

# WINDBLOWN WITNESS

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SEPTEMBER 2008







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# WINDBLOWN WITNESS

Volume 49 Number 9

September 2008

## FEATURES

- 16** Volunteers Needed!
- 18** Board Candidate Bios
- 21** Driver Education at the Q
- 25** Guile and Treachery Versus Youth
- 30** Coronado Speed Fest Coming to Town
- 36** Charity Update-Underwear?
- 42** Parade to Charlotte
- 52** Dancing with the Green Fairy
- 57** Bylaws Proposals
- 60** AUTOCROSSword



July Autocross



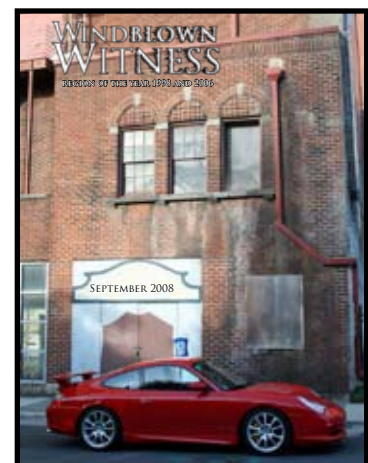
Parade Concours

## DEPARTMENTS

- 2** Board of Directors, Witness Staff
- 3** Committees
- 5** President: "Straight from the Hip"
- 7** Editor: "Sister Act"
- 8** Event Capsules
- 11** First Impressions
- 12** Auto Museum Report
- 13** Back in the Day
- 20** New Members & Anniversaries
- 54** Monthly Meeting
- 61** Classified Ads
- 64** Advertising Index, Rates, Policy

## COVER PHOTO

Seen on the  
streets of  
Charlotte  
*Photo by Greg  
Phillips*



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<b>Archivist</b> John Straub* Tom Brown	ARCHIVIST@...	<b>Logistics</b> Gail Dana Tom Liguori (beer)	LOGISTICS@...	<b>Tech Inspection</b> — AX/DE George Taylor Herb Meeder — TT Neil Heimburge	TECHINSPECTION@...
<b>Auto Museum</b> Skip Shirley Michael Harris	AUTOMUSEUM@...	<b>Media Relations</b> Keith Verlaque	MEDIARELATIONS@...	<b>Tech Sessions</b> Keith Verlaque*	TECHSESSIONS@...
<b>Autocross</b> Ron Trotter Bill Behun Jackie Lu	AX@...	<b>Membership</b> Sheila Steverson Susan Brown (data)	MEMBERSHIP@...	<b>Time Trials</b> Jack Miller Robert Baizer	TT@...
<b>Car Show Ambassador</b> John Straub		<b>Policy and Procedures</b> Tom Brown* Kim Crosser Jim Duncan Michael Harris Keith Verlaque		<b>Timing</b> — AX Rikki Schroeder Martin Reinhardt Doug Briggs Don Middleton Tawfik Benabdeljalil Kim Crosser Steven Weiler — TT Robert Baizer Tawfik Benabdeljalil	TIMINGQ@...
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<b>Chief Driving Instructors</b> — AX/DE Dan Chambers Chuck Sharp Carl Scragg — TT (see Time Trials)	CDI@...	<b>Rally</b> Pat Norris Tom Gould	RALLY@...	<b>Vintage Racing</b> John Straub* Katina Gonzalez Joe Hofmann Tami Ibbetson Margi Knight Kaid Marouf Bob McLaughlin Mark Rondeau Chuck Sharp Monique Straub	VINTAGERACING@...
<b>Concours</b> Gary Peterson John Straub Steve Lopez	CONCOURS@...	<b>Region Rules</b> Jim Duncan	RULES@...	<b>Web Team</b> — General Bill Ibbetson Steve Grosekemper — Forum Mike Dougherty Steve Grosekemper — Classifieds Jeff Grow — Photos Ted Witte	WEBMASTER@...
<b>Corner Working</b> Leigh Rayner Mark Rondeau	CORNERWORKING@...	<b>Registration</b> — AX/DE Janet Yaws Monique Straub — TT Robert Baizer	REGISTRAR@...		
<b>Driver Education (DE)</b> Curt Yaws Chuck Sharp	DE@...	<b>Safety</b> — AX/DE Tom Comeau Erik Kinneringer — TT Jackie Corwin Martin Reinhardt	SAFETY@...		
<b>eMaster</b> Bill Allen Kris Urquhart Bill Ibbetson (backup)	EMASTER@...	<b>Social</b> Katie Kinneringer* Angela Avitt Rikki Schroeder Laura Manz Tami Ibbetson Monique Straub Debi Norris Katina Gonzalez	SOCIAL@...		
<b>Equipment</b> — AX/DE Lorri Scheussler Monica Bockman Leigh Rayner (loader) Ron Trotter (backup) — TT Tawfik Benabdeljalil	EQUIPMENT@...	<b>Sponsor Liaison</b> Tami Ibbetson	SPONSOR@...		
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<b>Insurance</b> Tom Golich	INSURANCE@...				
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\* denotes committee chair

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# 2008 Board of Directors Election

BY MARTHA MCGOWAN, PRESIDENT

I'd like to remind everyone that the election of four new Board of Directors is coming up in September. We have an excellent slate of nominees that includes Neil Heimborge, John Komer, Jan Mellinger, Don Middleton, Rikki Schroeder, Chuck Sharp and Curt Yaws. You can cast your vote by way of fax or email. All the information for voting is included in this newsletter on page 17. PCA-SDR is a large Region and its management is crucial to its success. So please read carefully the biographies for each person on the slate of nominees and make your selections. Typically, only about 10% of our members vote. I'd like to see that figure double this year. Have your voice heard! You may vote for up to four candidates. Ballots must be received between Sept 1 and 20. If you miss that deadline your ballot will not be counted. The four new Board members will be announced on September 30.

## Get involved - volunteer

Also included in this month's newsletter is the Committee Interest form. We have one of the largest Regions in the country and it takes many volunteers to run it. Please think about where your interests lie and take a step up to participate. There are various events and activities that should suit everyone's palate including driving, social, tours, rallies, concours, webmaster, Witness editor, proof readers, Witness business, and many, many more positions that will need to be filled next year. It's a lot of work but, I believe, it's very rewarding work. One of the reasons I became a Board member was to be more involved. After I graduated from college, I always wished I had been more involved in some of the various school activities. I felt I had missed an important part

of life. So being on the Board, and ultimately being President, has fulfilled that desire for me.

## Fixing the Club Bylaws

Another important process that is being presented to the membership for a vote is an update of the Club Bylaws. The text of both the current bylaws and the proposed changes were in the August issue of the Witness and are posted on the website home page, [WWW.PCASDR.ORG](http://WWW.PCASDR.ORG). The Region's Bylaws have not been updated since 2002. The intent of this re-write is to capture our Region's current culture and goals in a clear and concise way. Questions? Contact Tom Brown, chairperson of the Bylaw Committee at [TB911@ROADRUNNER.COM](mailto:TB911@ROADRUNNER.COM). Your feedback is welcome.

## Not to miss events

On to the calendar. Wow! The stadium driving calendar has been finalized and there are six autocrosses, one DE, one Performance Driving School, and two Time Trials. There is also the Coronado Speed Festival, a Zone 8 Concours, three tours plus a Cayenne tour, a Progressive Dinner, a couple of Motorhead Mondays, an Oktoberfest social and, of course, the Last Tuesday Socials.

The 11th annual Coronado Speed Festival, "The Race at the Base", saluting our nation's military is anticipating another great year. A couple of years ago, PCA-SDR attended the Coronado Vintage Races with a hospitality tent. Thanks to Hoehn Porsche, who helps sponsor the tent, this year will be even bigger and better. A complimentary light breakfast will be provided on both Saturday and Sunday. The lunch for both days will be limited to ticket holders only but will be free to PCA members. On Saturday evening, a dinner in Old

Town will be available for \$29 but is limited to 60 people. There are free Corral passes for Porsche only parking. Questions? Contact John Straub at 619-667-4423. You can find additional information on page 35 and the [pcasdr.org](http://pcasdr.org) website on the calendar page.

Our charity chairs, Ralph and Annette Linares, have organized a couple of "drives" for our designated charities of Juvenile Hall and the Monarch School. The month of September will be a book drive that will benefit Juvenile Hall. Please bring a book to donate at all PCA-SDR events throughout the month of September. We are looking for paperback books of any genre and at any reading level. The month of October will be an underwear and sock drive (yes, you read that correctly) that will benefit the Monarch School. We are looking for donations of NEW underwear and socks for both boys and girls.

Our September Last Tuesday Social will be at Casa de Pico in Grossmont Shopping Center. Join us for a relaxed evening of visiting with your Porsche friends.

I look forward to seeing you at SDR events!

Martha



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# Vote Now!

By SUSAN BROWN AND MARGI KNIGHT, Co-Editors

**T**his issue focuses on the candidates for the Club's Board of Directors and the volunteer opportunities available to you. We know, we know...Martha has already put the guilt trip on you but we cannot help but nag again (Margi's strength). The Nominating Committee and we, the Editors, have made it really, really easy for you to vote. You will find all the information about our candidates and an easy to mail or fax ballot in this issue, so there are NO excuses for you to neglect your civic duty.



As Martha stated, but with more tact, it is PATHETIC the number of ballots that our members mail or fax in during the annual election. Come on people...be as enthusiastic about your Club's administration as you are about your Porsche. Yes, you can...my friends...make a difference. (Trying to be bipartisan here.)

Don't forget to vote on the proposed Club Bylaw changes. This is included on the same ballot as the Board candidates. You can review the proposed changes published in the August issue.

Equally important, submit the volunteer card for the opportunity of a life time. You will make a difference in continuing the success of your Club.

## Highlights this month

Greg Phillips has a thorough review of the Charlotte Parade. We found it especially revealing the number of times he and Pat ate at Mac's-Margi is sorry she missed it. Susan was of course Parade Registrar in Chief.

Leigh Rayner has an insightful article about the July autocross. What is it about autocross and competing with offspring, siblings and spouses/significant others? We are sure many of you will relate to Leigh's humorous view.

Don't miss the photos that Steve and Stefanie Grosekemper took of the July 27 DE. Also, don't you love Gary Burch's caricature of Paul Young in the track map? We have also compiled a collection of photos from the Volunteer Appreciation Party. You can tell by the smiles, that it was a great party. We all need to thank our dedicated Board of Directors, committee chairs and every other volunteer for making fun for all of us.

## Behind the Visor

Rich Cacesse reports the following tidbit:

Crash testing the Panamera

A problem for a small company is crash testing. Thirty years ago, Porsche would crash about 10 cars to meet worldwide safety regulations. Now the figure is more than 120 for the forthcoming Panamera. (That gets expensive fast!)

*Source: SAE Automotive Engineering, June 2008 issue.*

One of our members loaned his cell phone to his wife, only to get in trouble for having "Topless" in his contact list. That's Topless Performance of course!

Did anyone follow the TransSy-

beria Rally? This was a 4,347 mile endurance challenge that started in Moscow on July 11 and ended in Ulaanbaatar, the capital of Mongolia.

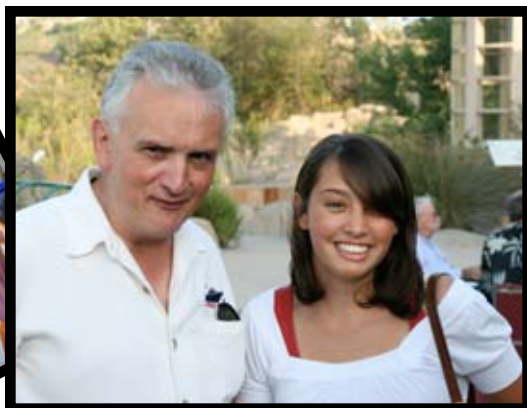
The Keno brothers from PBS Antiques Roadshow have taken up another hobby-vintage racing. Their newest endeavor started when they decided to purchase a Chippendale chair and the client offered to barter a 1958 Lotus race car. Leigh is racing a 1980 Ferrari 512 BB LM and Leslie, the Lotus. "This will be their first year racing in the Monterey Historic Automobile Races. In previous years, they were just like kids in a candy store with their noses pressed up the window, yearning to race. They decided to join the Skip Barber three-day racing school to learn the track and hone their racing skills." says Jennifer Capasso, PR Manager for Mazda Raceway Laguna Seca. Check next month's issue to see how they did.

And finally, we missed a credit for last month's cover photo. The August 2008 cover image of the 1980 San Diego skyline was courtesy of the San Diego Historical Society.

Margi and Susan



## September 2008



*Monday, September 1*

*Windblown Witness submission deadline for October issue*

*Wednesday, September 3*

### **Monthly Members and Board Meeting**

**Time:** 6:00 p.m. – Social hour and food  
7:00 p.m. – Meeting  
**Place:** Brown home, 2240 Corte Ananas, Carlsbad  
**Contact:** Tom and Susan, 760-942-2706  
**Details:** The monthly meeting provides an opportunity to mingle with some of the club's most active leaders and to watch the Board of Directors in action. Food and beverages are provided before the meeting. All members are welcome.  
**Directions:** See August issue, page 49

*Sunday, September 7*

### **SDR Tour to Thorton Winery**

**NOTE THIS IS A CHANGE FROM THE AUGUST ISSUE**

**Time:** 9:30 a.m.  
**Place:** Meet at South Parking Lot of North County Fair off of I-15 and Via Rancho Parkway  
**Contact:** RSVP to Martin Lipp at M.R.LIPP@COX.NET or 619-850-6666  
**Details:** \$15 for tour and wine tasting, you keep the glass

*Saturday, September 13*

### **PCA-SDR Autocross**

**Contact:** AX@PCASDR.ORG  
**DETAILS:** SEE PAGE 63

*Saturday, September 20*

### **PCA-SDR Election Ballots due**

*Sunday, September 21*

### **Palos Verdes Concours D' Elegance**

**Time:** 10:00 a.m.  
**Place:** Trump National Golf Club, Rancho Palos Verdes  
**Fee:** \$30  
**Details:** This year at the 16th Annual Palos Verdes Concours there will be a special display of 30 Porsches in three separate classes; Porsche (1948-1964), Porsche 911s (1965-1983), and Porsche Racing. This is a rare opportunity for Porsche to be honored at one of the most prestigious Concours on the west coast. Two San Diego Region members have been invited to display their Porsches at this year's show. The weekend starts off with a Charity Gala Friday, then a Tour D' Epicure Road Rally Saturday, ending with the Concours on Sunday.  
**Contact:** John Straub, 619.667.4423  
**Link:** [WWW.PVCONCOURS.COM](http://WWW.PVCONCOURS.COM)

*Sunday, September 21*

### **OCR Autocross**

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

*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:** See page 35  
**Link:** [WWW.FLEETWEEKSANDIEGO.ORG/CORONADOSPEEDFEST.HTM](http://WWW.FLEETWEEKSANDIEGO.ORG/CORONADOSPEEDFEST.HTM)

*Saturday, September 27*

### **San Diego Region and Zone 8 Dinner**



**Time:** 6:00 p.m.  
**Place:** Casa Guadalajara, 4195 Taylor St., in Old Town  
 619-295-5111  
**Cost:** \$29 per person  
**Details:** Please join San Diego Region and Zone 8 for an evening following the Saturday Coronado Vintage Races. We will have photos of the days racing as well as plenty of good food and drink to share with friends. Space is limited.  
**Contact:** John Straub, 619-667-4423, RSVP Please

*Tuesday, September 30*

### Last Tuesday Social

**Time:** 6:00 p.m.  
**Place:** Casa De Pico  
 5500 Grossmont Center Drive  
 La Mesa, CA 91942  
 619-463-3267  
**Contact:** SOCIAL@PCASDR.ORG  
**Details:** A San Diego favorite for over 30 years. Now in a new location in La Mesa. Festive atmosphere, splashing fountains, patio dining and giant margaritas.  
**Link:** WWW.CASADEPICO.COM



## October 2008

*Wednesday, October 1*

### Monthly Members and Board Meeting

**Time:** 6:00 p.m. – Social hour and food  
 7:00 p.m. – Meeting  
**Place:** Scragg/Sietas home, 3343 Harbor View Drive,  
 San Diego, 92106  
**Contact:** Carl and Patt, 619-226-6025  
**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 55

*Friday-Sunday, October 3-5*

### SDR Performance Driving School

**Contact:** CDI@PCASDR.ORG  
**Details:** See page 40

*Friday-Sunday, October 3-5*

### GER Zone 8 California Challenge

**Contact:** Tony Garcia 661-319-3952 or AGARCIA792@AOL.COM  
**Link:** HTTP://ZONE8.PCA.ORG/EVENTS/2008/10OCT/CALCHALLENGE.PDF

*Saturday & Sunday, October 11 & 12*

### SDR Z8 Time Trial: Spring Mountain

**Details:** See page 15

*Sunday, October 12*

### SDR Tour and Oktoberfest Social

**Details:** Join us for a drive of beautiful back country San Diego roads followed by lunch at an authentic German Oktoberfest! Hosted each year in El Cajon by the German American Societies, it features a beer garden complete with German music (by way of a German band flown in for the occasion) and folk dancing. Fans of bratwurst, potato pancakes and sauerkraut; spit roasted meats and red cabbage; apple strudel and black forest cake are all sure to delight in the festivities, not too mention the authentic German beers! Mark your calendars and come celebrate the heritage of Bavaria. More info in next month's *Witness*.

**Contact:** Tom Brown - TB911@ROADRUNNER.COM or 760-942-2706

*Sunday, October 12*

### SBR Zone 8 Concours

**Contact:** Carolyn Ewbank at BCEWBANK1@VERIZON.NET  
**Link:** HTTP://PCASB.ORG/MAIN/IMAGES/STORIES/CONCOURS\_2008.PDF



*Saturday, October 18*

## **SDR Social – Progressive Dinner**

**Time:** 4:00 p.m.  
**Details:** Annual event that includes three-course meal located at three different members' homes. Experience fun driving tours between each course.  
**Cost:** \$50 per person for food and beverage  
**Contact:** RSVP SOCIAL@PCASDR.ORG, Rikki Schroeder at 760-743-3156

*Sunday, October 19*

## **SDR Z8 Concours by the Bay**

**Time:** 7:00 a.m.  
**Place:** Sunset Point Park, 1710 W. Mission Bay Drive, San Diego  
**Details:** See page 24  
**Contact:** Gary Peterson or Steve Lopez at CONCOURS@PCASDR.ORG

*Saturday-Sunday, October 18-19*

## **Porscheplatz @ Monterey Sports Car Championships**

**Place:** Laguna Seca  
**Details:** An exclusive Porsche member opportunity. Display your Porsche in the Porscheplatz corral, watch Porsche's LMP2 RS Spyder in action and take part in the several special events.  
**Tickets:** WWW.LAGUNASECA.COM or 800-327-7322  
**Contact:** Larry Sharp, Zone 7 Rep, LARRYSHARP@COMCAST.NET, 925-371-2258

*Monday, October 20*

## **Motorhead Monday**

**Time:** 6:00 p.m.  
**Place:** Oggi's Pizza and Brewery, 9228 Mission Gorge Rd, Santee, 619-449-6441  
**Details:** Once again it is time to discuss and review the Time Trial event in at Spring Mountain Raceway. Bring all your best excuses as usual.  
**Contact:** SOCIAL @PCASDR.ORG  
**Link:** WWW.OGGIS.COM

*Sunday, October 26*

## **SDR Autocross–South East Lot**

**Details:** See page 63

*Tuesday, October 28*

## **SDR Last Tuesday Social**

**Time:** 6:00 p.m.  
**Place:** Island Prime Steak and Seafood, 880 Harbor Island Drive, San Diego, 619-298-6802  
**Contact:** RSVP to SOCIAL@PCASDR.ORG

## **U p c o m i n g**

*Saturday & Sunday, November 22 & 23*

## **SDR Z8 Time Trial: Buttonwillow**

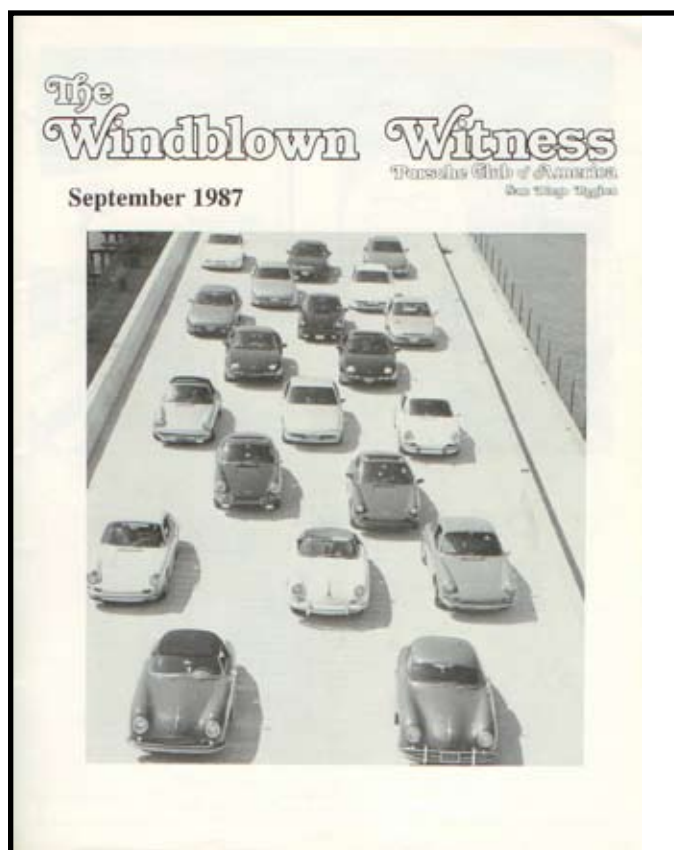




# View from the Bridge

By TOM BROWN

This month's cover (21 years ago) shows a progression of Porsches over time on the then new Ingram Street Bridge. It seems that somehow Steve Hall (1987 Club secretary) convinced the construction crew to let us on before the bridge opened for this photo-op. They even agreed to take the photographer (alas, uncredited) up in a cherry picker for the birds-eye view. The cars were provided by Tom Hauseur Sr., Gordy Bartow, George Thwing, Ernie Paschoal, Dieter Vongehr, Tom Hauser Jr., Art Wrightson, John Straub and Bill Myrick. All long time members and many of them very influential in the development and history of our club.



## From the Archives

Speaking of influential people, the From the Archives column provided a mini-biography written by Bea Cole about William Scholar, PCA member # 1, who founded the club. It all started out as a dinner club in 1954, but by the end of the year the Porsche Club of America was formally organized and incorporated shortly thereafter. Bill designed the national logo and organized the first parade



in 1956 and the first six club trips to visit the factory (the PCA Treffen, German for "meeting").

In 1957 it was decided that the club needed to subdivide into regions, the first of which was the Potomac region, home of the Club founders. San Diego received the sixth charter issued that year, at the tail end of 1957. At the time only ten members were needed to form a region, but by 1960 we were up to 70 members. During 1960, the Los Angeles region was chartered, and along with that we lost our northern most members taking us back to 50. 1961 saw the formation of the Orange Coast Region and by 1962 we were back up to 65 members. At the time, joining was not as simple as writing a check. You actually had to participate in two events as a prospective member before you were allowed to join. When you consider that roughly only 10% of the membership ever participates in an event, obviously this policy really slowed down the growth of the club.

## Meet Paul Jr.

Also of interest to me in this issue was the announcement that my dear friends (and active club members) Paul and Ruth Young had a brand new baby boy, Paul Jr. Former region President Jim Rydbeck wrote "...Paul D. Young, Jr. is assuredly a major contender in his chosen field-voice." While Jim was obviously referring to ability of the young Mr. Young to scream long and loud as only babies can; he had no idea how prophetic his words would be. You see, 21 years later, Paul Jr. is quite the accomplished vocalist.



Paul Jr., now 21, inspects the damage done to "Butch" with Paul Sr. The sad details are on page 47.

# Volunteers Needed

By MICHAEL HARRIS

**S**an Diego Auto Museum Director Bob Swanson reports he is looking for more volunteers to lend a hand at the Museum. They have opened their substantial library of books and automobile related documents to the public in an area off the main showroom, but need volunteers to work in the library. They also are nearing completion of their curatorial space and will need volunteers to help move and catalog their collection. Anyone with some free time can volunteer by phoning Rebecca at 619-398-0303. Tell her you are from the Porsche Club and what your interests are. The much-needed elevator is still about 18 months away but the HUD/City grant of \$167,000 to the Museum is much appreciated.

The current display of "Motocross America, the Early Years" continues until the end of September. The display showcases the history of motocross and traces the evolution of the sport with bikes and memorabilia featuring Roger DeCoster, Gary Jones, and others. The first show for 2009 will feature the "Development of Hot Rods." Bob hopes that Chip Foose will be available to attend.

## Final show of 2008

The Museum's final show for 2008 features an old Porsche rival in sports car and formula racing, Ferrari. Ferraris will be on display from October through the end of December. October 1 through November 15 will feature fifteen significant racing cars. Significant touring cars will be featured from November 16 through December 31, 2008. Bob says this collection of Ferraris is valued at about 90 million dollars.

## Dan Gurney to be honored

In conjunction with the Ferrari display, the Museum will conduct their 20th Anniversary Gala at the U.S. Grant Hotel on the evening of Saturday, November 22, 6-11PM. Dan Gurney will be inducted into the Museum's Hall of Fame that evening and will attend as the guest of honor. All attendees will have the opportunity to have their picture taken with Dan. He is one of America's most outstanding drivers and team owners. Dan drove Formula 1 cars for the Porsche Factory in 1962 and won races at the French Grand Prix in Rouen and a non-championship race at Solitude, near Stuttgart, in the Type 804. The Formula 1 program was pulled before the end of the 1962 season. Ferry Porsche believed that 1961-1962 car sales of \$55 million could not support the \$1.65 million that was required for the F-1 program. Porsche had believed that Germany's first post war F-1 program would generate financial and product support from German auto product



companies such as rubber and oil companies. However, such support was never forthcoming. Porsche even had to use British tires supplied by Dunlop, and fuel, supplied by BP. Porsche withdrew its cars noting the lack of support and relationship to producing road going sports cars.

The Gala also features a silent and live auction of one-of-a-kind items, live music, an Italian designer fashion show, fine Italian food and wine, and more. Tickets are \$500 per person and help support the Museum and its many programs. Go online at [www.sdamuseum.org](http://www.sdamuseum.org) or telephone Faye Levy at 619-398-0307 for tickets or more information.

## Museum additions

Some recent additions to the Museum include a 1954 Citroen Avant Track 11 donated by the French Gourmet of La Jolla, and a 1947 Cadillac ambulance, a gift from the Miller family. The Children's Play Area will be expanded with the addition of a slot car racing track. Some repainting of the interior is planned prior to the Ferrari show, and the old license plates that graced the back wall have been temporarily stored. In fact, the Museum has over 1,000 old plates. Please drop by, say hello and offer your time as a volunteer. Thank you.





# Racing with the Dream Team

By JOHN STRAUB, ARCHIVIST

**W**ell...it's time for me to tell you about the last half of 1986 in our trek through San Diego Region's history. Before I cover some of the events and people, I have a special memory for a small group of San Diego Region members from that time to share.

## Putting the team together

My good friend Alan Johnson was putting together a road racing team for SCCA and the Trans Am. The team was comprised of all San Diego Region members and our job was to win a championship and nothing short. Our "driver" was the three time National Champ, Tom Brennan. I brought in my close friend Pat Scanlan to take care of the car. Vic Ofner was a mechanic at the dealership and he came on as our full time head mechanical guru. Robbin Herring was the PR person for the team and I was there to take care of hotels and airline details as well as all records, like gears, suspension settings, tire pressures and lap times for every lap the car was on track.

## And the cars is

Oh, the car...it was one of five, at that point...a 944 Turbo GTR conceived by Porsche's racing boss Al Holbert and hand built from the ground up. A tube frame, 2,600 pound, 525 HP GT1 with a silhouette 944 Fiberglass body on it. Andial built the engines and shipped them to us. It was our responsibility to run the hell out of it and win. But, not only did we have to win, we had to develop at the same time. We faced brake cooling problems, drive shaft problems (we actually snapped a 928 torque tube at a Phoenix race on a Saturday...had a new one flown in... and spent Saturday night putting the new one in for Sunday's race), trans and gearing problems (we ran a Hewland).

As I said earlier, it was two years of intense racing with a new untested car with Porsche's reputation and name on it. The first year with Tom driving we had scored enough points to make it to the SCCA runoffs to shoot for a championship. However about 2 months before the runoffs we wadded the car into a ball at Sears Point. So... within a week the entire team, all of us, moved to Atlanta for those next two months to rebuild the car at Dave Klym's race shop. We made the race, but no championship.

## Making changes

The next year with many lessons learned, we made changes. Alan and the team had talked about a new


driver for the car. We chose one of our previous years' competitors, Jim Warren. Jim had run a super fast Corvette and was a perfect fit to the team. Our second year just seemed to click. We had wins at Phoenix, Riverside, Willow Springs, Sears Point, and Portland International Raceway. At Laguna Seca. Jim and a Corvette driver tangled coming out of the corkscrew resulting in minor damage to the car. However as both cars pulled off track onto the dirt, the other driver shot out of his car and took a few good swings at Jim. Needless to say I spent the next few hours filing a protest and arguing our case in front of the SCCA Marshals. We prevailed and managed to gain a few more points towards the championship.

Back to Atlanta we went, this time to compete in the runoffs and also enter a Trans Am race along with two other 944 GTR's. It was raining, so we backed out of the Trans Am race to save the car for the runoffs a week later. At the runoffs, the car and Jim ran great but we were just out moneyed against the Nissan Factory Team.

So there it was, two years of racing with a dream team of friends that became like family. When we run into each other the bond from that experience still exists.

## Back to 1986

I guess it's time to get to those Region events. In August we held an autocross and our Zone 8 Concours at Marina Village. Bill Myrick and Pat Scanlan were the chairs for that event. September brought with it a Wash and Shine Concours at Alan Johnson Porsche.

In October we ran an "Open Autocross" for all types of cars. November included a "Blood Drive and Brunch" and then a Holtville Time Trial. Volker Bruckmann took TTOD. December ushered in another autocross and ended with the Installation Dinner and Driver's Awards. 





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## The Goodie Store is now *on line*

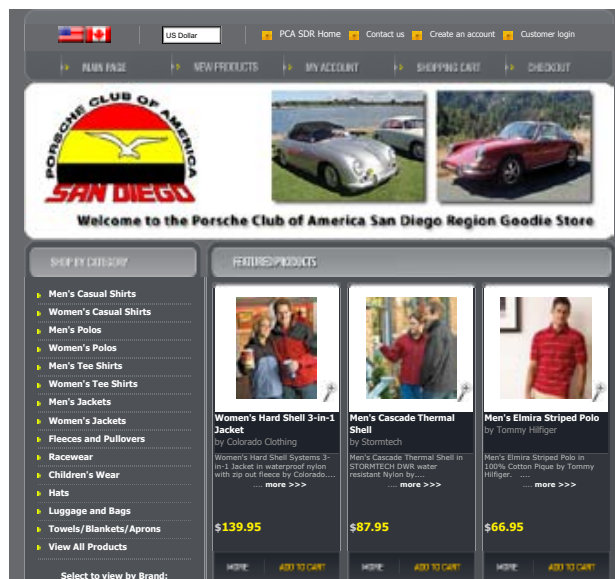
Now you don't have to wait for an event to visit SDR's Goodie Store. It's available online, 24 hours a day.

To visit the store, go to the club's web site at [www.PCASDR.ORG](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.

All sales help to support our club.



## Try it out *today*



# PCA San Diego Region & Zone 8 Time Trial

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



## REQUIREMENTS:

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

**Event Hotel: Pahrump Nugget**  
681 S. Hwy 160 • Pahrump, NV 89048  
Tel: (866) 751-6500 • Room: \$76.63 incl tax & util\*  
Reference the Porsche Club/John Miller room block  
**Make reservations early!**

\*Rates subject to change by hotel

**Lunchtime Track Tour!!!**

**For more information contact Jack Miller at (619) 286-4419 (h) or [tt@pcasdr.org](mailto:tt@pcasdr.org)**  
**For track information and directions: [www.springmountainmotorsports.com/map-directions](http://www.springmountainmotorsports.com/map-directions)**

## October 11-12 — PCA-SDR & Zone 8 Time Trial — Spring Mountain

Car Number \_\_\_\_\_ Car Class \_\_\_\_\_  
Driver Name \_\_\_\_\_  
Phone \_\_\_\_\_  
E-mail \_\_\_\_\_  
Member # \_\_\_\_\_ Region \_\_\_\_\_  
Emergency Contact \_\_\_\_\_ Phone \_\_\_\_\_  
Driver Status: \_\_\_\_\_ Instructors, will you instruct?  
☐ Student ☐ Driver ☐ Instructor ☐ Yes ☐ No

Do you have a Competition Permit? ☐ Yes ☐ No  
Do you have a Log Book? ☐ Yes ☐ No Signed \_\_\_\_\_

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

Car Number \_\_\_\_\_ Car Class \_\_\_\_\_  
Driver Name \_\_\_\_\_  
Phone \_\_\_\_\_  
E-mail \_\_\_\_\_  
Member # \_\_\_\_\_ Region \_\_\_\_\_  
Emergency Contact \_\_\_\_\_ Phone \_\_\_\_\_  
Driver Status: \_\_\_\_\_ Instructors, will you instruct?  
☐ Student ☐ Driver ☐ Instructor ☐ Yes ☐ No

Do you have a Competition Permit? ☐ Yes ☐ No  
Do you have a Log Book? ☐ Yes ☐ No Signed \_\_\_\_\_

**MAKE CHECKS PAYABLE TO PCA-SDR**

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

Card No. \_\_\_\_\_ - \_\_\_\_\_ - \_\_\_\_\_ - \_\_\_\_\_ Exp. \_\_\_\_ / \_\_\_\_ CVV2 \_\_\_\_ Signed \_\_\_\_\_

Entry Fees at \$295 per driver..... \$ \_\_\_\_\_  
-\$100 Discount for 1st time TT drivers (who are PCA members)..... \$ \_\_\_\_\_  
\$25 Late Fee (postmarked/faxed after Sep. 27)..... \$ \_\_\_\_\_  
\$75 On-site Reg. Fee (if reg. after Oct. 7; Late Fee applies too)..... \$ \_\_\_\_\_  
\$30 Transponder Rental (or you MUST enter your # to the right).... \$ \_\_\_\_\_  
2008 Zone 8 Competition Permit or Log Book (\$10)..... \$ \_\_\_\_\_  
Total Fees: \$ \_\_\_\_\_

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

**Mail to: Jack Miller**  
7695 Bromeliad Ct  
San Diego, CA 92119  
**Or Fax to: (619) 501-2871 (w/no cover)**

- ★ "Speeding Ticket" - \$10 - Anyone who fills out this form too fast so that it is incomplete, incorrect, or illegible such that it requires a phone call or e-mail to clarify any info, will be charged \$10
- ★ Please bring a completed Tech form with you to tech inspection: [www.pcasdr.org/img/pdf/general/AXRegForm.pdf](http://www.pcasdr.org/img/pdf/general/AXRegForm.pdf)

# Volunteer Committee Descriptions

**ARCHIVIST** – Responsible for maintaining club records and an inventory of such. Also is our Agent for the Service of Process.

**AUTOCROSS** – Responsible for planning and running competitive & non-competitive entry to medium level driving speed events, including track design, setup, cleanup, and trophies.

**AUTO MUSEUM** – Club liaison to the San Diego Auto Museum, reports to the Board on issues and events, attends Auto Museum meetings.

**CAR SHOW AMBASSADOR** – Club liaison with organizations conducting car shows. Notify members the opportunity to attend car events that may or may not include Porsches.

**CHARITY** – Makes suggestions for charities worthy of our support to the Board. Responsible for managing charity events, collection of funds, and coordinating with sponsors/ donors.

**CHIEF DRIVING INSTRUCTORS** – Responsible for instructor training and certification and student driver training. Designs and manages the Performance Driving School. Manages the instructor volunteers.

**CLUB RACING** – Responsible for planning and managing the Region's club race events (wheel to wheel racing).

**CONCOURS** – Responsible for planning and managing the Region's concours events (a contest based on vehicle cleanliness and originality).

**CORNER WORKING** – Responsible for managing track corner workers at speed driving events when necessary.

**DRIVERS EDUCATION EVENTS** – Responsible for planning and managing Driver Education events.

**DRIVING EVENT LOGISTICS** – Responsible for insuring adequate beverages, ice, lunch, and porta-potties at driving events.

**DRIVING EVENT REGISTRATION** – Responsible for registration at speed driving events, including collection of funds, assignment of run groups, and assisting in assigning student-instructor pairings.

**DRIVING EVENT PRE-REGISTRATION** – Responsible for registration at speed driving events, including collection of funds.

**EMASTER** – Responsible for alerting the membership via e-mail of upcoming events and information that may be of interest.

**EQUIPMENT** – Responsible for maintaining the club trailer and all equipment stored within. Responsible for ensuring that it is delivered and retrieved from club events that require it or the equipment it contains.

**EVENT INSURANCE** – Responsible for communicating with PCA National to obtain event insurance for all events that

require it. This position is also our Stadium liaison, responsible for event date coordination with the Stadium.

**GOODIE STORE** – Stocks and sells club and Porsche paraphernalia to the membership. Maintains inventory of goods, including financial records and purchases of replacement inventory. Attends major club events to offer goods for sale.

**LEGAL AFFAIRS** – Provides informal and unofficial counsel to the Board of Directors on legal matters.

**MEDIA RELATIONS** - Coordinates public visibility of the Club's activities through the media. Responsibilities also include coordination with newspapers, radio and TV regarding their coverage of Club events.

**MEMBERSHIP** – Maintains membership records and provides monthly reports of such to the Board. Mails out welcome packets and renewal packets to the membership as needed. Maintains mailing list for our newsletter.

**NEW MEMBER LIAISON** – Contacts new members to welcome them to the club. Explains club events and answers questions.

**PORSCHE HISTORIAN** – Researches & writes articles pertaining to various phases/events/autos relating to Porsche.

**RALLY** – Responsible for the design and management of our rally events (a competitive timed touring event on public roads).

**RULES** – Interface with membership & rules committees for current competition rules and evaluating new rules proposals. Maintains Region website rules page. Technical expertise required.

**SAFETY** – Responsible for checking track design at parking lot events for safety issues. Makes recommendations, when necessary, to improve driver training, performance, and safety."

**SOCIAL** – Responsible for planning and managing our social events.

**SPONSOR LIAISON** – Acts as liaison between the club and sponsors, finds new sponsors.

**TECH ADVISOR** – Fields members' technical questions and answers or directs to appropriate resource.

**TECH INSPECTION** – Responsible for the mechanical inspection of cars for safety issues at club driving events that require it.

**TECH SESSIONS** – Responsible for planning & managing Region tech sessions, typically held at local car related businesses for the purpose of sharing technical information.

**TIME TRIAL** – Responsible for planning and running competitive and non-competitive medium to advanced level driving speed events, including track design (or scheduling at race tracks), setup, cleanup, and trophies.

**TIMING** – Responsible for setup and tear down of timing equipment, and operation of the timing process at driving events that require it.

**TIMING (TIME TRIALS)** – Responsible for setup and tear down of timing equipment, and operation of the timing process at driving events that require it.

**TOURS** – Responsible for the design and management of our touring events (often works with the social committee).

**VINTAGE RACING LIAISON** – Responsible for keeping the membership informed regarding vintage racing activities.

**WEB TEAM** – Responsible for the design and maintenance of our web site; including look and feel and the periodic updating of content to keep it fresh and interesting.

**WITNESS BUSINESS MANAGER** – Responsible for maintaining accounting records of advertising in the newsletter, including billing and collections.

**WITNESS EDITOR** – Responsible for the look and feel of the newsletter. Determines appropriate content for publication. Performs layout and other production tasks. Delivers to the printers and manages the production process through to mail out.

**YEARBOOK** – Works closely with the President to design and construct the Region yearbook to be submitted to PCA national for the Region of the Year contest.

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## 2009 Board of Directors Election

Once again our annual election is upon us. The PCA-SDR Nominating Committee was comprised of Jackie Corwin, Jim Duncan and David Gardner. The Committee is pleased to present a slate of seven well-qualified candidates for the four open Board positions. You'll find their biographies on the following pages. The postcard size ballot has been inserted in this issue of the Witness and is self-addressed for easy mailing. There is a phone number printed on this ballot if you choose to submit it by fax. Either way it is important that you include the name and/or membership number of the primary member (and associate if applicable) on the ballot. Also, please note that there are Club Bylaw changes that will require your consideration and vote.

Your Committee submits that each of the candidates running for the 2009 Board has the ability to be a valuable and contributing Board Member. Each candidate has a proven track record of accomplishment with the Club and a strong desire to continue the excellent events that our Region's members have enjoyed over the last year (with gratitude to all our current chairs!). Our thanks go out to all those who have volunteered to run. Whether elected, or not, your efforts are greatly appreciated!

Members will be voting to select four new Board Members in this election (for a two-year term). Once the results are in, the four new board members will join, Kim Crosser, David Gardner, and Jennifer Reinhardt to select the Club officers for 2009 (President, Vice President, Secretary and Treasurer). Eligibility to vote does require current membership status (with a 30 day grace period for those in a "renewal" status) and is open to all Primary and Associate members. Please take a few minutes and fill out the enclosed ballot. Ballots must be received by Saturday, September 20 for your vote to be counted. Election results will be announced by September 30, 2008.

You will also find information about joining in on the fun of helping run our various events for next year. The new board will begin planning for next year very quickly, and they will need your help. This is your opportunity to see how much enjoyment there is in being involved. Volunteering is fun, exciting and you will make many rewarding friendships. Please take a few minutes to review the "Volunteer Committee Descriptions" to see what areas of the club might interest you. Don't be afraid of not having any experience. We try to staff each position with several members, with at least one experienced person who will mentor the new volunteers. You will find the post card size volunteer selection form with your ballot. Simply circle those positions on the bottom of the card, include your name, email and phone number and mail it in. You may also fax it to the number printed on the front. A member of the 2009 Board will contact you to discuss your potential involvement. Your help is needed and appreciated!

Thanks for taking time to vote, and being a part of our success.

Jim Duncan

2008 PCA-SDR Vice President





**NEIL HEIMBURGE**

I am honored to be nominated for a position on the 2009 Board of Directors of PCA's premier region. I have been an active member of the San Diego Region for over 13 years. In that time I have served as a member of the Board of Directors, Tech Session Chair and Time Trial Tech Inspection Chair. I have helped to run events at both last year's Porsche Parade and past Festivals of Speed. I'm an Instructor for the Performance Driving School, Autocross, DE and Time Trial events and am the current Zone 8 Autocross Chair. I'm sure you've seen me around as I've participated in and enjoyed the many activities and events the club has to offer (besides those I've mentioned above) such as the Last Tuesday socials, tours, concours, charity events, driver and installation dinners, rallies, and board meetings. As a result of my volunteering, I have met so many wonderful friends in PCA both in the San Diego region and around the country.

I currently sit on the Board of Directors of two local companies that are involved in several major redevelopment projects.

While I understand you can't please everyone in an organization as large as the San Diego Region, I do feel I can give some insight to the Board that will help them find solutions and make decisions that will be a win-win situation for the majority of our members. If elected, I would also work to bring long-standing members who have become inactive back to the club as event participants. I would also like to see more effort put into getting newer and less-active members more involved.

I feel that my experience, integrity, responsible attitude and concerns for the San Diego Region make me a good choice for the 2009 Board of Directors.



**JOHN KOMER**

I grew up in Dearborn, Michigan in a car family, Grandfather was in Packard engineering group, Father at Ford Motor for 44 years, and Uncle was in Cadillac design center for over 35 years.

I spent my teen age years racing go karts and mini bikes, anything with a motor; I drove what my brothers built. Starting driving in NHRA at 16 racing my brother's 1969 Super Stock Mustang, wheel standing and running 10 sec at 135 MPH. I moved over the years into Top Alcohol Dragsters running a best of 241 MPH at 6.10 in the quarter mile.

Started in the Porsche club after changing from NHRA to Road Racing in 911's, I have been a member since the 90's, participating in many Porsche Parade's, autocross and track events racing various 911's.

I have spent 29 years in the high tech industry as a system engineer designing communication networks, moved into sales management and later Global account manager. I have owned several businesses including a consulting company for Security in high tech, doing work for the Department of Homeland Security, designing the Security Systems for the Arizona Bio-Terrorism Network. I also owned Komer Kustoms, a car shop working on Race Car set up and design, race support and custom upholstery and car restoration of Porsches and American Muscle cars.

I currently work Account Solution executive, managing a team that develop communication network solutions to customer like, Qualcomm, Sempra, 24 Hour Fitness and Petco. I am enjoying racing with the Porsche club running track events with my 997 and autocross with my wife's Boxster and helping members as a driving instructor.



**JAN MELLINGER**

It is an honor to be nominated to serve on the Board of the best Region in PCA. Since joining this club, I have met many wonderful people and participated in great activities. I started at the Performance Driving School, continued on to Autocross and Time Trials and became an instructor.

For the past three years, I have been a Tours chair and have enjoyed adding some new dimensions to the tours. We are doing more destination tours and have added some benefit tours including the successful Porsches for Pets and Porsches for Vets tours.

I have Board experience, having served as President of the Chula Vista Rotary Club, the 25,000 member California Association of Marriage and Family Therapists, and the San Diego Cat Fanciers. I look forward to serving the Porsche Club in a leadership position.





**DON MIDDLETON**

If you have attended an Autocross or Driver's Education event with the Region in the last 5 years, you may have noticed me in the light blue metallic 911 SC Targa in I/S class and chasing Grosekemper, Young and Chambers. 90% of success is showing up, however, and consistent attendance has returned class championships and, to my surprise, other rewards far more important.

While I am a 20+ year member of Region, my activities until the last 5 years were limited. But now, having done some 50 AXs (as well as DEs and a TTs), I realize that the people in the Club are as much fun as the driving. There is just no better way to spend a day than driving at the limits in great cars along side such great people.

Along with the driving, I have been instructing at Autocross and Performance Driving School events, as well as working as a member of the AX Timing committee. The more involved I have become, the more enjoyment I have received. As they say, you only get out what you put in. And, to that end, I was planning to do even more this next year when I was coincidentally asked to run for the Board.

Over the years, I have served on various types of organizational boards. They have ranged from computer software based businesses to director of the Illinois based Driver's Club (pre-Porsche in a SCCA H-Production AH "bug-eyed" Sprite). In all cases, I have learned that any board, like any group, must work well together to accomplish much. If elected, I will support a "team" approach to making things happen for the membership. For the membership, I will encourage more participation. The benefits are far greater than I ever imagined.



**RIKKI SCHROEDER**

I have been involved with the Porsche Club for at least six wonderful years. My then boyfriend, now husband, let me drive his 1967 911S during an autocross and I have been hooked ever since. Some of you will know me from the timing booth where I work with the team that allows all of you racers to instantly know how fast you've gone, and where you stand with respect to your competition. I participated in the Porsche Parade and also serve on the Social Committee.

One of the things that I feel is necessary in any volunteer organization is that as many people as possible should know how to run things. Whether it's setting up corners, throwing a track or organizing a social function, the more knowledgeable the participants are, the more likely you are to have a smoothly run operation that is fun for all. That is what impresses me about this Club. No matter whom I ask to do a task, I rarely ever get turned down. That is what I would bring to the Board: a willingness to ask for participation and involve new people. I am also willing to tackle new tasks about which I may know little. Finally, I am interested in finding a new venue for autocross and driver's education events. Qualcomm will not be available forever and Fontana is a long drive from San Diego.

I am honored to have been asked to run for a Board position, and would consider it a privilege to serve.



**CHUCK SHARP**

I am honored that the Nominating Committee has asked me to be a candidate. I am an avid car enthusiast and have owned a variety of Porsches since 1985. We joined PCA while living in the Boston area. After moving to San Diego in 2000, we added a 993 and began to drive the Porsches daily. We became very active in SDR in 2003 when my son got his license and together we attended all the tech sessions and autocrosses. After Greg went off to college, Debby became active in the driving events. I also enjoy driving the DE, Time Trials, and Club racing events as well as tours and social events. I have also attended most of the Board meetings since 2005.

I volunteered as an Autocross Chair for two years and then a DE Chair for an additional two years. As Co-DE Chairs last year, Curt Yaws and I introduced a DE/TT Driving School to increase participation in the advanced driving events. Currently I am a Chief Driving Instructor with SDR and we run the two Performance Driving Schools.

My experience outside of car clubs includes being President of multiple small companies and being a corporate officer in publicly held companies. I have been an active member of a Board of Directors for several corporations.

As a Board member, I would like to build activities that will get a larger percentage of our members to become more active. We also need to have more fun!

It would be an honor and a privilege to serve on the Board and actively participate in growing our club to an even better organization.



**CURT YAWS**

I feel honored to be selected by the PCA-SDR Nominating Committee as a candidate for the Board of Directors. My first involvement with Porsche occurred in 1979 when I acquired a 1968 912. It required a lot repairs. I'm thankful the newer models have improved durability. In 2004 the purchase of a Boxster led me to PCA SDR. I immediately signed up for the Performance Driving School. The famous slippery slope led to a 2004 GT3. It is a real handful to learn to drive.

I volunteered to be AX Chair in 2005 and 2006, then Driver Education Chair in 2007 and 2008. By volunteering, I have met many active Club members and gained a multitude of wonderful and supportive friends and acquaintances. My wife Janet AX's and handles Pre-Registration for Q events. We attend most AXs, DEs and TTs in San Diego, Orange Coast and Grand Prix Regions. My current responsibility is running the Driver Education Program for the PCASDR. Chuck Sharp and I proposed and obtained Board approval for the DE/TT Driving School held last fall.

If elected, I would work to develop new educational opportunities for members. We have a wealth of knowledgeable and generous Club members. I believe that creating educational venues to share knowledge is beneficial for everyone. It utilizes our resource and creates opportunities for new people to get involved and learn. Potential topics might include: how to get involved in club racing, basic brake maintenance, tire choices, reading tire wear, and advanced driving techniques. Also, I would encourage educational programs for Concours, Touring, and Rally.

I enjoy being a Club member. I would be honored to be on the Board as it serves you in 2009.

## New Members

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

### Steve Brooks

San Marcos, CA  
1983 911 SC COUPE

### Jose Gomez & Danielle Gomez

Del Mar, CA  
2005 911 S 997

### Arnulf Graf & Marianna Yanike

Pasadena, CA  
2008 Boxster RDSTR

### Bryant Jackson & Christine Jackson

La Mesa, CA  
2000 911 CAB

### Frank Madrigal

Chula Vista, CA  
2006 Cayman S

### Greg Mauro

San Diego, CA  
1999 996 COUPE

### Robert McCarty II

San Diego, CA  
2007 Cayman COUPE

### Shahin Mobine

La Jolla, CA  
2005 911 997

### Erick Padilla & Vito Asaro

San Diego, CA  
2002 Boxster

### John Poniktera & Luella Poinktera

Alpine, CA  
1978 930 COUPE

### Pablo Rios

Chula Vista, CA  
2006 Cayman S

### Gloria Rose & Freeman Rose

Del Mar, CA  
2008 Boxster S

## Bob Songe & Susan Songe

Oceanside, CA  
2005 Boxster

## Tyler Waldron

El Cajon, CA  
1967 912 COUPE

## Stuart Wright

Vista, CA  
2008 Cayman S COUPE

## Anniversaries

### Five Years...

Terry Barnum  
Stuart Comer  
Jim Della longa  
John Ott  
Gary Peterson

### Ten Years...

Belton Allen  
Douglas Briggs  
David Hale  
Rick Korfin  
Ricardo Romero

### Fifteen Years...

Charlie Kleinhans

## Members Count

San Diego Region's membership currently stands at 1466 primary members and 1127 secondary members, for a total of 2593.

## 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).

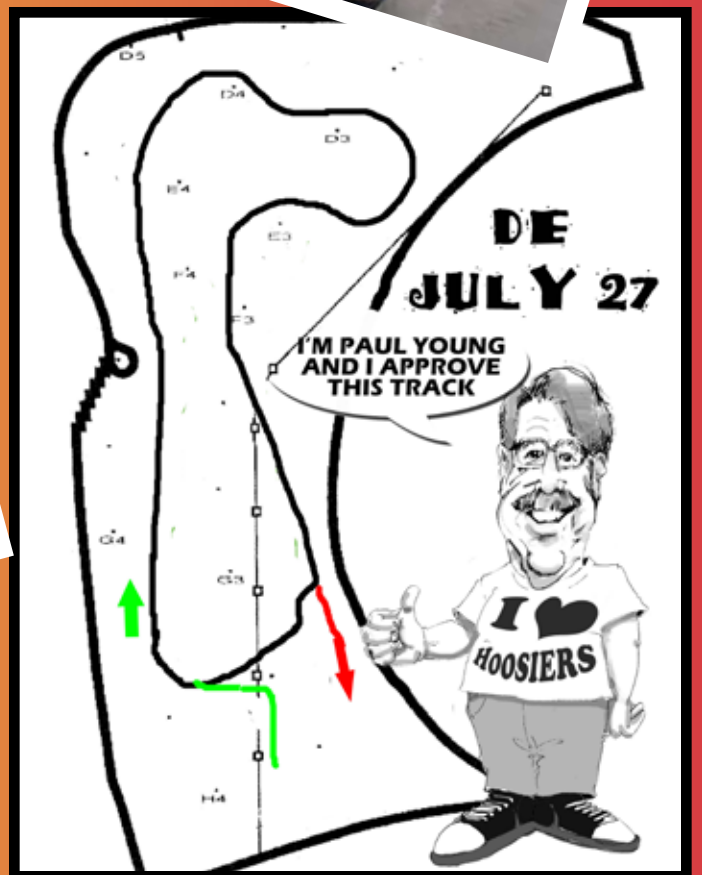




# Driver Education

PHOTOS BY STEFANIE AND STEVE GROSEKEMPER

MAP BY GARY BURCH



1. Setting up the DE
2. Stephanie Grosekemper
3. Tim Comeau and Tyler Hendricks
4. Looking Good!
5. Pass or be passed

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# Thank You PCA-SDR Volunteers!

PHOTOS BY GREG PHILLIPS



1. Leslie hiding behind the flags
2. Steve and Tiffany
3. Dining in the flora and fauna of SD County
4. Bill, Steve and Ted
5. Volunteers having fun





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**Schedule:** 7:00 - 9:30 am Car placement, light cleaning.  
10:00 - 12:00 noon Judging and scoring.

**Accommodations:** Information Pending.

**Food:** Lunch is included with your registration

**Questions:** Steve Lopez (619-533-3188) or Gary Peterson (858-535-1800) [concours@pcasdr.org](mailto:concours@pcasdr.org)

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C-4 911-911 Turbo, 930, 912E (1974-1983)  
C-5 911-Carrera and Turbo (1984-1989)  
C-6 911-Carrera & Turbo, GT2, GT3  
(1989-present 964, 993, 996, 997)  
C-7 Boxsters  
C-8 914-4, 914-6  
C-9 924, 924S, 924 Turbo, 944, 944 Turbo, 928,  
928S, 968  
C-10 Special interest, Current Competition.  
Limited Production  
C-11 Cayenne

### STREET DIVISION

S-1 All Closed 356's  
S-2 All Open 356's  
  
S-3 911-912 (1965-1973)  
  
S-4 911-911 Turbo, 930, 912E (1974-1983)  
S-5 911-Carrera and Turbo (1984-1989)  
S-6 911-Carrera & Turbo, GT2, GT3  
(1989-present 964, 993, 996, 997)  
S-7 Boxsters  
S-8 914-4, 914.6  
S-9 924, 924S, 924 Turbo, 944, 944 Turbo,  
928, 928S. 968  
S-10 Special interest, Current Competition,  
Limited Production  
S-11 Cayenne

### WASH & SHINE DIVISION

W/S-1 All 356's  
W/S-2 911-912 (1965-1973) 911 Turbo, 930  
912E (1974-1983) (G Series), 914-4, 914-6  
W/S-3 911 Carrera & Turbo (1984-89), 964  
911 Carrera & Turbo (1990-98), 993  
W/S-4 924, 924S, 924 Turbo, 944, 944T, 928, 968  
W/S-5 Boxsters, 996's, GT2, GT3, 997's, Cayenne

### UNRESTORED DIVISION

U/R-1 All 356's  
U/R-3 911/912 (1965-1973)  
U/R-4 911, 911 Turbo, 930, 912E, (74-83)  
U/R-5 911, 911 Turbo (air cooled) (84-Y10)  
U/R-8 914, 914-6  
U/R-9 All 924, 928, 944, 968  
U/R-10 Special Interest, Competition, Limited prod.

**DISPLAY** (not judged)

----- cut here ----- cut here ----- cut here ----- cut here -----

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Body Type \_\_\_\_\_ Color \_\_\_\_\_ License No \_\_\_\_\_ Class \_\_\_\_\_

Concours \$50 per car & lunch by Oct 12 = \_\_\_\_\_ Please make your check payable to "PCA/SDR"

\$60 per car & lunch after Oct 12 = \_\_\_\_\_ and mail with this registration form to

Display only \$20 per car = \_\_\_\_\_

Extra Lunch \$10.00 x \_\_\_\_\_ = \_\_\_\_\_

TOTAL = \_\_\_\_\_

**Gary Peterson, PO Box 165  
Rancho Santa Fe, CA 92067**

# July Autocross

## “Guile and Treachery Versus Youth”



BY LEIGH RAYNER  
PHOTOS BY GREG PHILLIPS

**Y**es, there really is one – sinkhole, that is. I must admit that the South East lot at QUALCOMM has not been kind to me at past autocrosses. Regardless, the day dawned full of promise. The track map posted on our website, dubbed “Sinkhole Avoidance” was quite different in design from any I had previously run. Designed by two of our Autocross chairs, Jackie Lu and Bill Behun, the start and finish were all the way at the South end of the lot, with cars gridding under the trolley tracks. The layout appeared to maximize the available space, with straights blasting back and forth from one end of the lot to the other.

Yes, this course was intriguing, but I was also optimistic for another reason. My son, Grant, back from college for the summer, hadn’t driven since the “other car” autocross last December. And while I had only driven our “new” 944 spec class car a few times, he had never driven it. The time was ripe for reclaiming bragging rights in the eternal “guile and treachery versus youth” contest.

### **Crisis number one..NO COFFEE**

Even the first crisis of the day, NO COFFEE, came to naught as Lucky Dave Malmberg’s daughter, Kelsey, gen-

erously came to the rescue with a supply of Starbucks.

While the coffee may have been the first crisis for some of us, Autocross Chair Ron Trotters’ first crisis began even earlier, when he arrived at 6:15 to find the gates locked. Fortunately the guard in the office was easily roused from his sleep and, with the gates unlocked, preparations were soon underway. I always enjoy the sight of so many Club volunteers pitching in at the autocrosses. Lorri Schuessler and her crew unloading the trailer, Herb Meeder and George Taylor heading up the tech inspection crew, Janet Yaws, Monique Straub and Debbie Sharp handling registration, Bill and Jackie driving the truck around with more volunteers throwing the track. The PA system gets set up, as does the timing, the track gets roped, Mark Rondeau and I set the corner working stations and Dan Chambers is the maestro of the track walk.

### **Practice runs**

After the usual announcements and instructor / student pairings it was time to see if this track lived up to the promise of the posted map. It did. Fun and fast, I liked this track and most important, I was faster than my son, meaning he now had to suffer through me giving him ad-



vice. But while he did politely listen, he had some secret weapons. The next session, Fast Jackie Corwin, the nemesis of the 944 crowd, rode with Grant and gave him some pointers. Then he jumped into Mark Rondeau's Shaved Monkey Racing 944 and got the benefit of Mark's expertise. Later in the day these two would finish 1-2 in GP class with Mark now less than a second behind Jackie.

The track proved too fast across the first dreaded swale crossing, with cars bottoming out, so the approach was tightened up to slow things down at that point. Another brief delay occurred after the timing lights developed a glitch. At least I think that is how our Board Secretary wanted me to describe that particular car versus timing lights event. A final change out of corner workers and a flawless radio check and my official duties would be complete. Sadly, the radio check was to be the highlight of my afternoon.



Angela is all smiles

### And now...the battle is on

Now came the timed runs, the real test. Unfortunately my fastest lap was blemished by a phantom cone, called in, I suspect, by a disgruntled corner worker unhappy that I wouldn't let him work three corner working sessions- sorry, two is the limit. Some of you, no doubt, fell victim as well, as I noticed quite a few other "plus 1" or "plus 2" indications on the timing sheets.

The stage was set, the first timed run in and I was still ahead. But, you know where this story is going, as inevitable as the tide, Grants' next run washed away my hopes for bragging rights as he ran a 69.64 edging out my best of 69.9. His next run was even faster and, for a moment, had Smooth Sean Steele worried, but that same corner worker must have been working, as two cones nullified the final effort. The final drama of the 944 Spec competition occurred during the last run group when Jumping John Kinkaid fired off a 68.81 just edging out Sean Steele



Mr. and Mrs. Comeau and friends

by .06 of a second, clinching first place, bumping everyone down a spot, and dropping me off the podium. Sean Steele grabbed second, and, in his first drive of a Spec. car and his first event of the year, Grant Rayner clinched third and, yes, beat his old man.

This was not the sole father- son battle this day, only the slowest. Mark and Eric Kinninger were battling it out for TTOD (top time of day). First up was Mark who set a seemingly unassailable time of 61.97. But Fathers Day was last month. This July day was all about the sons as Eric came back with a blazing 61.33. No one was more pleased than Mark.

In the father- daughter battle, Dave Malmberg handicapped things a bit, posting a 65.82 in his mysteriously modified turbo 944 to clinch KS class while daughter Kelsey took second to Jerry Bumpus in the bone stock GSS class. Curt Yaws had to settle for second in QS and fourth in TTOD after a blazing run of 62.26 by Peter Busalacchi took first and third respectively. An informed source tells me there were reasons for this. Peter has tons of experience in the BMW club, where he is chief driving instructor, only recently deciding to get a real sports car. And his GT3 has fully adjustable Motons on it. And silver has a lower coefficient of drag than red does. Did I miss anything Curt?

In looking over the results, posted on the Club's web-



Whoosh!



site, I was delighted to see that Neil Heimburg salvaged a bit of honor for the fathers and took first over his son Brian in PP. The rivalry between couples was a mixed bag, but I will leave that for another article.

The coveted BRI trophy was proudly received by none other than George Copelin who drove his 914 to a smoking time of 65.01. Check out the full BRI and results for all the classes on the AX results webpage.

The last potential crisis of the day, warm beer, had beer meister Tom Liguori scrambling for more ice to avoid the wrath of a thirsty crowd. At the end of the day we were a tired, happy bunch. Congratulations to our wonderful AX team and to all of you who made this another great event.



Bumblebee is moving!



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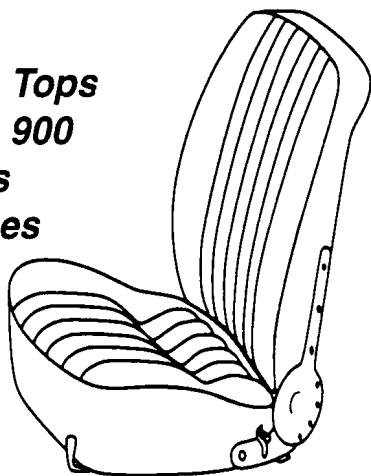
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# Coronado Speed Festival

## Two Full Days of Vintage Racing and More

BY KAID MAROUF

PHOTOS BY GREG PHILLIPS

**T**he Coronado Vintage Races are again coming to San Diego on September 27 & 28. Since San Diego does not have a dedicated racetrack, the Coronado Speed Festival is a wonderful opportunity for all of us car enthusiasts to enjoy some racing right in our own backyard.

If you haven't been to the event you'll need to make an effort to go this year, because this is one of the premier vintage race events in the country. This will be the eleventh annual event and in fact many of the same cars also raced at the Monterey Historics in August. Because these races are in conjunction with Fleetweek, it is a much more family oriented event. Besides, Coronado is close enough that you could go on Saturday for two hours and come back again on Sunday for two more hours. But trust me, there is so much to do besides watching the car races that spending a full day or two is easily done.

### It's about the race

Of course the racing is very exciting to see, especially as you watch the beautifully prepared race cars sliding through the last turn onto the straight away at 50+ miles an hour and coming within inches of the walls and each other. All 225 cars accepted to race at the event are chosen to compete on the basis of their historical significance, and certified authenticity. Eight races of different classes are featured in the afternoon. You'll also be able to witness John Straub in his beautiful 914-6 GT along



with other San Diego Region members. Watch Jon Wactor, Don Anderson and myself in our cars as we terrorize Alfa's, Ginetta's and Lotus', during the races.

### And so much more

The cars and the racing are just one of the many attractions this event offers. There is enough to do in the paddock to keep you and your family smiling for the whole day. For example, last year the Chrysler SRT team was there and set up a small autocross course to showcase some of their SRT vehicles including the Jeep SRT8 and Viper. Spectators were treated to a passenger ride around the coned course at neck-whipping speeds. Let me tell you, it was one of the most exciting things I've done in a long time!

On the quieter side there is also an official car show featuring a variety of vintage cars, any of which would look great in my garage. And then, to further please the eye, there is the display in the car clubs' corral which include Ferrari, British, Hot Rods, Cobra, Mopar, Mustang Alfa Romeo, and just about anything you can think of including our very own Porsche Club. This means you can park your beloved Porsche in the club coral, along with other shiny Porsches and enjoy the club's hospitality tent throughout the day.

### Hospitality Tent and Membership Drive

Right in the midst of all those beautiful Porsches, you will find the PCA-SDR hospitality tent. This is organized by our San Diego Region Vintage Race Committee: Margi Knight, Tami Ibbetson, Joe Hofmann, Bob McLaughlin, Chuck Sharp, Mark Rondeau, John & Monique Straub and me. We have solicited a wonderful staff of volunteers who will be there to help make your experience even more fun. Come on over in the morning for coffee and



bagels. Stop by anytime for snacks and cold beverages; look over some of the Club literature. Sit down, relax in the shade and meet up with Porsche enthusiasts both current and new members. Enjoy complementary lunch for PCA-SDR members during the only quiet time of the day. The Goodie Store will be there to satisfy your need for more Porsche paraphernalia.

Take a look at the flyer on page 35 of this issue to find out what you need to do in order to attend this fantastic

event. Send your requests to John Straub for your track-side corral-parking pass and lunch tickets. Any later than September 15, you will miss out on a great time.

So, mark the date down in your calendar and bring your family and friends out to enjoy all the many vendors, military planes, tanks, and Hummers, that will be on display at the Naval Air Station, North Island, in Coronado on September 27 & 28th.

More info at [WWW.GENERALRACING.COM](http://WWW.GENERALRACING.COM)





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Dinner- 6:00 PM

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**Sunday**

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Lunch 12:00 PM

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Options to Request:

- ◇ Corral Pass (one for both days)
- ◇ Saturday Lunch Ticket - 2 per envelope/PCA Members Only
- ◇ Saturday Night Dinner – Send check payable to PCA-SDR for \$29.00 per person
- ◇ Sunday Lunch Ticket- 2 per envelope/PCA Members Only

**DEADLINE:**  
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**Buy Event Tickets –**  
**Fleet Week Website**  
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# PCASDR Charity Update

By ANNETTE LINARES

Somehow half the year has passed and we are just now getting up to speed with our new chair positions. For those of you who may not know us, my name is Annette Linares and my husband is Ralph and we have been club members for over 11 years now. We have been fairly active in the club, autocrossing, time trialing, rallies, social events holding various chair positions, etc. Ralph was even a board member a few years back. A couple of years ago, we took a break from our club activities to add to our family, first by replacing our 1988 red 944 with a 1997 C4S and then, giving birth to our daughter Lauren, who is now 2 years old. Recently, we decided to come back out of hiding and become more active in the club. I took this to mean participating in more events such as the Last Tuesday Socials, maybe a rally or an autocross, that sort of thing. Apparently I was wrong. Innocently enough, Ralph, Lauren, and I were invited out to dinner with some good friends, Keith Verlaque and Martha McGowan, where we somehow “inherited” the Charity chair position. I say “inherited” but we really did volunteer. (Reader beware when invited out to dinner with the current Club president!!!!)

## And the Charities are...

So now that we are here, what are we doing? First we needed to familiarize ourselves with the three charities the club wishes to support this year: Rady Children’s Hospital, the Monarch School and Juvenile Hall. Not being altogether new to the position, (we both have been involved with the club’s charity chair position in the past) Rady Children’s Hospital, was familiar to us as they have been one of our primary charities for many years. Most club members are well aware of the wonderful care all of San Diego’s kids receive at Rady Children’s Hospital and the great work they do there.

The Monarch School and Juvenile Hall were unfamiliar to us. The Monarch School is a unique school located in San Diego that is dedicated to educating homeless kids of San Diego and hopefully ending the cycle of homelessness by providing these kids the education, skills and support to continue on to college, obtain jobs and be successful in life.

Juvenile Hall may seem an unusual choice as a charity recipient, but as we discovered, the need we are trying to fulfill for them is quite specific and is not monetary in nature. We are trying to donate paperback books to Juvenile Hall so that the kids have something to read. This need came to our attention from club members Bob and



Annette, Lauren and Ralph Linares

Kathy McLaughlin, who shared with us the fact that although Juvenile Hall has had plans to have a library, that library is not yet a reality. Knowing that idle hands can get into mischief, Bob and Kathy suggested that donating paperback books to Juvenile Hall could help give the kids something positive and productive to do with their time.

## We need your help

With all this information, we started with lots of energy and a myriad of ideas on events and fundraisers we wanted to do in addition to the exciting raffle going on in partnership with Pioneer Porsche benefitting the Monarch School. Unfortunately, we found it necessary to put on the brakes, and hard. Due to some diligent research by some of our club’s advisors, we discovered that due to recent changes in California laws, the club would have to discontinue the raffle altogether and take a hard look at how we would like to continue to participate in charity and fundraising efforts in the future. (Please see a board member if you want all the details.) Ralph and I were faced with the challenge of “thinking outside the box” and figuring out some creative ways to support the club’s

chosen charities. The good news-the Board has assured us that our premier annual charity event-the silent and live auctions at the Installation Dinner in January are to continue as planned and they will benefit both Rady Children's Hospital and the Monarch School.

For those that have donated to the auction in the past or anyone else interested in donating, please contact us at [CHARITY@PCASDR.ORG](mailto:CHARITY@PCASDR.ORG) if you would like more information on helping the club out with a donation to the auction. Many club members look forward to the silent and live auctions at the annual installation dinner for some fun post-holiday shopping.

Other charity events that are planned for the remainder of the year include a book drive, benefitting Juvenile Hall, at all PCASDR events throughout the month of September. Ideally we are looking for are paperback books of any type and at any reading level.

In support of the Monarch School, we plan to hold an underwear drive (yes, underwear!) during all events in the month of November. We are looking for new underwear for both boys and girls. We will provide more details in the *Witness* and on the Forum closer to November.

We are really looking forward to the remainder of the year and the upcoming charity events. If you have any comments or suggestions, please email us at [CHARITY@PCASDR.ORG](mailto:CHARITY@PCASDR.ORG)



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“Chalk-talk” in a classroom environment	Driving exercises Many performed on a skid pad	A non-competitive autocross with an instructor riding along

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

For further information, contact PCA-San Diego Region Chief Driving Instructors: [cdi@pcasdr.org](mailto:cdi@pcasdr.org)

**Dan Chambers 858-277-6854, Carl Scragg 619-818-2041, or Chuck Sharp 858-449-1502**

**Applications will be accepted in order of postmarked date, beginning September 5, 2008**

**Applications postmarked prior to September 5th will be returned**

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

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

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

### Student Driver

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

### 2<sup>nd</sup> Student Driver (same car)

Name: \_\_\_\_\_  
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City: \_\_\_\_\_ ZIP: \_\_\_\_\_  
Phone #: \_\_\_\_\_ Shirt Size: \_\_\_\_\_  
Porsche model and year: \_\_\_\_\_  
PCA membership # \_\_\_\_\_  
e-mail: \*\* \_\_\_\_\_  
2<sup>nd</sup> driver Yes / No  
2<sup>nd</sup> driver Yes / No

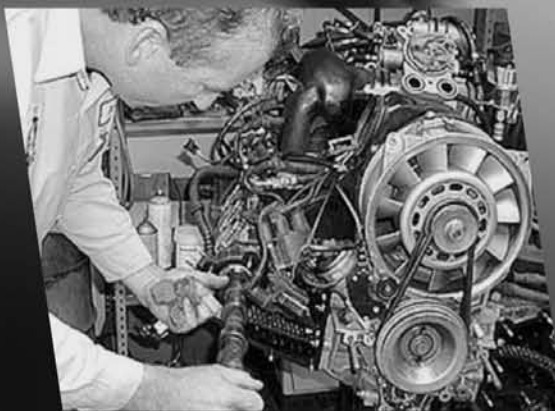
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# Parade to Charlotte

TEXT AND PHOTOS BY GREG PHILLIPS

After the buildup and success of the San Diego Parade, there was a bit of a letdown from the San Diego region getting ready for the 2008 in Charlotte, N.C. Although there was a new record for attendance at Charlotte, the numbers from San Diego were much smaller than the previous years. But they still put on a great event in Charlotte! Even the weather cooperated with cooler than average temperatures and less humidity than usual. It was still warm and muggy, but comfortably so. And there were no thunderstorms until after the event was over on the 4th of July. Fireworks and lightning were an interesting mix.

## Arriving in Charlotte

Our trip began on the Friday before Parade with an early flight out of San Diego. I had some Southwest Airlines passes to use up, but since they did not fly into Charlotte, Pat Corona and I were flying to Raleigh-Durham, with a short stop in Phoenix. With the time change and picking up our checked bags (still free on Southwest) it was about 5PM when we got to the car rental and picked up our Chevy Cobalt, plugged in the Garmin GPS and headed for Charlotte. Although it was only about a three-hour drive we decided to stop for the night in Kannapolis, which just



Did they let Bob in?

happened to be Dale Earnhardt's hometown. Yes, NASCAR is quite big in this part of the country, as we would learn throughout the week. We did hit some rain; OK it poured for about 20 minutes but then cleared up for the rest of the drive. I guess that rain helps to keep all that green vegetation. It seemed quite a shock coming from San Diego. After a dip in the pool and dinner we tried to tell ourselves it was time to sleep at 11 PM.

The next morning seemed especially early, but after a nice breakfast at the motel we were back on the road to Charlotte and following the GPS took us right to the Westin in downtown Charlotte and the Parade headquarters. It was already busy, but we were not staying at the Westin as they had sold out and were instead at the Hampton Inn nearby. But how nearby? The Hampton Inn was on Martin Luther King Boulevard, but the GPS did not recognize that address. We asked the concierge at the Westin and she thought that MLK used to be Third Street. So we got a map of the downtown area and after navigating the one-way streets and closed streets found that the Hampton was a block over and two blocks down, just across the street from where the new NASCAR Hall of Fame is under construction. We were able to get an early check-in and unloaded the luggage before walking back to the Parade for registration.

At registration we found a busy Susan Brown who was handling the registration for Charlotte as well as her hubby, Tom who was also working as the PCA Parade Chairperson. Registration went well and we soon had our Charlotte backpack goodie bags as well as our schedule for the week. Pat stayed as a volunteer for registration



Welcome to the Parade!

while I was a volunteer helping to set up the hospitality area and computers.

I also had some time to go check out the Concours prep area. Skip Carter was again helping and they had a great facility. The prep area was in the lower level of the Charlotte Convention Center. Well-lit with clean concrete floors and best of all the air conditioning was greatly appreciated when the temperatures were in the 90's. There were lots of beautiful cars in their final clean-up phase. We were surprised that due to water restrictions from the drought (?) in this area, cars could not be washed at the hotel and but rather taken to a commercial car wash!

Later that evening was the Zone 8 reception, held on the restaurant patio at the Westin and hosted by our new rep Michael Dolphin. Once again our weather luck held out. Although it looked like it was going to rain, we only got a few sprinkles that moved us under the umbrellas for a few minutes and then the rain stopped. Jack & Ginny Case made the drive out in their Boxster and the Young's had driven their Cayenne while towing their SC



Zone 8 Welcome Party

track car "Butch". They were going to use the Cayenne for the rally, then the SC for the autocross and the DE at Lowe's Motor Speedway. Most of the San Diego contingent had flown out and were all driving rentals for the Parade. After the reception it was back to the Hampton to finish unpacking and get ready for an early start for the Concours on Sunday.

### The Concours d'Elegance

An unusual feature for this Parade was the scheduling of the Concours. To take advantage of the quiet downtown streets in the financial district (with headquarters for Bank of America and Wachovia Bank) the Concours was held on Sunday morning where the streets were blocked off. First they started bringing in the judged Concours cars on the main street followed by the other Porsches for the paddock that were parked on several of

the side streets. Although they did have an early start, it ended up taking longer than expected and judging was delayed until they could get everyone in and parked.

But the setting and weather were both very nice. The tall buildings kept the sun off the streets until later in the morning and it was quite comfortable. It was a beautiful sight and after taking many pictures early in the morning I was able to take a break, have the breakfast at the Hampton Inn and still go back later for more shots of the Porsches on Parade. It was surprising that there were no Concours competitors from San Diego Region. John Straub and Skip & Leslie Shirley were judging but not competing this year. Interesting cars included an orange 356 Outlaw, an early green 1979 928 with the Op-Art upholstery and a Carrera GT with the license plate BTRTHN-SX. You would hope with a V-10 it would be better than a flat six, or am I reading that wrong? As the Concours site was only a couple of blocks from the Westin there were lots of spectators checking out the Porsches.

When the day started warming up, I headed back to the Hampton to clean up before my afternoon volunteer shift at the hospitality suite. I also took this opportunity to get my Art Show entry ready for display. I had brought a couple of Porsche prints to enter but had not put them in frames yet. I had packed the frames in our checked bags and luckily they had come through unscathed. So after putting them in the frames I headed back to the



Concours line-up: Can't have too many Porsches

Westin to drop them off at the Art Show room. Although they were still getting more entries, it was interesting to see what had already come in. I planned to see all of the exhibits at the Art Show reception on Monday.

After my shift in hospitality it was time to get ready for the Welcome Banquet at the Convention Center. As we entered the Convention Center we could see the Historic and Heritage Display being prepared in the lower level of the Center to display many of the Porsches from the first 60 years. Through the window you could spot several interesting race cars in the display. After cocktails, the



Pat seems to enjoy the wine and appetizers

buffet opened which highlighted Southern cooking that was excellent. Our favorites were the pulled pork and the shrimp with grits but all of the offerings were tasty. Having the Welcome Party after the Concours made for some interesting logistical problems which may have explained some of the morning delays as there had been no opportunity to make announcements until Sunday night. After dinner there was more music and dancing before we headed back to our hotel for the evening.

## Day two

Monday turned out to be our lazy day. Although we had originally signed up to drive the Gimmick Rally, it overlapped with the Tech Quiz. So we were able to sleep in and have a leisurely breakfast before I headed over for the Tech Quiz, now officially called the "Technical and Historical Quiz" since it is now sponsored by Porsche Design rather than the Bosch Corporation. I think it is not as much fun since they decreased the size and added more historical questions last year. Still, this year did have some interesting questions based on recognizing photos of famous Porsche drivers. I ended up second in the 928 class, behind the overall winner Ronald Carr of the Mid-Ohio Region. Paul Young was fifth overall, but due to the

fierce competition in the Early 911/912 class he was only third in class. Ruth Young also took a second in the Ladies 928 class.

Later that afternoon was the Newsletter Seminar, which, for nostalgia, I had planned to attend. But first I had to find it. The room on the schedule was empty and no one seemed to know where it had been moved to. I finally got the room information from the hotel's meeting display in the lobby, but then had to find that room. I ran into a couple of other editors who were looking before we finally arrived about fifteen minutes late. Unfortunately the first hour was devoted to PCNA, the proper use of the Porsche Crest and trademarks, and finally then to the representative from Porsche Clubs Worldwide. It was only the last hour that the discussion came back to the basics of region newsletters. It was interesting to hear from other editors and regions and to see the different problems, and solutions happening throughout the country.

After the seminar it was time to get ready for the Art Show reception and then the Concours Banquet. The wine and cheese (and beer) at the reception were a nice complement to the opening of the Art Show. There were some very nice pieces on exhibit from many different regions. I was also pleased to find that my photograph "Crest Geometry" was awarded third place in Amateur Photography. I had also entered my 50th Anniversary Collage, but there was also another photographer who had also entered a 356 Registry logo and San Diego Parade logo collages.

Having the Concours Banquet the day following the Concours did ensure that all the scores were done on time. However, I was surprised that they did not have photos to go with all of the winners up on the big screens. National awards given at the banquet were: The Region of the Year was the Nord Stern Region; the Enthusiast of the Year was David Grant from the Red River Region of Canada; and the Family of the Year was John & Edie Musgrove of the Hill Country and Longhorn Regions of Texas. I should mention again that the banquet staff at the Convention Center served us another great meal.

## Winery Tours

Since we had not brought a Porsche we decided to take advantage of the tours offered at the Parade and Tuesday morning we got on the bus for our Winery Tours. North Carolina is not high on many lists as a wine-growing region, but it did give us an excuse to see the North Carolina countryside as well as drink wine. The bus headed off on the freeway but soon was driving down back roads in the Yadkin Valley and brought us to our first stop, the West Bend Vineyards. It turned out to be a good place to start as they were one of the oldest wineries in the region with their first vines dating back to 1972. Not only were the





Greg reviewing the wines and vines

wines familiar, but also of excellent quality, which gave hope that this day could be lots of fun.

Our next stop was a smaller vineyard started by two art teachers who decided after a trip to France that they would like to make wines. So they bought an old farm and started planting grapes. The 1897 farmhouse was converted into a tasting room (as well as home) and they served our wine tastings outdoors under the oak trees. This was also our lunch stop as they included deli lunches from the Honeybaked Ham store and gave us an opportunity to purchase wine. We selected very nice Sangria made from their wines to go with the lunch. Although most of us were on the bus tour, one couple was taking the morning half of the tour in their 356 they had driven down from Chicago.

These first two wineries were about what I had expected, small vineyards and facilities. The next two were much larger than I had expected. The Raylen Winery was next and much larger, both in vineyard size, facilities and tasting rooms. It was similar to one of the larger Temecula Valley wineries. Their specialty was Yadkin Gold, a white wine blend of Riesling, Chardonnay, and Viognier, which was the first wine to carry the Yadkin Valley Appellation label.

The last stop, after a getting lost and having to back-track to the winery was at the Childress Vineyards, owned by Richard Childress of NASCAR fame. This was a 35,000-square-foot facility and designed by Winston-Salem, NC architect Kyle Troxell. The stone and stucco building, with its ornate terra cotta roof was inspired by the Italian Renaissance architecture of rural Tuscany. The winery's opulent interiors are the creation of Wolf Design Group in Atlanta, GA. It was a facility that would not look out of place in Napa.

We did not get lost again, but we did end up running late, getting back to the Westin about 5:45 PM. This meant we were also late to the Nacho and Margarita Party. This was a new event, more casual than the usual banquets and was held in an open ballroom with snacks and

margaritas. Unfortunately, they also tried to hand out awards during the party, including the tech quiz, Newsletter awards and for the Gimmick rally. The acoustics and crowds did not mix well. The Windblown Witness did win another second place award for Larry Clark and we were given our Tech quiz trophies. The Heinmiller award went to Melissa Hyland, editor of the PorscheForus from the Northern New Jersey Region. The membership awards went the Carolinas Region for actual growth and to the Space Coast Region for factored growth.

Since the nachos and margaritas were just an appetizer, we needed to find someplace for dinner. John Straub and the Shirley's had recommended a BBQ joint called Mac's Speed Shop so we joined Tom Brown, Ruth Young, Bev Giffin-Frohm and Tom Gould to go there. The initial set of directions was not quite optimal, but with cell phone and GPS we soon arrived at Mac's which specialized in Beer, Bikes and BBQ. They were right, the food was excellent. I had pulled pork and Pat had the pork ribs. With over 150 beers, there was enough variety and not only were the main courses great, the side dishes were also a treat. Besides the usual fries and potato salad, you could have hush puppies, baked beans, Brunswick stew, chili, cole slaw, onion rings, Mexican salad, green bean casserole or collard greens. Good food and great company is what the Parade experience is all about.

### So many choices

Wednesday was the autocross day at Lowe's Motor Speedway. I had originally planned to drive out and watch, but the only time we could fit in the NASCAR garage tours was that afternoon and Wednesday was also the last day for the Historic & Heritage exhibit at the Convention Center. So I ended up skipping the autocross and spent the morning listening to Norbert Singer talk about the turbo RSR and checking out the many interesting Porsches on exhibit. Included were some of the race cars like the Turbo Carrera, the F1 McLaren/Porsche MP4, a 917/30, 934, RS Spyder, 993 GT2 Evolution, 962, Carrera GT, 1980 Interscope Indy Porsche, 550 Spyder, 910, 906 as well as a Brumos 917/10. And then there were the road cars from all the decades of Porsche production.

The afternoon was another bus tour, but instead of wineries we were off to visit the garages of Hendrick Motorsports and then on to Penske Motorsports. The only drawback was that we would not be allowed to take pictures inside the shop at Penske (it was torture). Hendrick was interesting and there was also the local link as Jimmy Johnson from El Cajon is one of his drivers. We got a good look at the garages but were not allowed on the shop floor. But it was till was fun to see the museum and gift shops. I also walked on to the next building where the Dale Earnhardt, Jr. and Casey Mears cars were located.

Penske was much nicer as we started in the ALMS

RS Spyder garages. Both of the cars were being worked on and the work areas were open for display. They also rolled the car outside to run the engine for some testing. It was interesting to see that almost all of the graphics are 3M "vinyl" wraps. Although the black tub looked very sinister in bare carbon fiber. The cleanliness of the shops and organization was impressive. They were detail-oriented with lists of tasks and schedule to follow. Next we were taken on a tour of the ALMS transporters that carry and support the racers. There are multiple transporters with different equipment, tools, lathes, shock dynos and capabilities.

The next stop was the IRL area. Unfortunately they had just left for a race at Watkins Glen and only the spares were in that area. It was very impressive to look at the details of the manufacturing. Also in contrast, for IRL all of the parts and logo graphics are painted on and they have their own paint booths for this work. Lastly we were able to walk on a balcony overlooking the NASCAR garages and then on to the gift shop and visitor's center. This area is the hub for all of the NASCAR teams as well as many of the Rolex GrandAm teams and their garages are all in this small area near Lowe's Motor Speedway and we drove by DEI and saw transporters from other teams on the road. If you are coming to this area, definitely plan on touring the garages. After the tours it was another night on our own for dinner as the banquet was only for desserts, so it was back to Mac's for more BBQ,



Did Pat trade Greg in for a newer model?



Paul wins!

I had brisket this time with different sides and Pat tried the beef ribs.

As it turned out I missed a long day at the autocross. The only track walk was from 6:00 – 7:00 AM, and unfortunately they were not quite as efficient as San Diego. The last groups running which included the Youngs did not finish until after 7:30PM! Paul did get a trophy for 4th in the M04 class with a time of 73.832. It was very tight group with 1st to 5th ranging from 73.072 to 73.942. The TTOD was again a 914-4 in M03 at 67.834 for Robert Smith and in the Ladies a 70.867 in I03 by Lynne Rothney-Kozlak.

The Dessert Party was another new wrinkle. It did work better than the nachos party for the awards which were presented for the TSD rally as well as the autocross awards. You already know about the autocross, so the only suspense is in the TSD rally. It turned out to be a West Coast family special with the top three teams from California with father-daughter teams from Sacramento (J & Jessica Toney) and Orange County (Tom & Lisa Gould) and the father-son team from San Diego (Paul & Paul, Jr. Young). The father-daughter teams ended up tied at 53, so they had to go to the tie-breakers. Finally after they got to the fifth tiebreaker, they were able to declare a winner and it was the Toney's. Of course even before this they had to review (but denied) a protest on one leg by the Youngs that had cost them the maximum points (500) for the leg, on the other seven legs their score was 27! A very close event.

### The finale

Thursday was the last official day of Parade and Pat and I made separate arrangements. She was taking the bus tour to the Biltmore home in Asheville and I stayed for



Volunteer Brunch and to work with the Zone Challenge. She was off early to catch the bus while I thought I could relax and have late breakfast but instead walked over with her to the Westin. I then had plenty of time to do some more shopping at the Goodie Store as well as buy the 2009 Parade shirts for Keystone, Colorado. The volunteer brunch continued a perfect record for great food and I even ended up with some more gifts. The Zone Challenge this year had three components. One was working on an engine and installing valve components. Next was a NASCAR simulator where you used an air wrench to remove the lug nuts from the wheel, pull it and then push it back on and then tighten the lug nuts as fast as you could. The final challenge was a computer race simulator with an imaginary track and each of the contestants would drive for 10 minutes and their best lap would count. The Challenge itself was a lot of fun and the eventual winner was Zone 1, but watching Peter Porsche working the NASCAR tire and driving the simulator was even more special. After the event they also let the spectators try out the tire



Peter Porsche performs in the Zone Challenge

along with an Ultima GTR, Z car and a BMW that were doing the track event. We parked and started walking through the paddock looking for the Youngs when Pat pointed out a car and asked if that was the Young's car. Unfortunately it was their car because it was already on the trailer with a flat tire and a damaged nose. Apparently the right rear tire went flat while Paul, Jr. was exiting turn 4 and the car hit the wall. The driver was fine and the father was OK until he thought about telling the mother what had happened. It was a short track day for Paul & Paul, Jr. and would be long ride back on the trailer for "Butch".



Mac's...Where Pat and Greg savored many meals

change and the race simulator.

The Victory Banquet at the Convention Center was in the evening, but instead of featuring Southern cooking it was German... still excellent. The grand prize trip to Germany did not go to me so I will have to keep trying again next year. The interesting story for this Parade came from one of the other guests at our table. This was his second Parade, but his first Parade had been the very first parade in 1956 that he had attended as a boy with his father.

### **It's not the cars it is the people.**

Friday was the 4th of July and we were planning on some sightseeing and also to go to the DE event at Lowe's Motor Speedway. It was a short drive and we could find the main entrance but it took a while to find the back entrance into the infield where the garages were. We knew we were in the right place as there were lots of Porsches,



Don't worry, Mom-I'm ok

I took some pictures in the pits and the track and then did some shopping at the Carolina region Goodie Store before we headed back around to the visitors center for the speedway. From there we were also able to walk out and sit in the main grandstands for another look at the cars on the track and to appreciate how big a crowd there would be for the NASCAR races.

After a little more touring we headed back to the Hampton and planned for dinner. OK we are that predictable, more BBQ at Mac's. We had not tried all of the sides,



or even the main dishes yet. As we were eating dinner we noticed that some clouds were moving in and then there was a gust of wind blowing dust so you could not see across the street and blowing over one of the umbrellas on the patio. The servers quickly closed everything down outside and then a few minutes later the lightning flashed and then the thunder. Luckily we only got a little rain and the lightning just added to the excitement of the dinner. Later in the evening there was some more rain along with the thunder but it did not stop the fireworks display from downtown.

## Goin' home

Saturday was our travel day back home. We checked out of the Hampton after another fine breakfast with biscuits and gravy and started driving back to the Raleigh-Durham Airport. Traffic was light and we arrived early so we decided to have lunch at a local Waffle House to tide us over the long flight home. After dropping off the rental car it was time to check-in. Unfortunately the weather did not want to cooperate. Although it had been dry all day, there was a burst of rain, accompanied by lightning in the immediate area. That closed down the airport as the baggage handlers, pilots and mechanics could not be

allowed outside until it had cleared. Luckily we were only delayed 30 minutes before we were able to load and fly on to Las Vegas and then home, tired but at least we still had Sunday to recover.

Next year Keystone is much closer and we will be driving back to Colorado for the 2009 Parade. Check your calendar and start planning now.



CJ and Rich Cacesse showing off their treasures



Porsches on display in front of the hotel



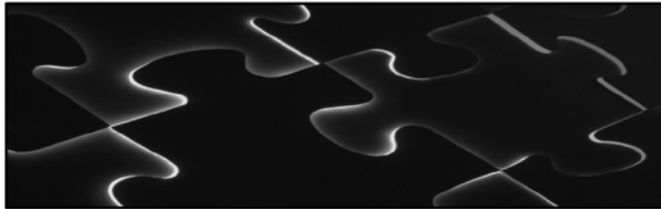
Not sure what this is-but it looks like fun!



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# July Last Tuesday Social: Dancing with the Green Fairy

By MONIQUE STRAUB

**T**he newly remodeled Jolly Boy Saloon in Old Town provided a cozy setting for the July “Last Tuesday Social.” Boasting a bill-of-fare that included everything from Tequila Shrimp to Ribeye Steak, it was the fabled fire ritual of “Dancing with the Green Fairy” that caught my interest. It seems the Jolly Boy Saloon is one of the only places in town that one can partake of this traditional 1800’s Absinthe fire ritual where emerald green liquor is strained over a sugar cube and set ablaze for your drinking pleasure. Said to be the potion that drove Vincent Van Gogh to slice off his ear and so vividly render his famed landscape paintings, this artist couldn’t wait!

John and I arrived in Old Town promptly at 6:00 p.m. to quite a nice display of Porsches in the parking lot. My favorite of the evening was the shiny red 911 jewel belonging to new members Kevin and Maureen Hall.

The room was half full upon our arrival, and the all too familiar Porsche Club “furniture relocation scramble” had begun. We were pleased and surprised to see many new faces in the crowd. New San Diego Region members in attendance included Julie and Mike Wilson, Buck Biting (this was only his second event since joining us for the Porsches for Veterans Tour), Julio Velandia, Rhonda Martin, and Jim and Shelly Benlatreche. At the other end of the member spectrum, 37 year members Dean and Janice Spooner made a rare appearance, joined by Neil & Julie Heimburge, Skip and Leslie Shirley (she’s my new business partner, but that would be another entire ar-

ticle), Bob and Jan Bennett, Dick Hoffland, and our Tours Chair Jan Mellinger.

Our President Martha McGowan arrived looking “hot” in her little black and white mini skirt, and our retired Witness Editor, Greg Phillips arrived with Pat Corona, both looking very dapper and ready to party. Club Treasurer Kim Crosser was there with his beautiful wife Marian, and club Secretary Jennifer Reinhardt was escorted by her handsome men, husband Martin and son Zoli.

Rounding out the crowd at the “autocrossers table” were Mark and Ryan Kinninger, David Quesnel from Mirage Intl., John Hancock, Curt Yaws, Behr Salehi, John Komer and Laura Manz, and restaurateur Roberto Montoya.

Close to forty club members turned out for a fun and festive evening. This was by far one of the best-attended Last Tuesday Social events to date. Our thanks to event chair Katie Kinninger - we can’t wait to see what’s in store for next month.

P.S. Darn the luck, due to an emergency trip to the dentist earlier in the day, I never got my chance to dance with the fairy!



Behr, Curt and Martin



The Reinhardts





1

1. Julie and Neil
2. David Quesnel
3. Pat and Greg
4. Martha and Neil
5. Come on in!
6. The gang enjoys the food



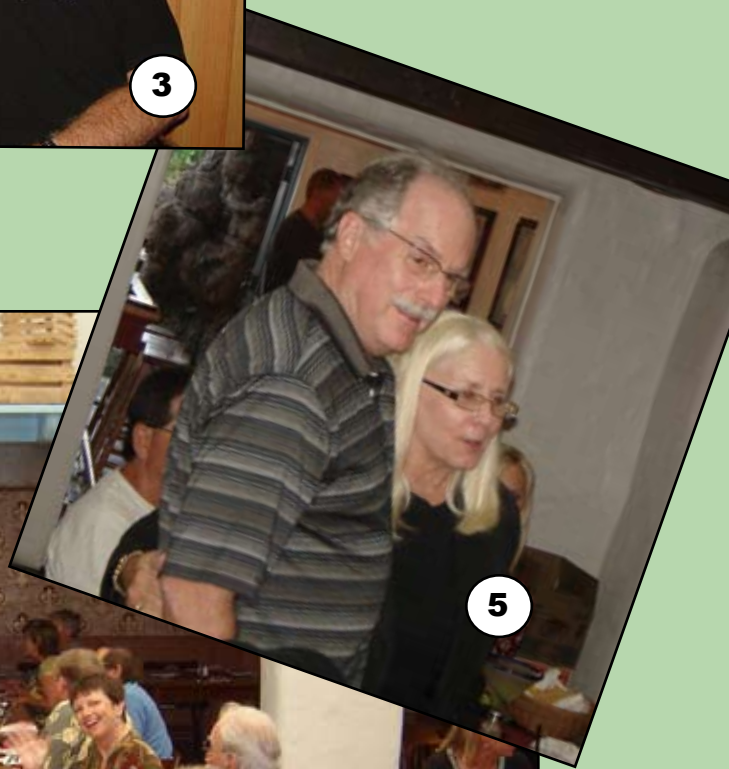
2



3



4



5



6



# July 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 August 6th meeting of the Board of Directors was held at the home of Gloria and Kent Lewis. All board members were present. The minutes of the July meeting were approved.

## President's Report

The Board had unanimous email votes to approve the Bottle Shock social event and Jerry Mize's additional cost to fix the trailer generator.

Please vote for the next four Board of Directors. The candidates are John Komer Neil Heimborge, Jan Mellinger, Don Middleton, Rikki Schroeder, Chuck Sharp and Curt Yaws. You can vote by fax or US mail. Ballots are due by September 20. Winners will be announced by September 30.

Please look at the Bylaws changes and send in your comments to Tom Brown.

## Treasurer Report

The money market, checking and charity accounts reconciled. Expenses in July were higher than income. The major sources of income were the July 12th AX, July 27th DE and the Witness ad income. Expenses were the Committee Chair jackets and the stadium fee rentals for the Autocross and Drivers Education. The August 2 Autocross stadium fee was also paid this month and will be recognized next month. Other expenses were the Volunteer Party, deposits for the Vintage Racing event and the Witness printing and mailing expenses.

Reimbursements for the cancelled lottery, and the additional

balance payments to the Installation dinner Charities will be expensed in August.

**Autocross.** Reconciliations for the July 17 and August 2 Autocrosses were submitted. Budget requests for cone award stickers, new cones, new booms, re-wiring of the trailer, and new trailer tires were approved. To offset increased Qualcomm fees, the AX/DE teams have decided on the following increased pre-registration rates for Qualcomm events: \$45 for Autocrosses and \$70 for Drivers Education events. These rates will go into effect on January 1, 2009. Research will be done on purchasing a wireless timing display.

**Auto Museum.** The Museum is planning their major fundraiser at the U.S. Grant Hotel on November 22nd. Formula 1 driver Dan Gurney will be inducted into the Hall of Fame this evening and pictures can be taken with Dan. The museum is looking for volunteers for the archive library, docent work, etc. Please contact Rebecca 619-398-0303 if you are interested.

**Charity.** A Family Dinner at Monarch School is tentatively booked on Monday November 10. Volunteers are needed to serve the dinner. Please contact Charity if you are interested in helping. September is the book drive for Juvenile Hall, and November is the underwear and sock drive for Monarch School. In addition, donations are welcome for the 2008 Installation dinner.

**Concours.** There is a Palos Verdes Estates Concours on September 21. This will include a special show for pre 1983 Porsches and racing Porsches.

**DE.** (equipment, logistics, pre-reg, reg, safety, tech inspection, tech advisor): An income reconciliation for the July 27 Drivers Education was

presented. 64 people participated. Chuck presented a check for \$500 from the Austin Healy Club National event for the use of our trailer. Interest calls concerning the PDS are coming in. There will be an Instructor's dinner before the event.

**Insurance.** We have received a Master Use permit for the rest of the Qualcomm dates this year.

**Legal Affairs.** Bill and the Policies and Procedures Committee will research and make recommendations on remaining a CA Non-Profit Mutual Benefit Corporation filing form 1120/100.

**Membership.** There are 1473 primary, and 1132 secondary, for a total of 2605 members.

Sheila has discovered that one of the major reasons people do not renew their membership is that they do not feel a connection with the club. She is working on ways to contact these people, get them involved, and renew their membership. Another reason people do not renew is that they simply have not gotten around to it. She would like to contact these members and provide a link to the PCA website so it is quick and simple to renew. Another goal is to seek out new members. Please contact Sheila if you would like to help with Membership.

**Rally.** Bill Jones has ideas for 2009 rallies. Suggestions are to have easy Time Distance rallies and a Rally School. Other car clubs will be invited to participate. Tom will research insurance requirements when other car clubs attend.

**Social.** Katie submitted a reconciliation for the Volunteer party. A budget request for the Progressive Dinner was approved. The Bottle Shock movie event already has forty interested people. Please send registrations to Katina.

**Tech Sessions.** Keith advised that there is a tech session at Modern Image on August 20.

**Tours.** Martin advised that the September 7 tour has been changed to Thornton Winery.

**Vintage Racing.** A deposit for the restaurant and tent for the Coronado Speed Festival was made. John is receiving requests for tickets daily.

**Web Team.** Steve reported there is a need to update the forum software. The current system is old and vulnerable to spammers. A budget request for updated software was approved.

**Witness.** The Editors would appreciate timely submission (1st of month) of all articles, event information. Chairs are encouraged to ask participants to write articles-especially new members.

## Unfinished Business

Ted has done research on the best ways to save or spend the proceeds from the 2007 Parade and the Housseur family donation. One suggestion was to be conservative and save the money in this unpredictable economy. This would contribute to our club's future financial solvency. Other suggestions were to donate to our existing charities, provide scholarships to students studying automobile engineering and design, or purchase a used truck for our club's use. The matter was tabled. The board will consider and make a decision at the September board meeting.

## New Business

Online registration for all driving events will go into effect with the September 13 Autocross. (Mailed registration forms and payments will continue to be accepted). Motorsportsreg.com is the online service and software provider. Tom will make the necessary internal software changes so that it will work with our timing program. Janet and Debby will be working to learn this new process. It will help alleviate some of

# 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 September 3rd meeting at the home of Tom and Susan Brown appeared in the August *Windblown Witness* (page 51).

The October meeting will be held on Wednesday, October 1st, at the home of Carl Scragg and Patt Seitas:

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Turn RIGHT to stay on HARBOR VIEW DR.

End at 3343 Harbor View Dr San Diego, CA 92106-2919



the time it takes to process the pre-registration for driving events. The Board approved the increased credit card processing charge that comes with the service. This increase will not be passed along to our members at this time. Thank you to Tom, Janet, and Debby for their efforts in this matter.

## Adjournment/Next Meeting Announcements:

The meeting was adjourned at 10:05 p.m. The next meeting will be held on September 3, 2008, at the home of Tom and Susan Brown.



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# Bylaws Proposals

BY TOM BROWN

In this month's general election, the Policy & Procedures Committee (chaired by myself and consisting of Larry Clark, Kim Crosser, Jim Duncan, Michael Harris and Keith Verlaque), along with our Board of Directors, has put on the ballot a proposal to modify the San Diego Region Bylaws. There are two issues that are being addressed. The first is our definition of membership and the second is cleaning up ambiguity and potential inconsistency within the bylaws. For your reference the bylaws (showing the proposed changes) were published in the August issue.

To undertake an endeavor such as this is to commit to numerous meetings, countless hours and emails and endless debate as we struggle to see all sides and give all viewpoints a full and fair hearing. Additionally, much time was spent on research in the law library and in consultation with the club's current and former Legal Liaisons. As it was in 2002 (the last time these were modified), the efforts required to turn club culture and goals into clear, concise language can be Herculean. To this end we owe much to the late Larry Clark. His contributions will be missed in future incarnations of this committee. I would also like to thank the other members of the committee for their dedication to both the club and this task.

With a club the size of ours (over 2600 voting members by last count) it would simply be impractical to allow the entire membership to edit or change the proposal on an ad-hoc basis. Your committee, along with the Board, hopes you agree with us and will approve the bylaws as a package. Together, we urge your thoughtful consideration of the following.

## 1) Definition of Membership

The Porsche Club of America, San Diego Region is a club. As such we have club members. However, San Diego Region is incorporated under California State Law. Per state law we need to define who our corporate members are. (Shareholders, if we were a public corporation.) These are two different concepts. Club membership is defined by PCA national. Corporate membership is defined by our bylaws. (Bylaws are a contract binding upon the members of the corporation.) Another concept that is important to note is that state law allows for different classes of membership. That is, it allows for multiple types of corporate members, each with different rights and privileges within the corporation.

Currently, our corporate membership is defined as those members of the club that PCA national has as-

signed to the San Diego Region. The first proposal changes this by expanding that membership to all members of PCA, nationwide. It does this by creating a new class of membership, one that has limited rights and privileges. (The new class is not allowed to vote, hold region office and is not entitled to receive the Windblown Witness.)

Why? To give you some historical background, in 2002 the P&P Committee rewrote the SDR Bylaws. After almost 50 years of patchwork amendments and modifications, comprehensibility and consistency really suffered, and a complete rewrite was overdue. The previous version of the bylaws defined membership as all members of PCA (yes, what we are proposing now). However, there was a major difference. The old bylaws did not distinguish between classes of membership. In other words, every member of PCA nationwide was considered a member of the SDR Corporation and they all had equal rights and privileges. Of course, as a consequence, we violated the bylaws on a regular basis. We did not send the Windblown Witness or election ballots to every PCA member nationwide. To do so would have been both fiscally irresponsible and contrary to the best interests of club governance. During the rewrite in 2002, it was determined that the easy way to fix this was to restrict our corporate membership to those club members assigned by national to the San Diego Region. As it turns out, this was a less than ideal approach. As is often the case, a quick fix isn't necessarily the best fix.

So why propose a change now, back in the other direction? On the one hand, it really is common sense. We are all one big club. National provides our event insurance. National provides our event guidelines. National provides a monthly magazine; hosting services for our web site; legal advice and protection; a nation-wide community of like-minded co-members which act as a resource for all kinds of information and camaraderie; national events such as Treffen, Parade, Escape and Club Racing; as well as tying us in with a close relationship with Porsche. National grants us the right to act in the name of PCA. Your membership card says "PCA" not "PCASDR." Your dues go to national, not to the region. Club membership is determined by national and ultimately controlled by national. Which region you belong to is between our national organization and yourself. SDR cannot and does not influence which region you belong to. Finally, all of our events are open to any PCA member, regardless of regional affiliation, and any other PCA Region event is open to you.

Obviously we are all one big club.

You can see that the original definition of membership was the appropriate one, that the current definition of membership was a misguided attempt to correct a problem that is better solved by our proposal: Providing for different classes of membership.

One of the consequences of expanding the definition of membership is the impact it has upon any potential disbandment of the region. (Something the pre-2002 bylaws totally ignored.) Obviously, with different classes of membership, the rights upon dissolution of the club must be clearly specified. The P&P Committee believes that the dues paying members of the San Diego Region (referred to as Primary members in the bylaws) should be the recipients of any club assets if dissolution were to happen, as it is their dues that support the region. This is the proposed section:

10.7 Disposition of Assets—In the event of dissolution of the Club, the assets remaining after the settlement of all Club debts and other obligations shall be distributed equally to all current Primary members.

The second reason to make this change is a legal one. We are a Non-Profit Mutual Benefit corporation. This means that our purpose is for the mutual benefit of our members and not to make money. While this is a federal tax classification, it is also a state corporate classification. California State law has fairly strict definitions for corporations. There are at least three measures that the state uses to determine if we are acting within the definition of our type of corporation:

Are our activities limited to benefiting our membership?

Does any non-member income benefit our membership?

Does our annual income include more than 35% of non-member income?

The first two are obviously vague, the kind of thing where you don't know you were in the wrong until the jury says you were. They are the kind of laws that keep attorneys wealthy and the rest of us from sleeping at night. The last one is pretty cut and dry.

In addition to just making sense (from a club point of view), changing our definition of membership also helps us in this legal arena. Per club culture, we allow any PCA member in to our events. Yet, per our current bylaws (our current corporate membership rules), we have to consider income from other region members as non-member income. Obviously this contributes to our risk of running afoul of the law. If the state were to find us in violation of our corporate status, it would potentially have horrible tax implications, amongst other undesirable consequences. Changing the definition of corporate membership, as is proposed, helps us to avoid this situation.

Other than the obvious addition of 10.7, the changes

to implement this in the bylaws are quite numerous and therefore are not listed individually here.

## 2) Consistency with Article VIII

The second proposal is to cleanup a few inconsistencies from the 2002 re-write of the bylaws. As with any large scale effort to revamp a large body of rules, laws or instructions (or for that matter, any large text document), there is ample opportunity for error, omission and inconsistency. As they say, after a while your eyes glaze over and you can no longer see things properly. Proof-reading needs fresh eyes! The passage of time allows for you to look at things again with fresh eyes. Many of the members of the current P&P committee were also on the committee in 2002 that preformed the rewrite. They believe that the following changes correct inconsistencies that accidentally remained after the proofreading rounds were finished 6 years ago. This proposal is very straightforward, the intent here is not to change any meaning, but rather to remove remaining ambiguity and make the words literally match the intention of the 2002 re-write of the bylaws.

As was said previously, the bylaws are a contract amongst the members; a contract that binds the members to a certain standard of behavior. The goal of the bylaws is to prevent problems. One of the goals of the 2002 re-write was to clearly spell out how the Board makes decisions or gives approval. This is covered in Article VIII. Arguably, it is one of the most important sections of the Bylaws. Amongst a few other things, Article VIII covers when and how the Board can meet and necessary procedures for the Board to make decisions. In short, Article VIII directs how the Board members interact and ensures that Board members are all working together and communicating with each other. All of these proposed changes clean up ambiguities or potential inconsistencies with this very important section of our code.

### a) Section 8.4

In Article VIII, you will find a section entitled "Decisions Without Meeting," clearly specified and readily identifiable. However, the rules about "decisions while meeting" are not easy to find, rather they are buried in the section entitled "Quorums." The change here is to split the existing 8.3 into two sections, 8.3 and the new 8.4. No wording changes are made to the described procedure, just the sub-division of this section and the addition of the new title for section 8.4. The point here is clarification. Again, no procedural wording is changed, this is just clarification through re-structuring.

#### Current:

8.3 Quorum—No Club business may be conducted at any Board meeting unless a quorum is present. A quorum shall consist of a simple majority of the Directors. Any measure before the Board may be passed by a majority of those present and voting unless otherwise required by

these bylaws. In the event of a tie vote of the Directors, the Advisor may cast the deciding vote.

Proposed:

8.3 Quorum—No Club business may be conducted at any Board meeting unless a quorum is present. A quorum shall consist of a simple majority of the Directors.

8.4 Decisions While Meeting—Any measure before the Board may be passed by a majority of those present and voting unless otherwise required by these bylaws. In the event of a tie vote of the Directors, the Advisor may cast the deciding vote.

b) Section 5.7

Article VIII is very clear about how decisions are made and how approval of the Board is granted. At a meeting you need the majority of a quorum that are present and voting unless a different section requires “otherwise”. “Otherwise” is intended to allow votes on specific, very crucial issues, to have different rules for approval; specifically requiring more than the normal amount of “yes” votes for an issue to pass. The article goes on to say if the board is voting without a meeting it must be unanimous.

Section 5.7 is vague and appears to be in contradiction to Article VIII because if you read it literally, it seems to say you don’t need a quorum (five) rather you just need four directors voting. The change proposed here clarifies that the intent was to need a larger than normal majority supporting the action, not fewer directors voting. (Since a quorum is five of the seven, under normal voting rules, issues can be approved by as little as three supporting votes.) This clarification highlights that you need four approving votes, not just four directors voting, thus removing any potential for dispute in some unforeseen future circumstance.

Current:

5.7 Removal from Office – Any Officer may be removed from office by a vote of at least four Directors. Officers so removed shall retain their positions as Directors.

Proposed:

5.7 Removal from Office – Any Officer may be removed from office by a vote with the approval of at least four Directors. Officers so removed shall retain their positions as Directors.

c) Sections 4.4 & 6.1

These sections have a similar ambiguity that we would like to clean up. They raise even more concern in our opinion, because literal interpretation may conclude that a vote isn’t even needed. The proposed improvements ensure the issue is taken to a vote, thus requiring the Board to follow the Article VIII procedure on voting.

In Section 4.4 it was also intended that all the remaining Directors be required participate in the vote, not just the normal quorum. The proposal clarifies all this.

Current:

4.4 Vacancies—A vacancy on the Board shall be filled

from the general membership with the approval of a majority of the remaining Directors, or, at the Board’s option, by vote of the members in a regular or special election called for that purpose.

Proposed:

4.4 Vacancies—A vacancy on the Board shall be filled from the Voting members of the Club by a majority vote of the entire remaining Board, or, at the Board’s option, by vote of the members in a regular or special election called for that purpose.

In Section 6.1, we also decided not to require any specific number of “yes” votes beyond what is considered normal, as described in Article VIII. Because committee chairs are appointed officials, not elected officials, we don’t see a need for a supermajority requirement to approve these appointments.

Current:

6.1 Committees—The President shall appoint an Archivist and a Membership Chair, and may create, make appointments to, and abolish such other committees as may be expedient to further the Club’s objectives. All such actions shall require the approval of at least three other Directors.

Proposed:

6.1 Committees—The President shall appoint an Archivist and a Membership Chair, and may create, make appointments to, and abolish such other committees as may be expedient to further the Club’s objectives. All such actions shall require approval by a vote of the Board.

Again, in conclusion, the original intention of Article VIII was to govern all decision making by the Board. These changes are intended to ensure consistency and remove ambiguity within the rest of the bylaws so that Article VIII is followed as written.

3) Comments and Questions

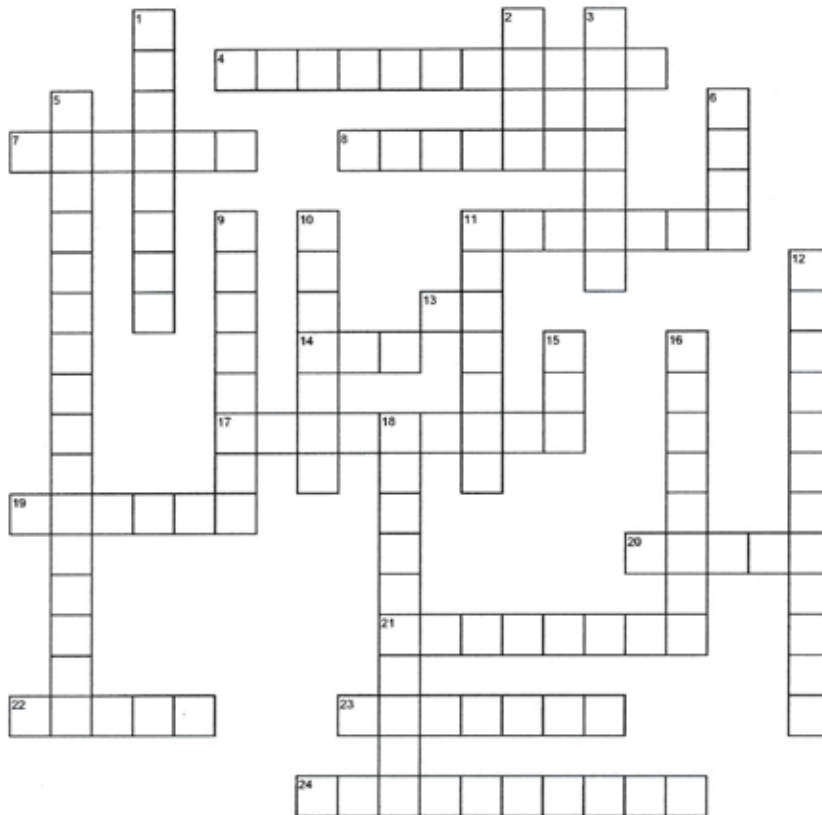
Please vote in this month’s general election, both for your thoughts on the bylaws and the election of next year’s new directors. The bylaws will be amended if the majority of the votes submitted are in favor of the changes. If you have any comments or questions on these matters please write the P&P Committee Chair, Tom Brown at: [TB911@ROADRUNNER.COM](mailto:TB911@ROADRUNNER.COM). Thank you for your time and careful attention.





# More Than an AUTOCROSSword #1

Bill Behun & Gail Dana



EclipseCrossword.com

## Across

4. Scragg, Birch, and Chambers.
7. Caution flag color.
8. Concours d'Elegance car owners strive to make their cars appearance...
11. Five point what?
13. Drivers Education
14. Emergency flag Color.
17. Single lap driving event.
19. Where Carrera GT had its world premiere.
20. A semi-convertible body style
21. National Porsche magazine.
22. Ferdinand Porsche's car designer son.
23. Country where Boxter and Cayman are assembled.
24. In a Spin...

## Down

1. Stadium with large parking lot where PCA-SDR holds autocrosses.
2. Ring shaped auto part.
3. Home of California Speedway
5. Designer of the legendary Mercedes Compressor Sports Car (1925).
6. Drivers neck safety device.
9. Wheel to Wheel racing.
10. Katina's committee.
11. Single foot accelerator/brake driving technique.
12. City in Germany where Porsche Museum is located.
15. Ever more expensive liquid.
16. Single lap driving event with gimmicks (lap in revers, picking up an object, etc.)
18. Rally timing location.

Answers on page 62

## Rentals

**Car Trailer For Rent** - great open top car trailer, has an optional tire rack, storage box, all equipment, ready to go. lewis@sdgalv.com or (619) 299-6645

**RACE CAR RENTAL** Local AX arrive and drive 944 spec rental. \$250 w/ instruction from 20 yr PCA driver. 944's also available for big track DE's & TT's. Tim Comeau 619.994.0919 www.comeauracing.co (619) 582-1913

## Street Cars

**\$8,000. 911 CARERRA RS or RSR** Own the vintage Porsche you've always dreamed about owning, while retaining the reliability, and performance, of a newer car. All for as little as \$8,000. (if you supply the donor car). How about a '73 911RS, in white with red scripts? Or an RSR in Martini Racing trim? We specialize in inexpensively, quickly, and beautifully back-dating 1978 to 1989 SCs, Carreras, and cars from that same period with Turbo flares. Give us a call to discuss your budget and your vision. Call Larry at 619.955.3974 or Jason at 619.867.6637 at GT Motorsport USA. Ask for our FREE e-brochure. Or email us at larry@gtmotorsportusa.com or jason@gtmotorsportusa.com

**1966 911 AX** ready needs nothing. black, new tires great car moving must sell. David 858-692-9294. Call for details.

**1980 911 SC** Original metallic blue, complete exterior restoration, sunroof, sport seats, A/C, limited slip, interior perfect, cleanest you will see. \$22,000 firm (760) 436-1807

**1986 Porsche 944** 162k mi blk/blk. Rblt motor@129k. Religiously maintained. Great daily or track car. please email for details thestig944@gmail.com or call Andy (619) 952-0534

**1987 Carrera Coupe 26,900** 57K MILES, Beautiful original paint, Red with guards. Black leather, , everything looks, works like new. 225/40 and 255/35 F-1 18' turbo wheels (760) 716-4486

**1988 Porsche 944** Original red. 182,000 mi. Rebuilt at 175,000 mi. Engine sound. Same female owner since new. Never driven hard. Regular mtn & records. Very clean body & interior. Just passed smog. XM. \$4000 Lori (760) 434-6430

**1989 944 Turbo S** white / black, 123,000 miles, owned since 1991, meticulously maintained, excellent condition, \$15,000. Also available: turbo cup wheels (magnesium). jdknoke@att.net (760) 751-1523

**1989 Azure Blue 944** Owned for 5 years and loved it the whole time. Well kept, Black Forest maintained. Autocrossed a few times but still stock. \$4100. Additional info on Craigslist. Call Kevin (858) 722-3436

**1990 C2 Cabrio \$20,500** Beautiful C2 Cab. 92K Mi. Serviced at Extreme, 90K. New tires, excelent condition in and out. (619) 787-6946

**1990 Porsche 944 Cab**, well maintained, new clutch, Koni's rear, strut brace, Weltmeister bars, 968 Rims w/4K Eagles, stock rims w/ RA1s, 108k miles, \$14,500. (619) 861-3035

**1990 Porsche 944S2 Coupe.** 37,000 original miles (not a misprint!). Guards Red / Black Leather. Pristine Bone Stock Condition & Optioned with desirable Limited Slip Differential (comes with original 16" wheels - not pictured). Window Sticker, Keys, Books and Service Records. No Accidents, Paint Work, Dings, Scratches or Smoke. Perfect!!! \$19,995 (858) 775-3932

**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

**1993 968 CAB** Midnight Blue, 138Kmi, rblt, records. Runs excel, looks good. ABS, cold A/C, air bags, CD. 6sp/3.0L/4CYL/236HP, ZERO cup holders. \$12K (858)472-0458

**1993 Porsche 968 6-Speed Coupe** 29,820 original miles (not a misprint!). Himberot Red Metallic / Black Leather. Pristine Bone Stock Condition. Optioned with Heated Seats and Limited Slip Differential. Books, Keys and Service Records. No Accidents, Paint Work, Dings, Scratches or Smoke. Perfect!!! \$27,995 obo (858) 775-3932

**1993 RS america** set up now for T/ T, D/ E, club race. You can bring it back to street. Track / Race car section.

**2002 Boxster S** Rare Meridian Silver. Low 37, 450 miles. Garaged and babied. Near flawless. Bose CD, heated seats. Must sell. \$25,900 or best offer (619) 889-0668

**2004 Special Edition Boxster S** Limited Edition Boxster. Great Condition, Many Extras Special Paint, only 1953 of these were made! Cocoa Interior, Bose High End Sound Package, Cruise Control, Front Center Console, Call for more info (760) 535-7444, 37k miles

**2005 911/997 S Coupe BLK/BLK** Always garaged. All Options inc PCC Brakes, Sport Chrono Package, , Black 19" Wheels, , Bose, Nav. 13K Mil \$74,900 (619) 807-6560

**2005 997 Cabriolet**, Arctic Silver with black interior, one owner, all dealer serviced, loaded, including navigation system and Bose sound system. 40,000 miles. \$59,750. (858) 602-6398

**2007 Cayman 2.7** Carmon Red, WPOAA29837U760285. One meticulous, mature, non-smoking owner. Stone grey leather, 18" S wheels, color crests, heated seats, Sound Pkg Plus, climate control, WeatherTech mats, front/ rear trunk liners, hood liner, car cover, 3M clear bra. Unmolested, never driven in snow, never tracked or autocrossed. Always garaged, covered. Call 858/449-6802 or email james.morrison@seebald.com.

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

**2005 997 Carrera (MUST SELL) EXCELLENT** 16,500 mi OBO. \$59,500. Silver / black interior. WPOAA29975S716078, Heated Seats, 19" S Wheel, PASM, 3M Bar. (858) 414-9315 harrisgrp@cox.net

**For Sale** 1974 Porsche 914 2.0 Yellow w/ Black Interior. New Wiring Harness and Motor

Mounts. A nice, clean example. \$10,500 call Clark. (760) 603-8593

**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

**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

**'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>

## Track/Race Cars

**1973 914 2.0 Race car** Fresh mechanicals.. Oil coolers.. Accusump.. Spares.. Eligible SCCA, Historic, PCA & POC classes.. Rod Susman 858-484-1111 or e-mail R8Susm@aol.com.

**1993 RSA D/ E T/ T RACE** ready. Needs nothing. One set OEM wheels, one set BBS. Kumho 710's. Sparco 6pt. Bar, fire system... bla, bla, bla. 619-952-3663 \$42,000. pul-lup60940@mypacks.net

**944 Turbo Race Car** Steal it for \$8,900, bought 944 Spec car must sell. Two pages of mods and upgrades. (619) 454-9035

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

**951 Race car for sale (Roller)** 1988 Turbo S, Fiberglass wide body, coil overs, 6 sp. Many, many options. Without engine. Asking 9k. (760) 749-1485

**GT3 Factory Cup Race Car** A must see! 2005 with Motech, Recaro Racing Seats, Plumbed for cool shirt, New Front and Rear Windshield, New Alternator, Extra Set of Rims, Never Crashed! Great Car! (858) 472-2700

## Parts

**911 Turbo wheels** Complete set of perfect 911 Turbo wheels taken off a 2001 Turbo. Brand new condition, with crests. Best offer. (858) 410-8900

**964 spare tire.** Space saver spare tire from 1990 C2 (964). Includes jack and lug wrench. \$50. Call Kris @ (858) 775-8744

**964 spring plates.** Pair of used spring plates from rear of 1990 C2 (964). Free to PCA member. Call Kris @ (858) 775-8744

**Schroth harness pads** Set of four used Schroth racing harness shoulder pads. Black with yellow logos. \$10. Call Kris @ (858) 775-8744

**911 BOLT-IN HARNESS BAR** by Weltmeister. Performance Products Part # 910185. Fits '69-98 911 Coupe's. Paid \$220.00 Like New.

\$125.00 OBO. Angelaavitt@yahoo.com (619) 447-4709

**911C front valance** with fog lights, \$200.911 factory a/c parts, all or part. 930 outer rockers and rear lower fender extensions, \$300.993 bolt in roll bar. (619)733-5500 kinninger@cox.net (619) 593-4053

**3.0 Liter Motor 60K Miles** Complete with brain and exhaust. Ran great, clean, ready to install. \$4000 OB Call: 951-719-9442 (951) 314-3600

**Valve Cover Springs** I need the springs that hold my valve covers on for my 67 912. NLA through Porsche. Any Price. (619) 987-1782

**Rial Daytona 19" wheels**, black centers. Two front 8.5-JX19/50 mm offset, two rear 10J x19/65 mm offset. One rear wheel needs seal. \$500 (760)643-9495 tartanstar@earthlink.net

**996 2003 Carrera Targa wheels** two front 8J x 18 H2 50 mm offset, two rear 11JX18 H2 63 mm offset. \$800 tartanstar@earthlink.net (760) 643-9495

**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

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

**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

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

## 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

**Rechargeable Transponder** I am looking for a good used transponder for PCA Time Trials. m.r.lipp@cox.net (619) 850-666

**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

**Best Performing Engine Oil** Amsoil Synthetics: Synpsg.com! Best Performance and Wear Protection! 5W-40 European Blend and 0W-30 in stock: Local Delivery! Call/email today! custserv@synpsg.com (951) 479-8483

**Pano/Witness collection:** Complete (almost) collection of Panorama and Windblown Witness from 1986. Free! Also a A. Holbert, Lowenbrau 962, 3-D cardboard model (48"x21"). Ken (760) 941-3066

**RIMS CHEVY / GMC 4** 16 X 6.5, 8 lug, two sets of lug nuts, metric and sae. (sae for earlier year) clean, upgrade \$300 #619-952-3663

**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

## Announcements

**RESTORATION PROJECT LEADER** We're looking for a Project Leader with experience in, and knowledge of, the early Porsche 911RS and RSR. We back-date SCs and Carreras (see our ad in "street cars"). Relationship is part-time leading to full-time as work load increases. Compensation will be commensurate with what you bring to the table. Call Jason at 619.867.6637 or jason@gtmotorsportusa.com

## 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

**High Performance Motorsports** Buy Porsches w inspection reports, carfax receipts under blue book. Porsches Approx 10% to 50% under KBB www.hpmsd.com (858) 735-1013

### Classified Ad Policies

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

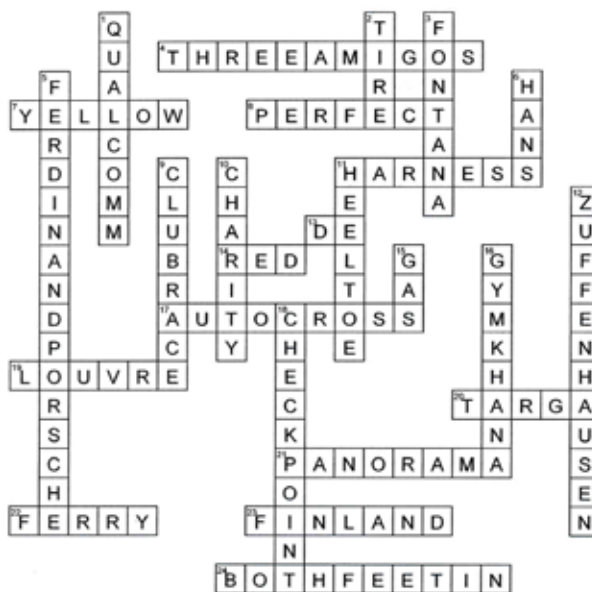
Non-member, business, or commercial ads are charged at 40 cents per word.

All classified ads must be placed through the club's web site: [www.pcasdr.org](http://www.pcasdr.org).

The classified ads service is managed by the AD2AD Network ([www.ad2ad.com](http://www.ad2ad.com)).

### More Than an AUTOCROSSword #1

Bill Behun & Gail Dana



EclipseCrossword.com



# 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](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

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

# Advertiser Index

356 Services .....	38
All German Auto.....	14
Autos International.....	29
Black Forest Porsche/BMW Service.....	41
BumperDoc .....	56
Capital Financial Advisors.....	51
Classic Assets.....	37
Comeau Racing Enterprises .....	56
CR Spotless.....	6
The Dent Dude .....	50
Dieter's Porsche & BMW Service .....	22
European Motor Sports.....	29
Euro-Trim Upholstery .....	22
Executive Detail.....	49
Goldfish Consulting.....	49
Hoehn Porsche.....	32-33
La Jolla Audio .....	6
Land Rover.....	39
JMC.....	50
Mexi-Cocina Restaurant & Tequileria.....	29
Mirage International.....	28
Modern Image .....	4
Motor Works, Inc.....	51
Ocean Beach Upholstery .....	29
Parts Heaven.....	37
Pelican Parts .....	49
Personalized Autohaus.....	37
Pioneer Centres Porsche.....	IFC, BC
RMS Transport.....	22
Roger Roberts, Realtor.....	28
Signature Resources.....	34
SpeedZone Paint & Bodyworks .....	50
Symbolic Motor Car Company .....	IBC
Velvet Touch Wheel Services.....	38
Vineyard Specialties.....	22
Volker's German.....	51
West Coast Specialties .....	28
Wheel Enhancement .....	51

## Special Event Fliers

Goodie Store Online .....	14
PCA-SDR Zone 8 TT .....	15
PCA-SDR Concours by the Bay .....	24
Coronado Speed Festival .....	35
PCA-SDR PDS .....	40
Performance Driving Events .....	63

# Display Advertising

For display advertising contracts and billing information, please contact:

Bob McLaughlin  
Business Manager  
858 337-4907  
WITNESSBUSINESS@PCASDR.ORG

## Rates

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

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

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

## Submissions

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

***Deadline for submitting new ads or changing existing ads is the first of the month preceding the issue date. To start, cancel, or inquire about an ad, contact the Windblown Witness Business Manager, Bob McLaughlin at WITNESSBUSINESS@PCASDR.ORG.***

**NOTE: Information in this section applies to display ads only. For information on classified ads, please see the sidebar within the classified listings.**





# Lamborghini San Diego

**Authorized Dealer**  
**Automobili Lamborghini**

**Symbolic Motor Car Company**

7440 La Jolla Boulevard  
La Jolla, CA 92037  
858.454.1800

View all of our current inventory at  
[www.symbolicmotors.com](http://www.symbolicmotors.com)





WINDBLOWN  
WITNESS



To:

Margi Knight & Susan Brown,  
Editors

**MOVING?** Send change of address for the *Windblown Witness* to:

**PCA Executive Office, P.O. Box 5900, Springfield, VA 22150** or submit change via [WWW.PCA.ORG](http://WWW.PCA.ORG).

©2008 Porsche Cars North America. Porsche recommends seat belt usage and observance of all traffic laws at all times.

PERIODICALS



## Latest Porsche Design Eyewear.



**Martini Racing Aviator Sunglasses**  
\$199.00



**Ladies Swarovski Sunglasses**  
\$149.00

### Pioneer Porsche

858.695.3000  
Miramar Road  
San Diego, CA 92126  
[pioneerporsche.com](http://pioneerporsche.com)  
Parts and Service  
Mon-Fri 7:00AM-6:00PM



**PORSCHE**