 and 8x 17 ET52. Please call (619) 962-7345

**Wanted dead or alive** 3.2 Carrera coupe. High miles ok. I also buy race

cars. Mark Kinninger (619)733-5500 kinninger@cox.net

## Miscellaneous

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

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**Road & Track Magazines** 1983-2007 in R&T binders and library cases. Missing 1985 and 1990, 01/87, 06/88, 06/91, 06/95, 10/00, 03/06. \$270. (760)420-7909 doug.dill@worldnet.att.net

**Sparco 5PT harness**, driver & passenger, 3", black, Aug 06, \$180. Hot Lap timer, \$150. G-Force arm restraints, driver & passenger, \$30. Charlie (619) 224-9317

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

**Wheels For Sale** 17 inch Boxster wheels with center cap Porsche crests. \$250.00 Porsche Boxster car cover with Porsche logo. \$100. call: 858-248-1214 (858) 627-6766

## Business Directory

**High Performance Motorsports** Buy any new, used, leased, auctioned vehicle at Dealer pricing. Any motorized vehicle. (858) 735-1013

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## Display Advertising

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

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