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WINDBLOWN WITNESS

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July 2008

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Jad Duncan at the DE



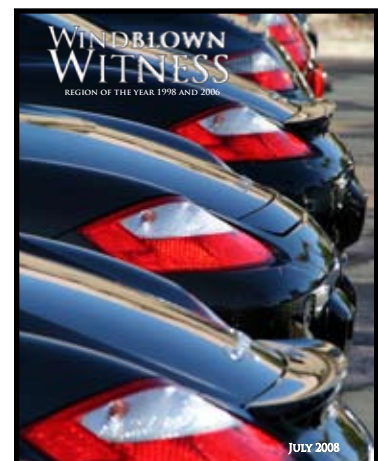
Laura Manz at the AX

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COVER PHOTO

997's from Meet
& Greet held at
Pioneer Centres
*Photo by Greg
Phillips.*



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Join the fun at PCA Parades and Escapes

BY MARTHA MCGOWAN, PRESIDENT

According to PCA National President, Prescott Kelly, "the Charlotte Parade will probably be the largest Parade PCA has ever had." It will be a six-day event combining competitive events (autocross, concours, rally and tech quiz) with numerous social events. Charlotte, North Carolina is just about as far away as you can get from San Diego and still be in the USA. I'm sure some of our Region members will be attending this year's Parade, but for others who think Charlotte is too far away, there is the "other" big event, the PCA Escape. PCA's Roadrunner Region is hosting Escape 2008: Journey to the Land of Enchantment, in Albuquerque, New Mexico on September 18-21. Escape was conceived in 2005 to ease the tension for those of us who live on the opposite coast from Parade – and for this year-that's us! There are no competitive components to this event, just the fun of driving, participating in social activities, and enjoying the local scenery including Santa Fe, the Jemez Mountains, Taos and many more stunning locations. For more information, visit the website at WWW.ESCAPE.PCA.ORG.

Keeping up with Club events

Are you looking for a way to become more active in the Club but aren't sure of the dates for our various events? You can get all the event information you need by viewing the Event Capsules in the Witness or the Calendar page on the website. PCA-SDR also has an email service that provides members with reminders for all the upcoming events. To be included on the distribution list for email notification of upcoming SDR events, simply send an email to EMASTER@PCASDR.ORG and request

that you be added to the list.

The July 4th BBQ and Swim Party is rapidly approaching. Come and join the Club in celebrating our nation's Independence Day. Enjoy a menu of hamburgers, hot dogs, salads, chips and dip while relaxing around the beautiful pool at the Avitt's house. The cost is \$15 for adults and \$5 for kids under 12. Angela is asking that payment be made no later than June 24 so she can plan accordingly. All the information can be found in the Event Capsules page 8 or by clicking on the July 4 link on the Region's website calendar.

If you are competing in the Zone 8 autocross series, you're in luck. SDR is presenting a Zone 8 autocross on July 27 right in our own back yard at the Qualcomm Stadium West lot. There are 12 Zone 8 autocrosses scheduled for this year. So if you want to remain in contention for a trophy, come on down and join us at the July 27 autocross. You can sign up by going to the Region website, clicking on Forms on the left hand menu, and then Prepayment Registration. Remember, if you submit your entry by the Tuesday before the event, you only pay \$40. After that, the cost goes up to \$60.

As usual, we finish the month with our Last Tuesday Social. In July we are gathering at the Jolly Boy Saloon & Restaurant near Old Town. The Last Tuesday Socials are a fun and relaxed way to meet and talk with other Club members. It's a great way to break up the week and finish the month.

Remembering Larry Clark

I'm sure most of you have heard that Larry Clark, our former Witness Editor, passed away on Sunday May 25. Larry had been in declining health

due to pulmonary fibrosis for the past four years. It finally took its toll and his lungs could no longer function. He died at home, peacefully and quickly, under hospice care. His body will be donated to UCSD Medical Center. His wife, Mary, is asking that any donations for Larry be made in his name to the Penn State Blue Band. The Penn State Blue Band is recognized as one of the nation's finest college marching bands. The Blue Band has performed at every major bowl game in the U.S., including the Rose Bowl and the Tournament of Roses Parade. Larry attended Penn State and played trumpet in this band. It was one of the most wonderful experiences of his life and he supported the band throughout his life. Larry, you will be greatly missed! Donations may be sent to:

Penn State University Blue Band
College of Arts and Architecture
Development Office
215 Wagner Bldg.
University Park, PA 16802

I look forward to seeing you at SDR events!

Martha





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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, 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.

All sales help to support our club.



Try it out *today*

The new look of the *Witness*

BY SUSAN BROWN AND MARGI KNIGHT, CO-EDITORS

We are truly sad to lose our good friend and mentor, Larry Clark.

Although we understood the seriousness of Larry's illness when we volunteered, for some reason we thought he would just keep on keepin' on. He was helping us with the last issue of the *Witness* when we heard of his passing. He led us through the transition of editorial duties and we will miss his guidance and expert advice. We extend our deepest sympathy to Mary and the rest of the family.



Some ch...ch....changes:

As they say, "everything old is new again" you might have noticed the new layout in this issue. The good thing about being Editor (yes, there are good things) is that we have "Editorial" license. It has been fun culling photos for the covers, looking at lots of newsletters and finding fonts. We have gone back to the windy look of the cover masthead.... after all, we are "windblown". The Event Capsule section has a new look and continues to be a useful tool for keeping up on activities in the Club. This was Larry's brilliant idea-we just tweaked it a bit. We will be adding photos of our regular contributors so that you can recognize our prized

authors. The event and monthly articles have been moved to the front of the newsletter as we think these are most appealing to our readers. Hopefully this will encourage you to be more involved with the Club activities.

A big thanks goes to Gary Burch for creating our caricatures for the back cover. Gary has a very unique talent in capturing personalities...although we did not realize what BIG teeth we have. We hope you like the changes as much as we have enjoyed presenting this new format to you. We're not done yet! Over the next months we will continue to make changes as we come up with new ideas. Of course, let us know if we are meeting your expectations. And PLEASE...we need your help to make this a success. Send us articles, photos and gossip to keep the *Witness* interesting. The deadline is always the first of the month, for the next issue.

July highlights

We have two driving event articles this month. We cover the May 10 autocross with an article written by Bill Behun. Bill claims, "I am really getting into this." We assume he means writing the article. In addition, we have an article about the on-again/off-again/ on-again DE on May 31. This event was miraculously pulled together in a matter of days; a true testament to the dedication of the volunteers in the Club...or maybe it is "obsession." Either way, it works!!

Future editions

In the August issue of the *Witness*, we will have a tribute to Larry Clark and several by-law change proposals. September's issue will contain bios for the candidates running for

election to the PCA-SDR Board, and your ballot. Stay tuned!

Behind the visor

Mary Clark had a birthday on June 23. Many of us celebrated her special day and Larry's life on June 22.

The club archivist has celebrated his 40th anniversary as a PCA-SDR member. John Straub writes the monthly article "Back in the day" and his memory has not yet faded. Well, maybe his memory is fading, but we haven't forgotten him!

A few days after Vice President Cheney accidentally shot his hunting buddy, Pam and Charles Becker's now 9 year old daughter, Nora, expressed concern when Pam left the house. She remarked that since the Vice President was in town, her mom had better be careful.

The PCA website now has a raceblog...yes!!! The blogger, Patrick Long, is the only American race driver on the Porsche factory team. Check it out at <http://pca.org/panorama/plblog.html>

What Club members have seen seven and will soon be traveling to Siberia to see their eighth? Next month, you will find out not only who...but where...

Margi and Susan



July 2008



Tuesday, July 1

Windblown Witness Submission Deadline for August issue

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
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!

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.

Saturday, July 12

SDR Autocross

Place: Qualcomm Stadium, SE lot
Contact: Autocross team, AX@PCASDR.ORG
Details: See page 47



Sunday, July 13

OCR Autocross

Place: El Toro Fields, Irvine
Contact: Lisa Goetsch, AUTOXREG@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

Sunday, July 27

SDR Zone 8 Autocross

Place: Qualcomm Stadium, West lot
Contact: Autocross team, AX@PCASDR.ORG
Details: See page 36 & 47

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
Directions: From Hwy 8, exit Taylor St, proceed west, take left on Juan St., 1st right on Wallace St. which veers right and becomes Calhoun St. free parking lot on right. Enter park at that (north) entrance and you will be at the Jolly Boy Saloon.
Link: WWW.PLAZADELPASADO.COM/DINE_JOLLYBOY_CONTACT.ASPX

August 2008

Wednesday, August 6

Monthly Members and Board Meeting

Time: 6:00 p.m. – Social hour and food
7:00 p.m. – Meeting
Place: Lewis home
Contact: Gloria and Kent, 858-565-8383
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 41

Sunday, August 10

OCR Autocross

Place: El Toro Fields, Irvine
Contact: Lisa Goetsch, AUTOXREG@GMAIL.COM

Friday-Sunday, August 15-17

35th Rolex Monterey Historic Auto Races

Time: Varies depending on race schedule
Place: Mazda Raceway Laguna Seca
1021 Monterey-Salinas Highway
Salinas, CA
Fees: Starting at \$15
Contact: 800-327-7322
Link: WWW.LAGUNA-SECA.COM

Wednesday, August 20

Tech Session

Time: 7:00 p.m.
Place: Modern Image
8656 Production Ave., 858-408-0744
Contact: Keith Verlaque TECHSESSIONS@PCASDR.ORG
Details: Learn about Adams performance polishes
Link: WW.MODERNIMAGE.NET

Tuesday, August 26

Last Tuesday Social

Time: 6:00 p.m.
Place: JRDN Restaurant at TOWER23 HOTEL
723 Felspar Street, Pacific Beach
858-270-5736
Contact: SOCIAL@PCASDR.ORG
Details: Surf: Sky:Spirit. Chef David Warner fuses together the best of contemporary steak and seafood at JRDN. Complementary hotel valet parking!!
Link: WWW.JRDN.COM

Upcoming

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

Saturday & Sunday, October 11 & 12

SDR Z8 Time Trial: Spring Mountain

Sunday, October 19

SDR Z8 Concours

Saturday & Sunday, November 22 & 23

SDR Z8 Time Trial: Buttonwillow

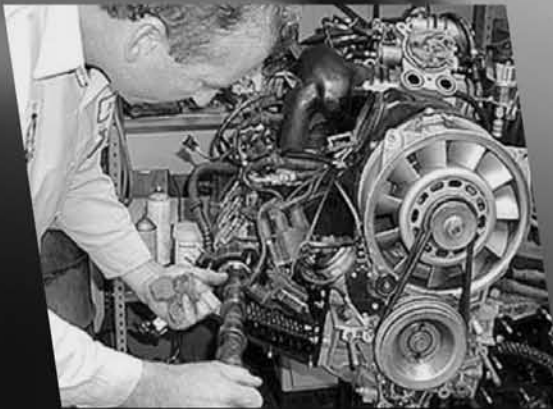


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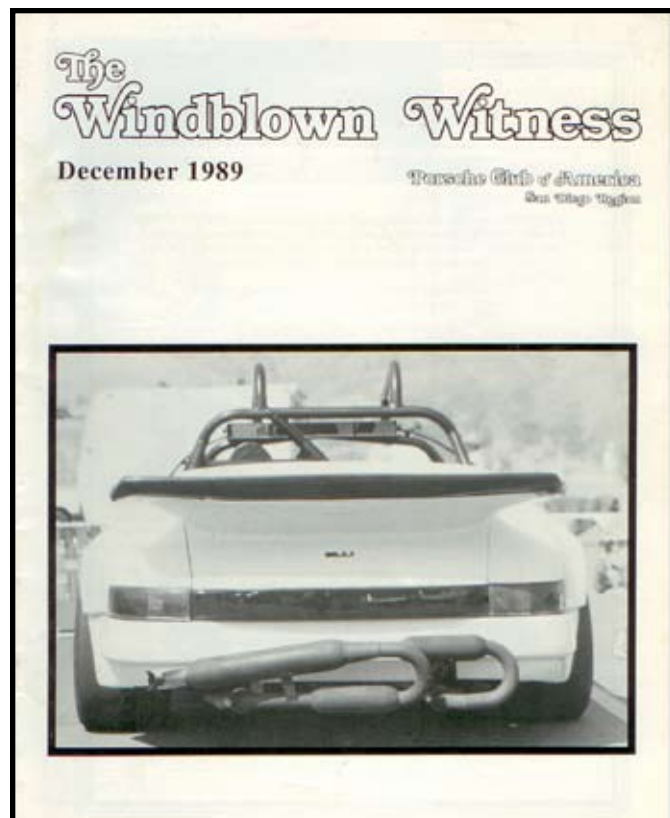
High Speed Tire Balancing

Good things come in small packages

By TOM BROWN

What a mean looking rear end! Whale tail, turbo flares, some kind of super-duper sport exhaust and a roll cage guaranteed to prevent that cabriolet top from ever closing again. Photo by Cecelia Knauf, with the caption of "Who mugged the Trombone player?" Upon reading this, I immediately mentally added "And why did they stuff him in the trunk?" which of course was quickly followed by "Ooops, engine compartment, of course; but that doesn't sound quite right, which is why I thought trunk!"

Coming in at only twenty-six pages, the December 1989 Witness was jam-packed with information and entertainment for your reading pleasure. The President's column had a great review of the benefits of being in the PCA; there was report on the last tech session; the Halloween Autocross at Holtville; things to look out for with car repairs; the 10 Commandments for buying a used car; on type I, II and III turns and how they apply in racing; the recent Time Trail at the stadium; the origin of the Porsche crest; and finally, the monthly medical column covered safe night driving.



December 1989 articles of note

So what did all these articles have to say? Here are a few highlights.

For safe night driving – keep your windshield clean, wear glasses if you need them, have good quality headlights that are properly aimed, don't look into oncoming headlights and perhaps most importantly, don't overdrive your headlights. As a reminder, over driving your headlights is when you are driving so fast that you can't stop within the range of what you can see.

As those of you who attended this year's Installation Dinner or last year's Parade Concours Banquet already know, the Porsche Crest was originally drawn by Ferry Porsche on a napkin in a restaurant when an American Importer demanded an identifying image for the brand. It first appeared in 1953 on the horn button. It wasn't until 1957 that it appeared on the hood of the car.

10 Commandments for buying a used car:

1. Never buy a black car in the rain or at night
Know what you are getting.
2. If you buy it, you will fix it
Be prepared to spend money on it, or don't buy it.
3. Beware of ads with no price
Sellers don't know what they have and ask too much for it.
4. The cheapest is the most expensive
Buying the car you want is cheaper than building the car you want.
5. Photos never tell it like it is
It always looked better in the ad.
6. Repaired is not Restored
Most sellers don't understand the difference.
7. Convertibles are for looking, coupes are for driving
Old convertibles are the worst.
8. Customized is double trouble (at least!)
Always know how much to get it back to stock, before you buy.
9. You can't get it wholesale
Repair prices only go up.
10. The last is the best
Even within a model, a later production date is usually better.



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1985: The “ultimate Porsche”-959, *Windblown Witness* wins Heinmiller Award

BY JOHN STRAUB, ARCHIVIST

The very idea that you are reading this nonsense implies that you have a unique interest in old—oops—“vintage” Porsche Club stuff.

Well here we are, talking about the last half of 1985. Our membership was at 780 compared to today’s 1,500. The *Witness* was at thirty-four pages and had full color covers. Speaking about the *Witness*, it won its third Paul Heinmiller award for the best overall newsletter in PCA at that summer parade. (Do you recall from the May article who the Editor was that year?) Our autocross program had 25 classes to compete in, two of which included a 4-and 6-cylinder rookies class.

Memories of the Orange County Z8 Parade

The big talk in the region at this time was the Zone 8 Parade held at the Weston Hotel in Orange County. Here are some of the things I remember:

- It was 105 degrees on concours day and at the driving event, which was held at Riverside Race way, it was 117!;
- Pat Scanlan’s tears as he won first in class in the concours;
- A spectacular San Diego Region hosted cocktail party with champagne and fine food sponsored by our own Alan Johnson Porsche;
- The worker party with hundreds of door prizes;
- Ron Stark starting cars for three days of the driving events in that tremendous heat at Riverside;
- A 911 taking top time of day;
- Listening to a four-cam Carrera Speedster idle by the front of the Weston Hotel;
- Witnessing the crowd’s enthusiasm upon learning of the next two Parades’ locations-Portland, Maine in 1986 and Dallas, Texas in 1987;
- Finally the sadness at the end of the week and saying goodbye to everything “Parade” for another year. If you’ve never been to a Parade-you should try it.

Ending the year

Some of the events held for that summer in the Region included autocrosses, rally schools, a wash n’ shine concours, tech sessions, and a couple of social brunches.

Some members running in the September Autocross were Scott Marcus, Barbara Decker, Bill Smith, Bob Bertrand, Mark Mitchell, Bill Myrick, Bill Bogusch, Jerry Sturm, Tim Comeau, Paul Young, Jerry Beauchane, Joe



Webber, Tom Twells, and Jim Dowell, who in his 914, took top time of day. One of the interesting articles in the *Witness* about that time was an article entitled, “Autocross... through the eyes of a novice.” The author? Paul Young, Sr.

In October, we held a very different type of social event at the Improv Comedy Club. Our charity event that month was a tour to benefit the San Diego Humane Society.

November brought with it a two-day Holtville autocross. Each entrant paid only \$15 for two full days of driving, along with a Saturday night BBQ. At the end of November a long forgotten tradition in the sports car world was started again, - that of the Palm Springs Vintage Races. The races were first held on the streets of Palm Springs, moved to the Palm Springs Airport and then back, again, to a semi-permanent track on the streets.

Bringing the year to a close, December was the month we capped off our toy drive program. We held the annual Installation Dinner and Driving Events Awards at the Town & Country Hotel. The cost was a mere \$25 per person. There was plenty of joy for everyone that included year-end awards for chairs and trophies for the drivers.



Motocross America, the early years

TEXT AND PHOTOS BY MICHAEL HARRIS

The Museum continues to offer its display on the early days of Motocross, custom choppers, and motorcycles from their own collection. As you enter the Museum, your initial gaze falls on a row of custom choppers in DayGlo colors of bright orange, green, maroon and other bright colors. There is a row of eight handmade customs ending with what appears at first glance to be the "Easy Rider" chopper off to the left. On closer examination, the bike is not "Easy Rider" but a deep metallic maroon "Tribute to Dale Earnhardt," the late, great NASCAR champion.

At the end of this display area is a diorama made up of a white Dune Buggy owned by the McMillan family racing under McMillan Construction colors; a factory Honda XR650IX from 2005 in factory red and white colors; and a maroon and silver Husqvarna 360 from 1967. The McMillan car is powered by a Porsche 2800cc flat six producing some 275 horsepower to propel the 2200-pound racecar. This car broke the tradition of using custom built VW opposed four cylinder motors, and was very successful. It won the Baja 1000 outright in 1981; was the fastest four-wheeled vehicle in the 1983 Ensenada to San Felipe via Mike's Sky Ranch loop. Its last race was in 1987 when it finished second overall and first in class. The transition to more powerful V-8s ended the Porsche's reign.

BSA in the living room

The Motocross specific display has about 40 bikes from different manufacturers. The most original bike is a 1974 BSA 500 B50MX. Any idea what BSA stands for? The previous owner was so taken with BSA bikes that he bought two 500 B50MXs in 1974. One he drove the

wheels off of and the other he parked in his living room. A display that should resonate with PCA members features a restored 1970 Chevrolet El Camino carrying a 1973 Bultaco "Pursang" (Pureblood) Mk 6 125cc bike. This little jewel features great welding, polished case, and is super clean. Amazing when you think that these Spanish bikes were assembled in factories with dirt floors. The El Camino should be able to haul almost any racecar as it has a small block V-8 bored and stroked from 350ci to 450ci, Crane cam, reworked transmission and all the right stuff for "hauling."



Orange chopper with Soap Box Derby vehicle behind

Another bike that should resonate with local SDR members is a German built Hercules "W-2000" built in Schweinfurt in 1975. It was the first motorcycle to be powered by a Wankel rotary engine. The bike is in original condition, and looks new. It is part of the Madigan (Motorcycle) Collection, many of which are on view in the Museum. The Madigan Team consisted of the late Paul Madigan and his son Mike. Paul was one of the founding members of the

San Diego Region and a past president. His son Mike has been most generous in lending a part of the collection to the Museum.

From the Motorcycle Hall of Fame

In addition to the motorcycles, the Motorcycle Hall of Fame Museum in Pickington, Ohio has lent the Museum a number of displays of historic photos. The young men in the photos all look young enough to be on BMX bicycles and not high-powered motorcycles. There are also magazine covers, ant articles, uniforms, shirts, posters, photos, and other mementos. Should you get tired of walking around,



there are 4 video displays placed in front of hay bales to better inform you of the sport.

And by the way, BSA is not the Boy Scouts of America, it stands for the English company, "Birmingham Small Arms." The Motocross display has been extended until mid October.



1975 Hercules W-2000 from the Paul & Mike Madigan Collection



1970 El Camino hauling a 1973 Bultaco Pursang MK 6 125cc bike



The McMillen Construction dune buggy with Porsche 6 cylinder motor



1974 BSA 500 B50MX



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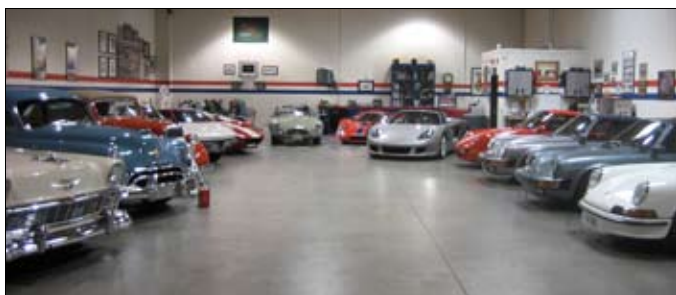
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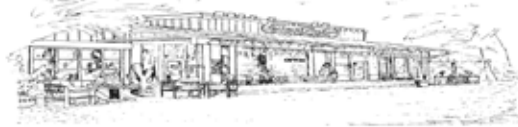
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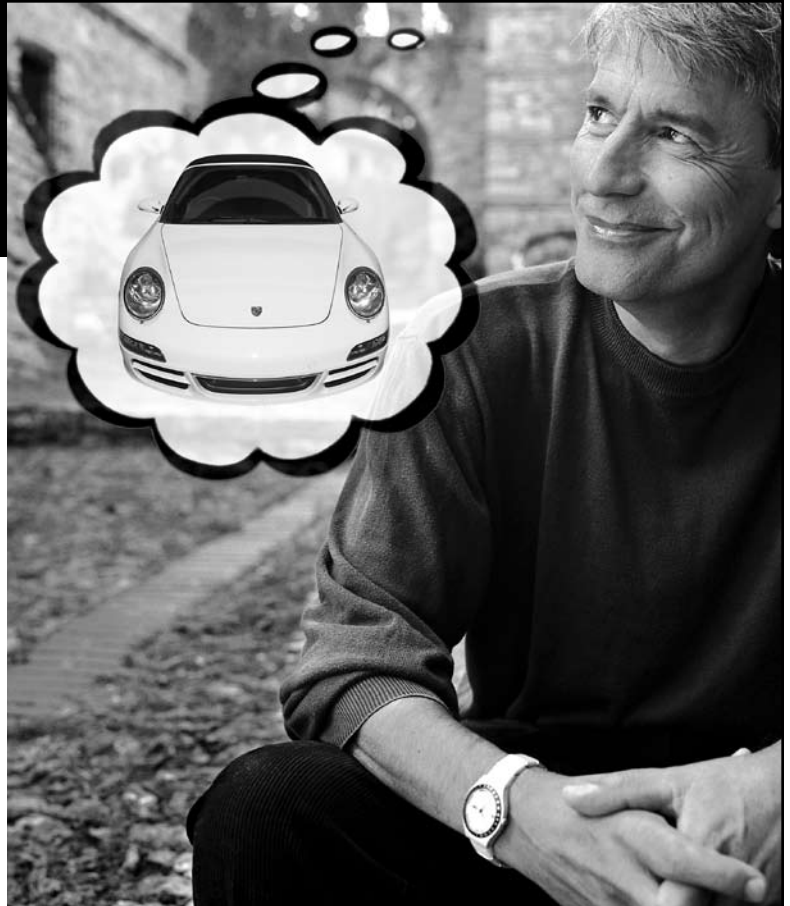
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Spring Mountain Motorsports Ranch Time Trial Oct. 11-12, 2008



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- SNELL 2000 or 2005 helmet (M may require balaclava)
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Car Number _____ Car Class _____
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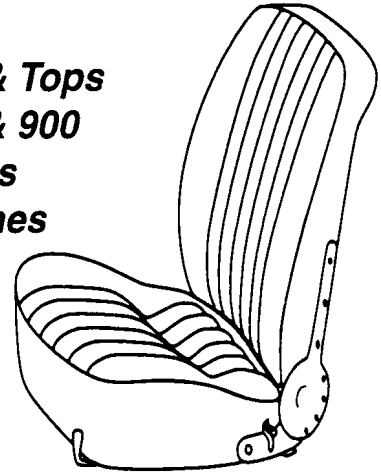
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May Autocross: Pothole avoidance

TEXT BY BILL BEHUN

PHOTOS BY GREG PHILLIPS & MARK RONDEAU

Uh –oh.... one hundred nineteen pre-registrations? Oh my. That was the advance information received from the pre-reg folks Janet Yaws, Jennifer Reinhardt and Jackie Corwin. With so many already signed up for the autocross it was time for the AX Co-Chairs (Ron Trotter, Jackie Lu and myself) to get to work.

Designing the track

This autocross being the first time I was to help design the course, I went to the stadium and mapped the bad pavement/pothole areas. Needless to say (but I will) - it took awhile. It became apparent to me the track design might be pretty easy – just design it to stay away from all the bad pavement areas. Yeah, easy for sure.

Later that week Jackie Lu and I met and brainstormed some track design ideas. Because this was the first AX after the Performance Driving School, we thought we might try a pitch and catch turn. To try to satisfy the turbo drivers we wanted some long sections. To satisfy the lower powered cars we wanted some tighter rhythmic sections. We laid out our ideas on the west lot map we had and when overlaying it onto our pothole map, it needed a lot of adjusting. Too many potholes in the way. We finally got something to work (fingers crossed) and sent the map to Bill Ibbetson to upload to the club website.

Setting up

The day of the autocross started early. I met Ron Trotter at the west lot at 5:45 AM. We went to stadium security on the east side of the stadium to move the club trailer (usually brought down the night before by either Tom Meissner or Peter Czajkowski) to the west lot. We positioned the trailer so the timing folks would have a good view of the start line and at least five cars in the line. (This ends up being important so the timing folks have enough time to enter your car number into the

computer during the timed runs).

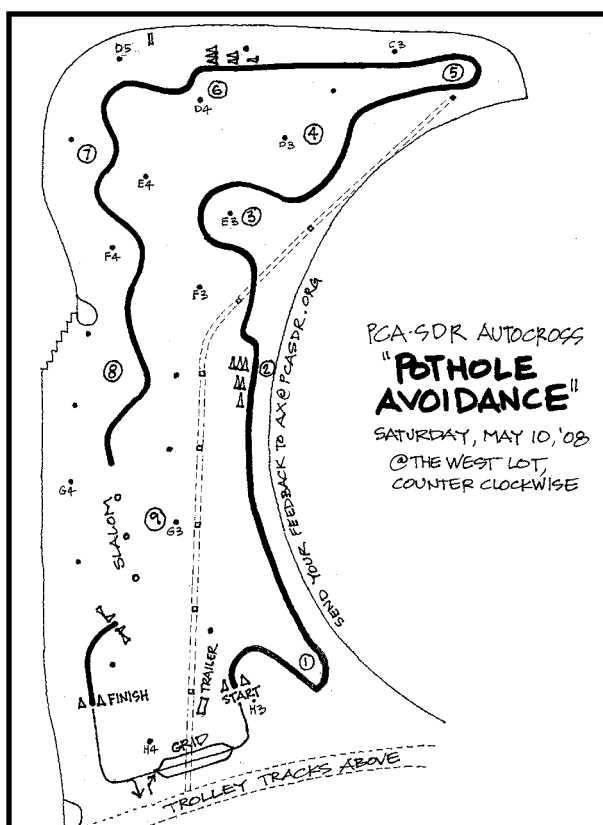
At about 6 AM Lori Scheussler (equipment chair) arrived. Shortly after, Leigh Rayner (equipment and corner working co-chair), Mark Rondeau (corner working co-chair) and Sean Malloy (valued and enthusiastic helpful member) arrived to help unload the trailer. Thank you, thank you, and thank you. We got the drinks out, tables out, timing system out, flags out, extinguishers and radios out, and finally the cones out and into the truck. Time to layout the track. Where's the coffee.

I drove the truck around the lot using the track map as the guide. Dan Chambers (a past autocross chair) was in the back of the truck helping throw out the cones. A couple students from the performance school were helping too - sorry, I can't remember your names. I just remember the guy who was always one step ahead of me and asking me THIS and asking me THAT about where the cones go. Actually Dan, you were a good help and I appreciate it.

Track cones were out, now it was time to rope it. The club has three ropes set to a certain length that we stretch across the course to set the cones to make the course a consistent width. Kelsey Malmberg (recently licensed, recent performance school graduate, just learned to

drive a clutch car 944 driver) and I set out to rope the north end of the course. We soon discovered that there were more potholes to be reckoned with. The previous weekend lot use by another car club had created more potholes than were on my map. Time for some course adjustments. One area of the north end was so torn up I nicknamed it the "lava fields" as there were chunks of pavement strewn about everywhere. Fortunately this was an area of the course where no cars should go off track so a little broom sweeping here should do it.

Safety Chairs Tom Comeau and Erik Kinninger then drove the course and we made any adjustments to the





Laura Manz in her Boxster

track they saw needed making.

The track was now set up and time for Keith Verlaque (former chief driving instructor) to conduct the track walk. Keith always does a great job explaining how to handle the turns and other challenges of the course. Keith's humor and anecdotal explanations made his suggestions stick in my mind better. Keith, I need to ask – do you do stand up comedy?

Track walk over, time for the Drivers Meeting where everyone attends. Rules are gone over and advice is given. The Corner Working Chairs Leigh Rayner and Mark Rondeau review the corner working tasks and then Safety Chair, Tom Comeau, discusses safety items and what he saw from test driving the track. Then students are paired up with instructors and it's time to drive. We did get a slightly late driving start due to the reconfiguring of the track for the potholes but it looked like we could eventually get back on time for the timed runs at the end of the day.

Turn by turn, pitch and catch

The course started with a "warm-up" right hand 180. Then on to the pitch and catch left turn. We located this turn here for two reasons. The first was for safety reasons and track time management - if someone spun their car here (it wouldn't spin far), the course starter would not have sent the next car onto the track yet. Just wait for the car to go back on the track and then send the next car at the appropriate time. The second reason the pitch and catch was located here was to be in good view from the pits where everyone could see the fun and students could see how the different cars and drivers took the turn. So pitch that car, catch it, and off onto the long straight you go. Get ready to hear the turbos kick in.

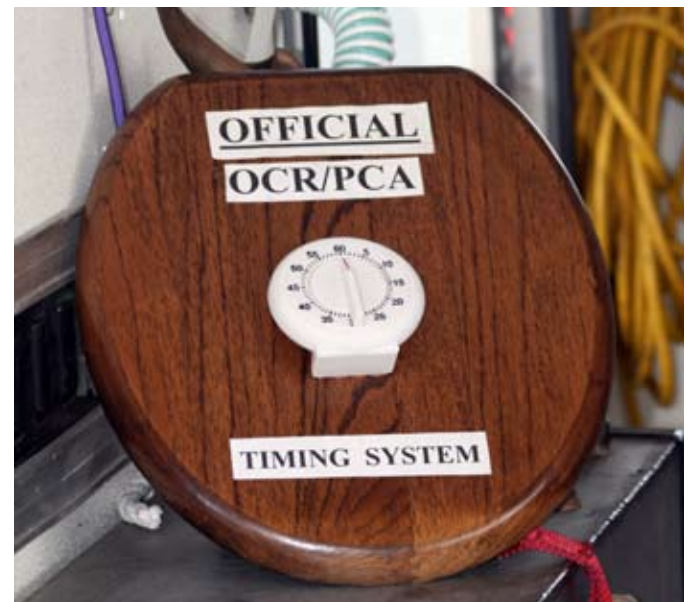
The long straight went north to a braking area and turn before the pavement drainage swale crossing. We always have a zigzag turn here to slow everyone down for a smoother 45-degree angle crossing over the swale. The stadium has done some recent paving repairs of which some filling in of the swale was one of them. Maybe we

got lucky where the swale crossing took place but the crossing was quite smooth and the turns just right where I was able to cross it way faster than usual. It took a few laps to overcome the ingrained response to slow WAY DOWN for the crossing. Crossing fast was fun and I hoped I was the only one to notice this so my timed laps would be unusually fast and I'd place real high in the BRI (bench racing index) standings. Uh, I did well, but I noticed I was NOT the only one to notice you could cross the swale fast.

After the swale crossing the track headed up and around the E3 pole, down to an off-camber left turn and onto a short fast section to the very far northeast section of the track where we usually never go. We designed the track to go here this time as almost no one drives here and so the pavement is good. I actually think I heard my tires squealing with delight here. Really. Or maybe it was because I kept going too fast into the tight left turn. That's probably it.



Monica Bockman, Dan Chambers and Gary Burch taking a well deserved break



OCR/SDR timing equipment

Out of the turn as fast as you can, and track out to the right with full power and across the back straight we go. Pass through the lava field to the coned braking zone, brake and zigzag to the left turn at the northwest area of the lot where the paving is wonderful. This time I never was too hot into the turn and I did hear my tires squeal with delight. I think I did too.

Then it was downhill through the rhythmic five turn section of the course – only it didn't turn out (no pun intended) to be so rhythmic as dictated by POTHOLE AVOIDANCE. Still, fun for some of us non-turbo cars and maybe it let the course even it up between the turbo and non-turbo cars.

It was then straight out into the three-cone slalom section but instead of the usual exiting the slalom straight into the next part of the course, the slalom exited to a right hand turn to the finish line. So, what is smart, take the last slalom cone to the right for a quick but sharp right to the finish (and have the rear engine cars really try to have the back end come around) or take the last cone on the left with a longer, smoother but speedier entry to the finish? I wonder which way a Boxster (no names here.) took it in the second practice session when he (oops, gender given away) SLOWLY



Who is having more fun-instructor or student?

spun around approaching the finish cones and took the left side out including some of the timing equipment. A Boxster. I'm told Boxsters are very well balanced and they just go where you point them. Where was it being pointed? Hmm, I'll have to ask Kim Crosser next time I see him as I remember in an earlier autocross Kim did the same thing. Sorry Kim.

Timed runs

So, with the practice sessions over, time to start the timed runs. We were back on schedule as Ron Trotter and I tried to adhere to a 15 to 20 second send off for everyone at the starting line. Leigh Rayner and Mark Rondeua coordinated the transfer of the corner workers with no down time.

The timed runs went well with very little problems from the timing equipment this time. This sure helps all of us.

No long waits in the pre-grid lines, tires can stay warm, brain can stay focused and the timing folk in the club trailer - Doug Briggs, Don Middleton, Kim Crosser and Steve Weiler - stay calm too. I wonder if they drive better when the timing equipment behaves for them?

We ended up having 111 folks do timed runs. For those interested, go to the club website at www.pcasdr.



Bill Behun-Track Mapper Extraordinaire!



Jim Kollars in his Cayman



Kim Crosser enjoying anyother great autocross

org and click on the driving events link to get to the final results.

There were a couple of performance driving students who, even though this was their first autocross, placed very well. I believe one of them had Keith Verlaque as an instructor – I do think I remember Keith telling us all this at the awards presentations. With all kidding aside (well, almost) I remember when Keith once instructed me. His passion and encouragement were infectious. He kept me wanting to learn more about car control, car set-up and especially getting me to the point where the car is not scary and becomes very comfortable. I think I'm finally there and I love it.

Oh yes, the BRI (Bench Racing Index) – a multiplier factor is given to each car class and applied to your time to try to rank how you fared against other drivers times. Did the course favor the turbos or the non-turbos? It was probably close but I think POTHOLE AVOIDANCE ended up dictating a tighter course. My final clue is the non-turbos, such as Jess Osterberg in his 1976 914, placed first with a few non-turbos right behind. Jess seems to dominate tighter courses – or maybe he is just more practiced than the rest of us at avoiding potholes.



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First Drivers Ed of the 2008 driving season



TEXT BY CURT YAWS
PHOTOS BY GREG PHILLIPS

Paul Young told me his favorite thing about attending a DE is to drive with students and see how far they have come over time. "It warms the cockles of my heart", he said.

"You can quote me on that. And, it's a good day for test and tune."

Great volunteers pull off last minute DE

The first Club DE of 2008 was held at Qualcomm Stadium on May 31 with forty-three drivers in attendance. It started out like a light switch: first on, then off, then on. We reserved the date early in the year but due to a snafu at the Stadium, we had to cancel.

Chuck Sharp was at the "Q" on May 20 attending to Healy Club business. The "Q" staff asked him about the

Porsche Club event on the May 31 and Chuck informed them we had cancelled due to overlapping lot rental. Then, surprisingly, he was informed that the other group had cancelled. A few quick phone calls and we were back on again. Since Chuck and his wife Debby, were leaving to attend the graduations of Greg from college and Jess from law school, both back east, I agreed to round up the usual suspects.

A posting to the forum got the word out to the driving faithful. These are the people who will come to an event at the last minute, looking for any chance to get some quality seat time without driving to a desert. Jad Duncan sent out an email to the students from our 2007 DE/TT School, and we were off and running. I blasted a spam to all the regular volunteers who make these driv-



Russell Shon in his car #53



How many tires do we need? The Sharps

ing events work. Gary Burch designed the track, (and all we heard great comments about the flow and fun of the track). Lorri Scheussler and Monica Bockman arranged with Peter Czajkowski to get the Club trailer to the track and back to storage again. Tom Golich acquired insurance coverage for us with PCA National. Gail Dana made arrangements with the ice company, bought drinks, and called the lunch truck. Kim Crosser found some money for corner workers. Tom Comeau and Eric Kinninger checked out the track for safety issues. Carl Scragg made sure we had enough instructors available to help all the students. George Taylor pulled together a first class group of tech inspectors, many of them new team members who recently graduated from Steve Grosekemper's Tech School. Janet Yaws handled all the pre-reg, with some consulting from Jackie Corwin.

Monica Bockman, Dan Chambers, and Gary Burch demonstrated their willingness to help by coming to the track early to set-up, and then went on with their day, not driving.

Mark Umeda told Janet Yaws "This is my first DE and that the DE program is the best kept secret around." That is because it is close to home, cheap, and more driving in one day than you get in a season of autocross. Of course, DE's are not for novices. To qualify, eight driving days of autocrosses or Performance Driving School are required, as well as having a fire extinguisher installed in the vehicle. In addition, any driver with less than four continuous lapping days must have an instructor.

There were heroic efforts just to get cars to the track. Steve Grosekemper was delivering customer cars all day Friday before the event. Jim and Jad Duncan's 996 was finished at 12:45 am Saturday morning, just in time for a few hours sleep and then Steve's drive to the Q for 7 am tech.

Fix it to keep on driving

Car repairs were the theme of the day. Most frequent seemed to be boiled brake fluid. Steve Weiler's #8 car, the Gulf car of the Scheusslers, the Avitt's car and more were reporting soft brake pedals. Angela Avitt was jealous of the concierge service for brake bleeding provided to Team Scheussler by Mark Kinninger. It might help to buy a couple of race cars from Mark to get that kind of top flight, helpful service. A good recommendation was made to have a tech session on brake fluid flushing and bleeding. Keith Verlaque, can you handle that for us? Bob Scheussler suggested that we not only all learn to bleed our brakes, but also how to check and tighten wheel bearings. Steve Grosekemper was able to use Tom Tweed's tool box to tighten up the Scheussler's bearings when they were tagged by tech.

Other breakdowns included Neil Heimburg blowing a tire in front of my GT3 with his 993 Turbo. Neil keeps a



All those who drove 883, please raise your hand



During the DE run, the bees took over!



Psst! Car 66, you're dragging a cone!



The trailer arrives, thanks to Pete Czajkowski



Curt Yaws unloading the trailer



It's a good day for test and tune, saith Paul Young



Greg Philips, the man behind the lens



Who is trying to catch Jackie Corwin?

good supply of rubber on his trailer, so he was back in action soon. The Duncans corded a set of Hoosiers. Janet and I polished off a set of RA1's. DE's are a good place to use up old tires, so there were quite a few cases of corded carcasses. Debby Sharp broke a tie-rod end on the 944 Spec car, but thanks to Tim Comeau, Jim Hicks and Tyler Hendricks, she was able to get running by the end of the day. The Duncan's car ran great all day and then wouldn't start to get home. We put it on my trailer and Janet drove the GT3 to our house while I delivered the Duncan's 996 to Dieter's.

The Scheusslers could afford to learn a few do-it-yourself maintenance tricks. They had one car running two of the four sessions, and another car running in all four sessions. In fact, 14 percent of our attendees were driving a Scheussler car. They do get their moneys worth out of their cars. Anybody want to sponsor them for tires?

Mike Avitt got his suspension dialed in and his car was handling well. When Angela said she was having trouble wrestling the steering wheel on the non-power steering car, Mike told her she should steer more with her right foot. Since I was having enough trouble keeping up with Mike on the track, I hope he doesn't give Angela too many tips. I don't want to chase her too.

Ted Witte operated a video camera in Bill Behun's 911. Bill reported that it made him pay more attention to his driving by staying behind more cars to get them on the video, and watching their lines. Bill's favorite part of the track was right after the first short straight, where the track turned right in an on-camber sweeper. Bill reported that it was his first experience of practicing a balanced four-wheel drift. Oh, what fun!

Ron Trotter showed us what happens when you take a corner flat-out in fourth gear. How many times did that thing spin, Ron?

It's all about the run groups

We had four run group cycles of twenty minutes per session. Red and white were the fast cars, orange was the mid-speed group, and yellow had horsepower challenged cars and students. There were several drivers who changed run groups throughout the day, as their speeds warranted, in all cases moving to faster groups. I think everyone drove until their fingers were raw, as there were only four cars in the last open session. All had plenty of track time.

We used the William Wampler Flag Team from Willow Springs, and team leader Mike was simply the best. He is very articulate, well organized, and timely. The corner worker chatter on the radios was that they think we are a fun group to work for. Jackie Corwin liked that there was no waiting between run groups and also liked having Janet in the trailer all day, making it easy for people to make changes in run groups and get questions answered.

Mark Rondeau reported that the run groups seemed to be well arranged, with similar drivers in each group. Pre-reg Janet tried to keep cars with similar times together to minimize passing and to make more fun chasing and being chased. The most fun I had was briefly getting behind Bernie Bogard to follow his line, especially through Bill Behun's favorite right sweeper just after the swale crossing. Bernie was moving over to the left in a bow in the cones before he made the right turn and his car was drifting really nicely. I tried it the next time around and it was much faster.

We had one guest from the BMW club, Fred Yip in his M3. Fred has driven DE's with us before and I was glad to see his improvement. A little too improved, from my view. I had trouble keeping up with both him and Martin Lipp in my run group. Martin is an ex-BMW driver and maybe Peter Busalacchi, the BMW Chief Driving Instructor, has been teaching them some driving tricks.

We took advantage of our rules allowing a "Taste of the Track". This program lets passengers ride along with experienced drivers who have prior DE Chair approval. Penne Duncan, Bob Sirocco and David Popko got to do hot laps with their favorite drivers.

The weather was great, people were nice, and in spite of a few breakdowns, everyone had a great time. DE - it's the best-kept secret around!



Martin Lipp in car #673



Steven Weller in car #8



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June 7 Rally: Everyone loves a Parade!

TEXT BY TIM WOODS

A rally was a perfect opportunity for my twenty-two year old son, Christopher, and I to enjoy an outing together in his recently acquired 1967 912. Since joining the San Diego Region of the PCA, we'd attended a couple of meetings and checked out an autocross. Most of the members we've met have been passionate about racing their Porsches; however our limited budget, and a fear of causing expensive breakage to a possibly fragile old car, resulted in us feeling a little left out.

An opportunity to run

This event looked to be right down our alley; a chance to test out the car and have some fun. The morning started out overcast, which to us, with no air conditioning, was a bonus. Chris had already decided that he would navigate and let me drive—he's always been good with directions—and I do love to drive the little 912. After the meeting for us neophytes and some sage advice from a few friendly veterans, we were off.

The first part of the run allowed a speedometer check and, as we already knew, ours was about ten percent off, which made our calculations that much trickier. A couple of times I found myself forgetting and driving at the speed the speedometer read ... oops.

Nearly right away in our rear view mirror we noticed Santiago and his son Martin, whom we had met earlier and had started one minute behind us. We figured San-



Bev Giffen-Frohm, Tom Gould and Jennifer Reinhardt get ready to roll

tiago might feel it was easier to follow someone else than put too much pressure on his young navigator. Our forty-year-old car has a tendency to emit puffs of blue smoke when pulling away from a light or hitting a shift; and I guess that after a while he began to rethink his strategy as he soon passed us looking a little green.

The rally route

The rally planners had put together a fabulous tour, which took us South through Chula Vista, on through the back way to Jamul where we followed a lot of winding



Could Martha be giving Keith instruction?



Rally meister, Tom Gould addressing the entrants

mountain roads and were treated to some great views. The 912 had spent its last five years in a field on the side of a hill outside of Descanso, so it must have felt nearly at home on these roads. It was a lot of fun being out on the road in the company of several other Porsches—we even edged over to let a pair of Cobras fly by us (I’m sure they didn’t have to maintain legal speeds)—and the clouds above were replaced with a field of clear blue skies accompanied by nearly perfect temperatures. Who could ask for more? We weren’t concerned with winning (we did decide to pass on that garage sale we saw near Alpine though); we were just enjoying the time together out in the car. Other than the aforementioned puffs of blue smoke, the car performed flawlessly,

Later on, looking at our scores, I was amazed at how close our times were on the first half of the run—unfortunately, from Alpine on, with all of the stop and go driving, my ability to maintain the CAST (average speed) went down the tubes, along with our scores—ah well, maybe next time. Too bad they didn’t have a trophy for the first half of the run.

Please, more rallies

We heard that this was the first rally the club has had in nearly three year but I certainly hope some more are in the offing. Judging from all of the fathers/sons, husbands/wives, and even father/daughter teams, this is a very family friendly activity. The amount of planning that includes laying out an exciting route for the participants, creating all of the instructions for each class and along with all of the calculations involved...wow.... it’s a gargantuan job! Once again, we extend our thanks and kudos to the organizers. This was an E ticket ride.



Kymmie Norris & Revere Jones work a checkpoint



Brian and Brook Lange enjoy rallying together



Paul Young Jr and Sr going over rally directions



Tim and Chris Woods get ready for their first rally

Last Tuesday Social: Patio dining around a cozy fire pit

TEXT AND PHOTOS BY KATIE KINNINGER

The May Last Tuesday Social was held at Paradise Grille in the Flower Hill Mall of Del Mar. Paradise Grille offers a California cuisine with island flair and has an extensive wine list. Most popular was the Firecracker Shrimp in a Spicy Kung Pao Sauce. I ordered the Baked Stacked Polenta with the Almond Romesco Sauce, which was delicious. Owner, Shana Adair was very gracious to our group, with tables set-up on their lovely patio around the outdoor fire pit.



The Duncans: Amy, Jad and Miles

PCA-SDR members in attendance included: Monique and John Straub, Skip and Leslie Shirley, Jad, Amy and Miles Duncan, Ralph and Annette Linares, Tom and Susan Brown, Roberto Montoya, Alyson Kelly, Dick Hofland, Katie, Mark and Ryan Kinninger. Join us for the next Last Tuesday Social.



Roberto Montoya eyeing the stacked polenta



Social chair Katie Kinninger with husband, Mark



Susan Brown, Ralph and Annette Linares

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Autocross

Sunday, July 27, 2008

Qualcomm Stadium - West Lot

Schedule for the Day

6:30 - 7:30am - Tech Inspection
6:45 - 8:00am - Registration (if not pre-registered)
7:25am Track Walk
8:30 am - Drivers Meeting
9:00am - First group driving

Cost: \$40 when pre-paying by
midnight Tuesday, July 22.
\$60 thereafter, \$60 at the track.

Note: To pre-pay, either fax or mail the
pre-payment form (see web address
below for where to obtain the form).

Event Policy

2008 Zone 8 Autocross rules apply. Go to <http://zone8.pca.org/rules/2008/Z8Driving2008.pdf> for the rules
Snell SA-2000/2005 or M-2000/2005 helmets required. Helmets available for rental, \$10

Numbers & class designations on both sides of car and proper size

Car must be completely empty of loose items prior to tech

\$10 late fee if not in tech inspection line by 7:30am

Factory belts not to be more than 20 years old

No admittance if not in technical
inspection line by 8:00am



Forms: Prepayment @ www.pcasdr.org/img/pdf/general/SDR_Event_Pre-Payment_Form.pdf
Registration/Tech @ <http://www.pcasdr.org/img/pdf/general/axregform.pdf>
Should you choose to pre-pay, turn in your registration form at tech to receive your armband
and run-group sticker. Please bring a completed reg/tech form with you to tech inspection.

This event also features:

- On and Off camber turns
- Shade under the trolley tracks
- Fine lunch truck cuisine
- All the free water you can drink!

For event questions, please email the SDR Autocross team at: ax@pcasdr.org
For registration questions, please email registration at: preregQ@pcasdr.org
Also, check the San Diego Region website for more info at: www.pcasdr.org

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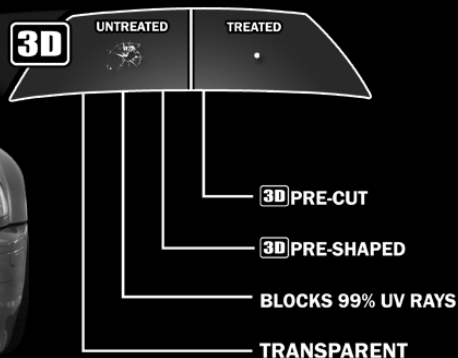
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June Meeting

The following highlights are

minutes prepared by Secretary Jennifer Reinhardt. Members who wish a copy of the full minutes should send e-mail to SECRETARY@PCASDR.ORG.

The June 4th meeting of the Board of Directors was held at the home of Martin and Jennifer Reinhardt. All board members were present. The minutes of the May meeting were approved with the revision that there was no budget request or approval for the Hot Summer Nights event as previously recorded.

President's Report

June 30th is the deadline for proposals to change the Zone 8 rules for 2009.

Prior to the regular board meeting, an informational board meeting was held at 4:00 p.m. The purpose of the meeting was to allow the Policy & Procedures Committee to present proposed PCA-SDR Bylaw changes that will be submitted to the general membership for approval. No Board voting took place.

A budget request for a \$500 donation in Larry Clark's name to the Penn State Blue Band was approved. In addition a budget request for the Family of the Year, End of the Year, National Nomination Recogni-

tion, and Sponsor and Advertiser awards was approved.

Please contact all Chairs and Committees on equipment that is needed.

Thank you again to all the volunteers. You are what make SDR great!

Treasurer's Report

Kim reported that the money market and checking accounts reconciled. We received income from the May autocross and the Performance Driving School. We are accruing money for the 2008 Driver's Dinner. The Goodie Store had another good month in sales. Our major expenses this month were for the Driving School and the Driver's Edu-



What does Dave Gardner think is so funny? No one else is laughing...

cation event. The Windblown Witness billings continue on track with some additional expenses occurring in May.

Chair Reports

Autocross. Reconciliation for the May 10 autocross was submitted. The autocross chairs will meet with the Qualcomm staff in June to schedule the rest of the 2008 driving dates. It was discussed to do our best to not book an autocross on the same date as the October 19 SDR Zone 8 Concours.



Angela, Katie and Christy

Auto Museum. The Greatest Show on Turf event at the Auto Museum is June 7. The current Motocross exhibit has been so popular that it has been extended until October. The Ferrari exhibit will follow.

DE. The reconciliation for the May event will be ready at the next board meeting.

Insurance. Tom Golich advised that the insurance certificates for the AX and Rally have been received and sent out.

Membership. We have 1,530 primary and 1,164 secondary members with a total of 2,694 club members. There is a need to confirm some of our members' addresses as some renewal forms were returned.

Policies and Procedures. The Policies and Procedures committee has been working hard to identify non-compliant and inconsistent areas in our current bylaws, as well as requirements to maintain our 501 (c) 7 corporate status. The



Tom Brown and Carl Scragg doing what they do best



Checking out the garage

committee has made recommendations to the Board that will be published in the August Witness and posted on the PCA-SDR website for our members' perusal, comments and questions. Members will be asked to vote on these proposed bylaw changes, along with the 2009 Board of Directors election, later this year. The areas determined to need correction and clarification are:

1. Change the definition of "members" from just SDR to all PCA members, (with restricted voting rights for those not actually assigned to the Region). This change is required to be consistent with our corporate status, and properly recognizes our relationship as a chartered Region of the National PCA.

2. Ensure that all revenues and benefits are by and for our members. This may also involve some changes to our website that will be detailed at a later date.

3. To clarify when and how the Board must meet, along with consistent voting procedures when the Board makes decisions.

Again, a detailed description of these issues will be presented to our members in the August Windblown Witness and voted on later this year.

In addition, it was also discussed that there may be a need for further legal advice on some of the aforementioned issues.

Rally. There has been a good turnout in registration for the June 7th Rally.

Social. Katie Kinninger reported that Stella's on 3rd would be the caterer for the volunteer party.

Tech Sessions. Keith Verlaque has tentative dates in August and September.

Time Trial. Jim Binford has organized a Time Trial safety meeting on June 12th, at 6: 30 pm at Black Forest. A \$100 budget expense was approved.

Monthly Meetings

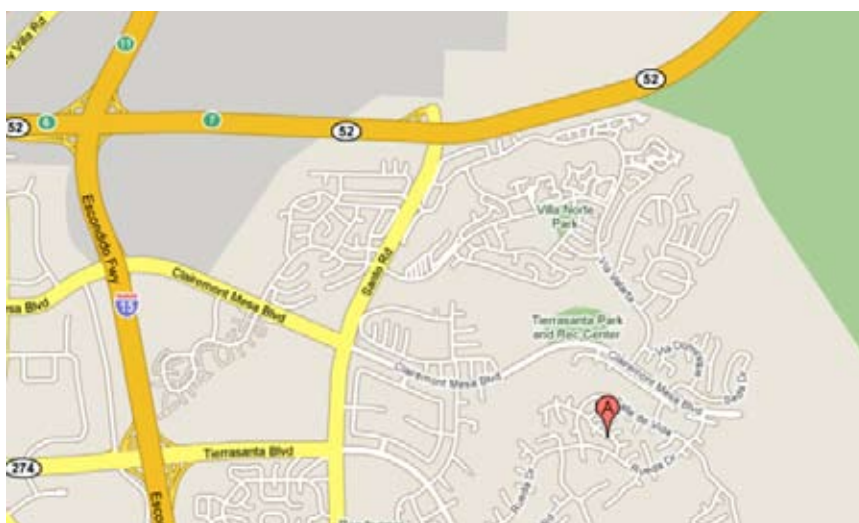
San Diego Region's monthly meetings are held on the first Wednesday of each month unless other events such as Parade force deviations. Most meetings are held in members' homes. Food and beverages are served starting at 6:00 p.m., and the formal meeting begins around 7:00. All members are welcome to attend.

A map to the July 9 meeting at the home of Katie and Mark Kinninger appeared in the June Windblown Witness (page 15).

The August meeting will be held on Wednesday, August 6, at the home of Kent and Gloria Lewis:

11095 Vivaracho Way, San Diego
858-565-8383 ,

From I-15: Exit onto Clairemont Mesa Blvd. eastbound; right on Rueda Dr.; right onto Vivaracho Way.



Tours. Vince Knauf's budget request was approved for a Cayenne tour on November 9 or 16. Jan Mellinger commented that there is a lot of enthusiasm for the Porsche for Vets tour on June 21. The Chula Vista Rotary Club is sponsoring a complementary lunch for attendees.

Vintage Racing. The committee has met and everything is moving along smoothly.

Witness. A \$120 budget request for a new external hard drive was approved. One past due account was written off due to business difficulties. Some Witness newsletters were printed out of order and A & L replaced them immediately.

New Business. Bob McLaughlin's budget request for a San Diego and Zone 8 get-together during the Charlotte Parade was approved.

Unfinished Business. Vince Knauf reported that the California Festival of Speed did not lose money. Next year's festival will be held on the first weekend in April.

Adjournment/Next Meeting

The meeting was adjourned at 9:56 p.m. The next meeting will be held on July 9, 2008, at the home of Mark and Katie Kinninger.



New Members

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

Anthony Bellora

San Diego, CA
2007 Boxster S

Andy DePauw

Oceanside, CA
2001 996 COUPE

Jack Diamond & Chetta Diamond

Lakeside, CA
2004 911 Turbo CAB

Robert Doherty

San Diego, CA
2001 Boxster

Ben Epstein & David Epstein

San Diego, CA
2000 Boxster S CAB

John Fornaca & Barbara Fornaca

San Diego, CA
1991 964 CAB

Eric Hayes

Carlsbad, CA
2008 911 Turbo CAB

Tyler Hendricks

La Mesa, CA
1969 911 COUPE

Michael Lyons & Margaret Lyons

Poway, CA
2007 Cayman S COUPE

Todd Robbins & Danielle Robbins

San Diego, CA
1971 911 TARGA

PCA Anniversaries

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

Five Years

Greg Adelman
Fred Adler
Michael Arritola
Randall Blaesi
Ernesto Bravo
Allan Childers
William Fisher
Barbara Groth
Erik Helgeson
Carl Hoh
Frederick Howe
Ronald Mercurio
Ron Palmer
Joshua Rogers
Jon Ryan
Joseph Schafstall

Ten Years

Daniel Cote
Steven Dew
Todd Downing
Bud Duncan
Carl Scragg
Hal Taylor
Andreas Von steiners

Fifteen Years

Thomas Lamoreaux

Twenty Years

John Jenkins
Michael Maronde
Hans Visse

Thirty Five Years

Ray Grew

Members Count

San Diego Region's membership currently stands at 1492 primary members and 1144 secondary members, for a total of 2636.

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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1967 912 Coupe Red/Black rebuilt engine transmission (5spd). New paint and interior, Fuchs wheels, 2007 Show Winner. \$23,500. See my website for photos and details. Email: kelli57@pacbell.net phone: (760)434-4030 website: www.classic67porsche912.com

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tained, excellent condition, \$15,000. Also available: turbo cup wheels (magnesium). jknok@ucsd.edu. (858) 254-4044

1991 Carrera 4 White w/tan soft leather. Excellent condition, new Bilsteins and H&Rs, rear tires, H4s, 30K service. 180K miles, all records. \$21,900 OBO (619) 997-7552

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2005 997 'S' - MINT 6yr / 100k mile extended warranty. Atlas Grey metallic (drk blue gunmetal). 24k miles. Sport seats (heated), short shift option, NAV, Bose Premium sound, remote 6 disc CD, integrated Bluetooth, newer Michellin PS2 tires (<2k miles), GPS location & disable security system, Non smoker, No accidents, always garaged, SUPER Clean. \$64,900 (858) 254-0735

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2007 Boxster S Beautiful Low Mileage car priced to sell. Atlas Grey Metallic over Stone Grey. For more info visit <http://members.cox.net/~aalcaraz/2007index.html> Or call Ria at 619.466.3989

2008 Carrera 4S Only 250 miles. Basalt Black/Black leather. Power, heated seats, Sport Design Wheels, Parking, Sport Chrono, Nav, Bose. Sticker \$110,195. Asking \$99,000(702) 417-4252

911 SC By Simone For Sale a very nice example of a modified 911 ready for street or track events. Euro 3.2 Conversion, suspension upgrades, brake upgrades, interior upgrades, to much to list. A great car for less than the rebuild/restoration costs. For complete info and photo's e-mail me at j_simone@msn.com or call (760) 940-1244

99 BOXSTER 61K, Wht/Blk, Notraced, New Plasticwindow, O&F, Serpentinebelt, Expansion tank, O2sensors, Massair, Exhaustmanifolds. It's ready for miles of topdown fun, \$17.5 (619) 462-5607

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

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 1999 Carrera 996 Silver/Blk, 64k miles, tiptronic, loaded, 6 CD, everything original \$26,500 Call for Pics (619) 520-2303

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 Carerra 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

'59 356A Coupe ORIGINAL The car being offered is one of the finest examples of a 1959 356A Coupe in the World! Click on <http://members.cox.net/kecho/index1959.html>

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

ROOF BOX AND RACKS 996/997, Brand new. \$400 (760) 845-9273

FUEL PUMP 1975 came off a 911s, oem, works great, \$150.00.# 619-952-3663.

4-way seat adj.sw. New-in-box. OEM Porsche part #9286131840001C. BE SURE IT'S WHAT YOU NEED. Cost new over \$100. Selling @ \$55 if U pick-up. +\$12 if shpd. (760) 945-0677

930s sport wheel Absolutely pristine Porsche 3-spoke wheel (as Per. Prod. 914431) w/hub. Fits '74 - '89 911, 912E, 930 non airbag. Can fit 924, 944, 968 for racing use (no airbag). Cost new \$489.95. Selling @ \$245 if U pick-up + \$19 if shpd. (760) 945-0677

1990 Carrera 4 stock wheels 17" set \$250.00 obo (619) 266-2025

Porsche Boxster Stereo CDR 220 in perfect working order. Complete with manual. Can accept Ipod hook up. \$250. (619) 225-8783

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

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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

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

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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 jmliller21@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

SC Black Bra/Custom Sheep Skin Seat Covers-Tan. All in very good condition. Make Offers. Bill theaddys@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

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

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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

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 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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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

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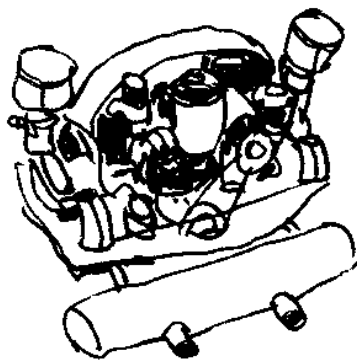
Wheels For Sale 17 inch Boxster wheels with center cap Porsche crests. \$250.00 Porsche Boxster car cover with Porsche logo. \$100. call: 858-248-1214 (858) 627-6766

Business Directory

High Performance Motorsports Porsche, BMW, etc. Buy any new (Factory), used, leased, auctioned vehicles at Dealer Wholesale pricing. All Vehicles. (858) 735-1013

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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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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 lap-ping 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 week-end. 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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For display advertising contracts and billing information, please contact:

Bob McLaughlin
Business Manager
858-292-1428

WITNESSBUSINESS@PCASDR.ORG

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

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

Submissions

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

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

Please send artwork and photos to:

Susan Brown
2240 Corte Ananas
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760-942-2706
EDITOR@PCASDR.ORG

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