

# WINDBLOWN WITNESS

60 years of member driven excellence The official publication of the San Diego Region Porsche Club of America May 2017 PORSCHE CLUB OF AMERICA

## MOST BEAUTIFUL BODIES BACK IN SHAPE!



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### Features and Pictures









### **Departments**

- **02** Board of Directors, Witness Staff
- 03 Committees
- **04** Up Front
- **06** Volunteer Driven
- **10** Board Meeting Minutes
- 11 March 60th Anniversary Winners
- 16 Auto Museum HHMWV
- 19 Calendar
- 39 Membership
- 44 Classifieds
- 46 993 Tech
- 48 Advertising Index, Rates, Policy

#### On the Cover



On the March 26 tour by Pat Corona-Phillips

# WINDBLOWN WITNESS

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## Up FrontWhere the Engine Belongs

I hate deadlines. But now that the California Festival of Speed is over I am working on this month's issue. As a tease for next month's issue, CFOS was my first club race as a driver. And since several people have asked about the process of transitioning from DE/Time Trial I thought this might be of interest to other drivers.

My first step was buying a Spec944. George Taylor had been driving the car in PCA last year and decided to go in a different direction and it was the cheapest way to get into racing, not only from the initial sale price but also in the cost of consumables with small brakes and spec tires. It needed some safety updating for the 2017 season and that was handled by Steve Grosekemper at Black Forest Porsche Service.

The next step was getting a club racing license. Since I did not have any previous racing experience I needed to make an application to attend the PCA Club Racing School. First step was filling out the Club Racing License Application and showing that I had the required twelve days of track driving experience (DE, TT, or race school) in the past 24 months. The next step is to contact the region CDI (Jack Miller) to provide certification of his recommendation that I would be safe to attend the school with good track awareness and courtesy along with requisite driving skills. Along with my application, that is sent to Susan Shire the PCA Club Racing Program Coordinator, I was required to have a medical exam and submit a form signed by my doctor, and also pay the annual licensing fee.

Since I planned to do the school at CFOS, I had all the forms in and was approved to take the school after a phone interview with Susan Shire. Now I had to assemble all of the required safety equipment. The car had a log book already and once we found it hiding behind the seat cushion we updated it for 2017. Now I needed to assemble my personal safety equipment. I already had a Snell 2010

helmet and a fire retardant driving suit meeting SFI 3.2A/5, although I had not been using it for TT events. But now I needed SFI driving shoes, gloves and nomex socks along with a balaclava for my beard. I did have an old pair of Simpson driving shoes and my gloves were OK but I needed to contact Amazon for the socks and balaclava.

The final step was an SFI 38.1 (or FIA 8858) approved head and neck restraint system. Although the most common is the HANS system, I had seen a recommendation on the Forum from Mike Gagen for the NecksGen Rev system. And since they were also a local company located in El Cajon on 1176 Greenfield; I was able to drive to the shop and review the options. They were able to get me fitted with the correct size (L) and also install the hardware on my helmet along with the quick release tethers. It should provide full front and side impact protection along with being light weight and comfortable and ease of use with 3" belts (see http://www.necksgen.com).

Now with my safety equipment and car I was ready for the school. The school consists of an orientation meeting the night before the event with the PCA Steward to review procedures and safety flags along with passing rules and review of the 13/13 policies to minimize car to car contact. Next would be safely completing 3 practice sessions on Friday and then participating in 3 practice starts along with the fun race. Tune in next month for the details.



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#### Celebrating 6 years of Porsche Automotive Services in North County!

For the year 2016, we would like to honor our friends and clients for joining and their commitment to the San Diego Region Porsche Club of America

New Members

Adrian Silva - Adam Rideau - Chris Guarnieri -Randye Howard - Rodger Bright - Matt Kenyon -Juha Matinmaki

**Anniversaries** 

lae Lee, 20 years - Markus Schnell, 10 years

"What do I love most about my Job? Meeting new Porsche owners. That level of pride and excitement always brings me back to when I first discovered Porsche."

- Tom Dietrich

Thank You San Diego Region PCA Members!

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May 2017

### Volunteer Driven

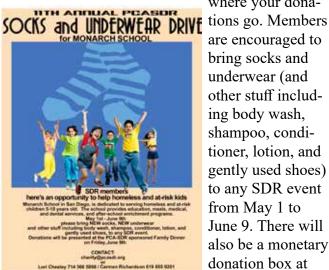
Karen Garcia Raines. SDR President

One of the best things about our Region is we do great things. In addition to all the fun we have, through our Charity committee we give our members opportunities to give back to the community.

May kicks off our annual Sock and Underwear drive for the Monarch School. The Monarch School serves school age children (K-12) who are homeless or have been affected by homelessness. The

school provides a caring and safe atmosphere to provide academic, emotional, and social growth as well as life skills for these kids facing a difficult situation. Even students whose families have transitioned to more stable circumstances continue at the school because of the shared experience. At the Monarch School, they are the norm.

Because life can be so unpredictable for their students, the school provides the Butterfly Boutique for them to restock their necessities as needed. This is



where your donaare encouraged to bring socks and underwear (and other stuff including body wash, shampoo, conditioner, lotion, and gently used shoes) to any SDR event from May 1 to June 9. There will also be a monetary donation box at



various Region events and the Charity team will do the shopping for you.

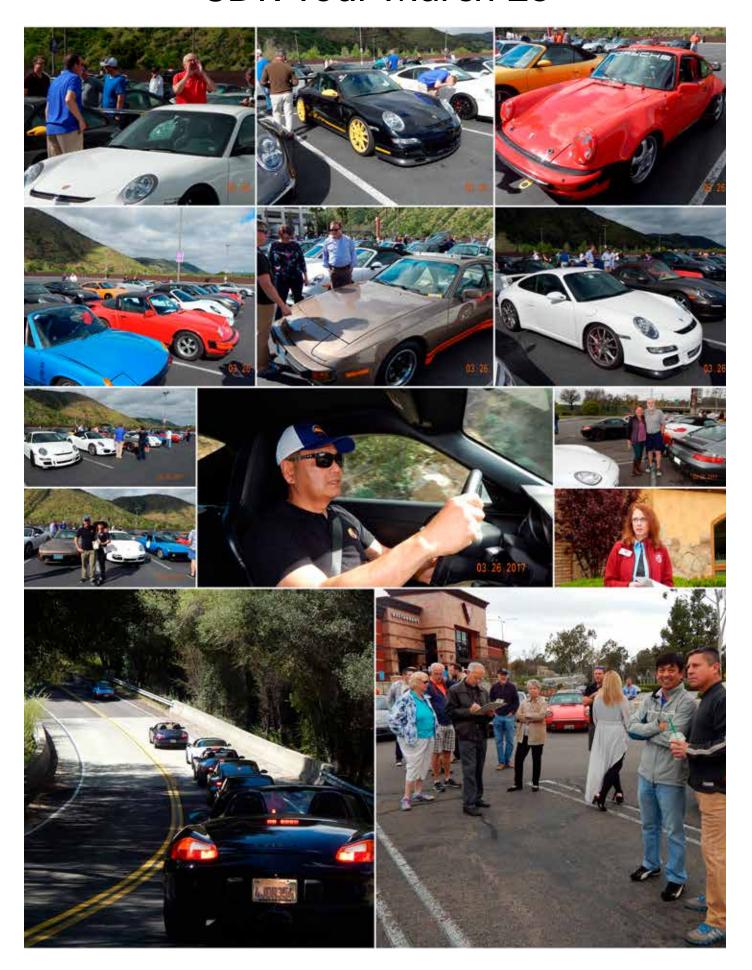
PCASDR is honored to be able to provide dinner twice a year to the students and their families, about 250 people. The Charity committee arranges for the food to be delivered and a small team is ready to serve. I've been lucky enough to be on the Monarch School team a few times. It is such a great experience, even if you are the corn lady. Corn gets rejected—a lot.

Another non-profit PCASDR supports is the San Diego Automotive Museum in Balboa Park. This museum celebrates the automobile and what it has meant to our culture. The love of the car (and motorcycles, trucks, scooters) provides a great vehicle to teach about math, science, history and culture. By supporting the Museum, we ensure this resource is available to our community and its visitors. Don't forget: John and Monique Straub's car will be on display until May 29.

Shared causes provide us more opportunities to embrace our member-driven excellence.



### SDR Tour March 26



### SDR Tour March 26







### **April Board Meeting**

**Attending**: Karen Garcia Raines, Tom Gould, Tom Brown, Keith Rampmeier, Matt Schiller. Absent: Bob Hallett, Dan Carusillo

Call to Order: 6:59pm

**Secretary** (Keith Rampmeier): Approval of March minutes. M/S/P. Between meeting eVotes: 1. Monarch School Charity Dinner move from 6/16 to 6/9 due to Monarch request. eM/S/P. 2. Request for advertising for Porsche of SD meet up and cruise up to the HRE event on 4/8 from Javier Varon. Advertising only for our sponsor, not a PCA-SDR event. eM/S/P.

PCA National Board meeting (2/10-12) summary results. Proposals approved: Zone 6 split into 2 regions, Intellectual Property Policy, Recognized Entity Policy, Secretary Policy and Procedures. Proposal not approved: merger of two Zone 11 Regions (Alaska and Hawaii) into their geographical nearest neighbor Zone.

**Treasurer** (Tom Brown): Monthly report submitted. M/S/P.

**President**: Jerry De Lira is our new Military Co-Liaison. Powells will host the board meeting in October. Niko from Charlie's Foreign Car is inviting SDR members once again to Encinitas Cruise night. Porsche exclusive parking at Charlie's on Thursday Aug 17th starting at 4pm. Niko organizes everything. Dinner and refreshments included - no cost to attendees. Approved to add to calendar (not a PCA-SDR event). M/S/P.

#### **Old Business:**

**60**<sup>th</sup> **Anniversary Committee** (Tom Brown): The winners of free admittance for the 60<sup>th</sup> SDR member event registrant: Jerry De Lira (4/2 Autocross), Dave Sanderlin (Progressive Dinner). And winner of the "Every 60-Day" drawing was Ben Wainscott.

**CDIsQ** (Keith Verlaque, Andrew Raines, Rick Richardson): PDS update: 29 slots filled, e-blast ready to go. We need our Instructors and Volunteers to sign up to help!!!

**La Jolla Car event** (Margie Haas): The featured marque is Porsche for the April 29 7-9am is Cars and Coffee at The Lot in La Jolla. Add to calendar as a non-official PCA-SDR event. M/S/P

**Tech Sessions** (Jim Mullady, Ulrick Matsunaga): Review of tech session at Makellos. Preview upcoming sessions. Discussed multi-region sessions (like upcoming HRE event) and online signup for tech sessions. **Reminder:** Tech sessions with cars moving or on lifts require all participants sign a waiver.

**Concours** (Cara Lyn Greco, Bob Schweizer): Budget presented for approval for La Jolla Concours. M/S/P. Porsche of SD will be unveiling a new car.

**Charity** (Lori Chesley): Monarch School sock, underwear, and "other stuff" drive 5/1-6/9, family dinner on June 9. Please bring items to any PCA event.

**Rally** (Craig Fenstermaker): March 19 TDS rally went off with only one flat tire. 35 signups but only 26 participants, so committee will consider means of encouraging signups to attend. 6/25 is the next Rally.

**Sponsor Liaison** (Jim Binford): The dealerships have been very supportive sponsors of our club!

Social (Victoria Varon): Progressive dinner had 92 participants and the Porsches & Parks 37 cars and 71 people. Upcoming: Mystery weekend May 13-14 e-blast just went out. Movie night is Thursday May 11. Porsches Under the Stars Polo Event 6/17 at Poway Polo, no pre-reg required and polo mini-lessons will be offered throughout the evening! Victoria has graciously committed to continue on next year for some events and coordination of new volunteers. Membership Committee will take over New Member party planning.

**Membership** (Genette McGowan, Gisele Gonzales): As of 4/1/17: 1657 Primary, 970 Affiliate, 2627 total members. Total is up 55 year-over-year (+2.1%). Lots of new members attended the recent Porsche & Parks tour.

**AX** (Mark Curran): Report and reconciliation submitted for 4/2 AX, where there were 81 drivers and a large number of first time drivers. Zone8 rep impressed with our safety talk and requested we record it for addition to the zone website. Next AX event is in the Southeast Lot 4/15.

AX location scouting team is actively pursuing several new locations. A recent USA Today article quoted SD Mayor's office saying contracts are in place through 2018 for SDSU football and Holiday Bowl, but beyond that stadium finances are a concern.

**Automotive Museum** (Michael Harris): "First Responder" exhibit has been well received. This is an excellent exhibit for children of all ages. We are about to add a 1950 Toppolino to the collection.

**Other Committees:** No report submitted for this month.

New business: None.

#### **Announcements:**

Thank you to Victoria and Javier for hosting!

Next meeting: May 3, Tanaka/Fenstermaker home. 337 Skyline Drive, Vista, CA 92084, 760-603-1150.

Adjournment: 8:23pm



### **GRAB BAG RALLY**

Sunday June 25th 8:30 to 11:30ish Start location TBD East county



A fun mix of various rally types, perfect for first timers. Come join us for an adventure!

Register on MotorsportReg, details will appear on the PCASDR.org web calendar.

#### April 60th Anniversary Winner!

Congratulations to Jerry Delira & Paul Micou! Jerry was the 60<sup>th</sup> entrant to the April 2 autocross and Paul was the 60<sup>th</sup> entrant to the April 15 autocross; thereby winning both of them a free entry!

As you may have read previously here in the Windblown Witness, we are celebrating 60 years of the San Diego Region of PCA this year. Part of that celebration is a free entry for the 60th entrant to certain events, during the 12 months from February 1, 2017 to January 31, 2018. (See the February issue for full details.) This month Jerry & Paul won, next time it could be you! Thank you all for your support of PCA-SDR.



## Porsche Club of America – San Diego Region Spring 2017 Performance Driving School





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No prior performance
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There are two
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Schools each year.
One in the Spring and
one in Autumn.

Cost: \$475
Including

This Performance Driving school is not intended to teach attendees how to drive.

Entry requirements: you must be a PCA member and already be fully able to drive.

This is an opportunity to learn Performance Driving techniques that can be applied to any driving situation in any vehicle. Your improved skills will significantly enhance your ability to enjoy driving your Porsche.

#### PDS: 3 Day Schedule

	Friday	6 pm to 9 pm	Black Forest	Chalk talk / class room
	Saturday	7 am to 5 pm	Qualcomm Stadium	Driving exercises
	Sunday	7 am to 5 pm	Qualcomm Stadium	Non-Competitive autocross

To Register: http://www.pcasdr.org/events/2017-05

For More information: cdiq@pcasdr.org







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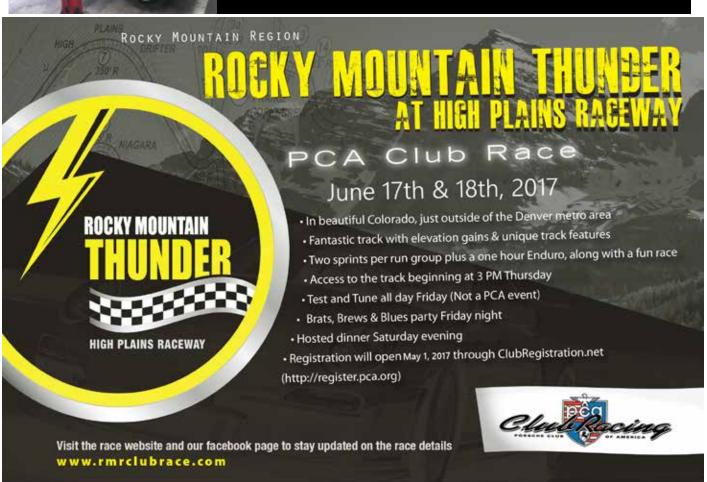




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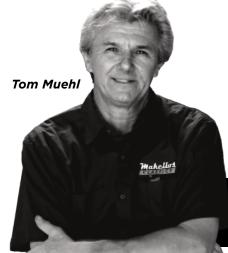
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### At the Auto Museum

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6.2 liter Diesel Engine:

Performance: 165 HP Weight: 7,700 lbs

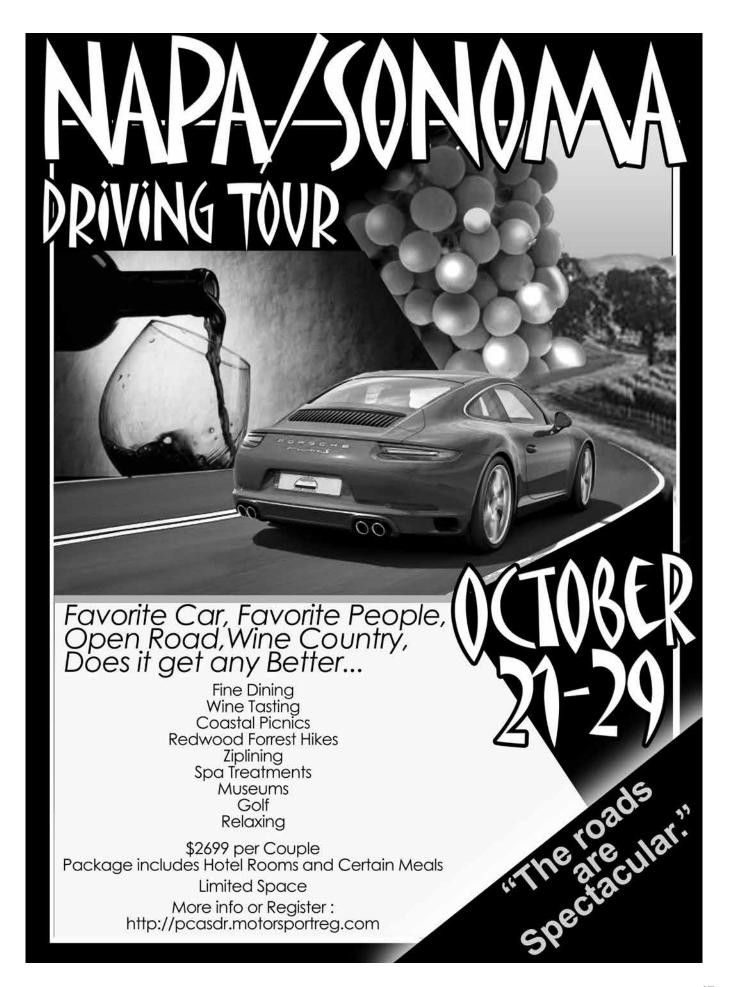
Compression: 21.5:1 Fastest Speed: 65 MPH (est )
Transmission: GM Turbo Hydraulic 400 3L80 3 speed Automatic
Original price: \$ 164,000 Number Produced: Unknown

This vehicle is equipped with basic armor and used to transport the injured from the pattlefield to medical aid stations. It can climb grades as high as 31 degrees and a side pe of 22 degrees. It can ford deep water up to 60 inches.

s vehicle is equipped to survive severe battle conditions in modern warfare. It is fitted ith nuclear, biological, and chemical defense breathing apparatuses for four patients and ee crew members. This rig is nicknamed "Winnebago" in the field because it has air ditioning and heating in the rear patient trauma area.

This United States Marine Corps M997 Ambulance has been stationed at 2nd Battalion 23rd rines in Pasadena for its entire career. It now represents Desert Storm Vehicles at the

Ized Corps Mechanized Museum at Camp Pendleto orps Mechanized Museum, Camp Pendleton, On loan







### May 2017 - June 2017

### May 1 - June 9 Monarch Socks & Underwear Drive

Please bring New Socks and New Underwear (and other stuff which includes body wash, shampoo, conditioner, lotion, and gently used shoes) to any SDR event from May 1 to June 9. There will also be a monetary donation box at various club events and the Charity team will do the shopping for you:)

Please contact Lori Chesley at charity@pcasdr.org if you have any questions.

Thank you for your help with this worthy cause.

Who are we? We are SDR and we are awesome!!

### May 3 Wednesday Board & Member Meeting

Time: Dinner starts at 6:00PM. Meeting starts at 7:00PM.

**Place**: Tanaka/Fenstermaker home 337 Skyline Drive, Vista, CA 92084, 760-603-1150.

**Details**: Bring your own beer and wine. Meet the board and see how the club operates and decisions are made.

### May 5-7 Weekend SDR Performance Driving School

This three-day school (Friday evening, Saturday and Sunday all day) is intended to teach PCA members Performance Driving techniques in their Porsche. This is not a driver training class to teach attendees to drive. Entry requirements to this school are that you must be a PCA member, driving a Porsche and already be fully able to drive.

Increase the enjoyment of Porsche ownership by significantly improving their driving skills. This safe, educational, fun and rewarding weekend normally sells out so don't delay – register early.

No prior Performance Driving experience is required. Up to 2 PCA members per Porsche may register – each member must register separately.

### May 6-7 Weekend Luftegkühlt 4 (Porsche Car Show – Los Angeles)

-It's hard to believe that this coming May will bring us the fourth iteration of Patrick Long and Howie Idelson's now iconic Porsche car show, Luftegkühlt. Initially branded as a series of "automotive-themed events featuring a tightly-curated list of historically significant or interesting cars — both race and street" Luftgekühlt has quickly become a cult of all things air-cooled. Long and Idelson announced the date for their latest show, Luftgekühlt 4. It's the first weekend in May (the 6th – 7th) and will be held somewhere in Los Angeles.

This is not a PCA-SDR sponsored event but all members are welcome to attend.

### May 11 Thursday

Movie Night – Guardians of the Galaxy Vol. 2 (Carlsbad)

Time: Starts at 5:45 PM.

Place: Regal Carlsbad 12, 2501 El Camino Real, Carlsbad, 92008.

Details: Join us for a night at the movies! We are reserving a theater exclusively for the Porsche Club, San Diego, in the Regal Carlsbad 12 to view the movie, "Guardians of the Galaxy, Vol. 2." You must purchase your ticket in advance through motorsportreg.com (just visit www.msreg.com/guardiansofgalaxy)

### May 13-14 Weekend

#### Mystery weekend

Back by popular demand is the infamous Mystery Weekend!! We will be hosting a weekend tour to a super secret destination beginning at 9am on Saturday, May 13 to Sunday, May 14.

More information is coming. Save the dates. Questions?... email Victoria Varon@gmail.com.

### May 20-21 Weekend SDR DE/TT

In May we make our triumphant return to the newly refurbished Streets of Willow Springs for a novice DE and experienced driver Time Trial running clockwise again! Registration opens April 9 at 9:00 am at http://pcasdr. motorsportreg.com..

### May 21 Sunday

**Back Country Roads Tour** 

Time: 8:00am - 12:00 pm

Place: TBD

PCA San Diego Region offers you another opportunity to enjoy driving your Porsche on some great backroads PRE-REGISTRATION IS REQUIRED — CLICK ON http://pcasdr.motorsportreg.com/

### May 28 Sunday PCA-SDR Cars & SDR (Escondido)

Time: 10:00AM to 12:00PM.

Place: Vinz Wine Bar, 201 E. Grand Ave, Escondido, CA Details: Vinz is an upscale wine bar with an exquisite menu and eclectic beer and wine selection. They offer boutique cigars for their outdoor patio or bring your own with no cut fee! Join us on the last Sunday of the month starting at 10am for a mimosa, a glass of wine, or a relaxing cigar and check out some of the best cars in the region. Plenty of parking and non-smokers welcome to the tables inside the restaurant.

### May 30 Tuesday

LTS - Havana Grill (Clairemont)

Time: Starts at 6:30PM.

**Place:** 5450 Clairemont Blvd, San Diego, CA 92117. **Details:** Meet up with your Porsche club social friends.

Cocktails at 6:30, dinner at 7pm

### Jun 3 Saturday

#### **Autocross Qualcomm West Lot**

-You will be required to show your PCA member card and driver license in the tech line.-Autocross fee is \$60 pre-registered, Walk Up fee is \$90 (not available to PCA members with "student" status).-

No Show/Cancellation fee is \$20 if not cancelled online the Wednesday prior to the event by 11:59 PM. Tech Inspection opens at 6:30 am and closes at 7:30. If you are not in line by 7:15, you will be charged a \$20 late fee

#### June 4 Sunday BBQ & Demo

Save the date - more information coming soon

### June 7 Wednesday Board & Member Meeting

Time: Dinner starts at 6:00PM. Meeting starts at 7:00PM.

**Place**: Wing Home 4475 Del Mar Avenue San Diego, CA 92107 619-988-0772.

**Details**: Bring your own beer and wine. Meet the board and see how the club operates and decisions are made.

### June 10 Saturday Tech Session - Hoehn Porsche

**Time:** 11:00AM-1:00PM - more information coming soon **Place**: Hoehn Porsche 6800 Avenida Encinas, Carlsbad, CA

92011 (760) 438-4434

**Details**: more information is coming. Save the date.

#### June 11 Sunday Porsche Only Swap Meet

**Time:** more information coming soon

Place: John Chambers Motorsports 1305 Simpson Way

Escondido, CA 92029

**Details**: more information is coming. Save the date.

### June 17 Saturday

### Burgers, Brews, Rock and Roll, Polo and Porsches Under The Stars (Poway)

Time: 6:00 PM - 9:00 PM

Place: Poway Polo Club 14336 Tierra Bonita Road

Poway, CA 92064

Details: Bring your Porsche and join us as we enjoy an evening of exciting tournament polo, great food and music under a summer evening sky. A portion of the proceeds will benefit the Warrior Foundation – Freedom Station, a San Diego based 501c3 which helps seriously injured veterans transition to civilian life.

Attendees will have the opportunity for polo lessons throughout the evening. \$10 per person entry. Food and drink available for separate purchase inside the event.

20

### June 18 Sunday Car Show at Eastlake Village Walk

Time: 4:30 PM - 7:00 PM

Place: Village Walk at Eastlake 878 Eastlake Parkway

Chula Vista, CA 91914

Details: SDR members are invited to display their

Porsches at Village Walk in Eastlake Village in Chula Vista.

Dads – it's Father's Day so bring your kids!

Car setup time is 4pm – 4:30pm. Display time is 5pm – 7pm. JUST SHOW UP!! A portion of the parking lot will be flagged off specifically for our car club. Look for Rick Pishardson who will be directing traffic.

Richardson who will be directing traffic.

### June 24 Saturday PCA-SDR New Member Welcome Party (all members welcome!)

Time: 3:00 PM - 6:00 PM Place: Porsche of San Diego

Details: Are you a new member to the PCASDR this year? Looking for a fun party to come and socialize and meet other club members? Look no further! We are hosting a party for ALL club members in honor of our newest club members! Join us for a fun afternoon at Porsche of San Diego.

We look forward to meeting our newest members and welcoming you to the club. There are sure to be lots of fantastic Porsches parked in the lot that day, so don't miss out!.

### June 25 Sunday

PCA-SDR Grab Bag Rally – save the date Start location TBD in East County

Participant meeting @ 8:30am, arrive before to check in. First car off @ 9:00am. Duration  $\sim$  2.5 hours.

#### June 25 Sunday PCA-SDR Cars & SDR (Escondido)

Time: 10:00AM to 12:00PM.

Place: Vinz Wine Bar, 201 E. Grand Ave, Escondido, CA Details: Vinz is an upscale wine bar with an exquisite menu and eclectic beer and wine selection. They offer boutique cigars for their outdoor patio or bring your own with no cut fee! Join us on the last Sunday of the month starting at 10am for a mimosa, a glass of wine, or a relaxing cigar and check out some of the best cars in the region. Plenty of parking and non-smokers welcome to the tables inside the restaurant.





Porsche 944 ATS "Cookie" wheels, all 7"  $\times$  15". All straight, no dings.

\$400.00 for (4) or \$600.00 for (7) John Straub, 619.667.3826. or Vintgracer@aol.com





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This is the third article dedicated to the auto crossers who are not finishing in the Top Ten Times of the Day and may not even be familiar with the BRI (Bench Racers Index). It is dedicated to the first-timers, infrequent participants and to the regular attendees, like Kathy and myself, whose times are not close to the TTOD. I want to describe our experience and the experiences of other 'grid fillers' like us who are enjoying a great day in the sunshine as they challenge themselves to improve their control of their cars, their fears, their emotions and, sometimes, their stomachs.

April had two AX events scheduled. We missed the April 2 event since we were on the Porsche's

and Parks Tour 2. We also went on this tour last year so we were able to skip some of the 'points of interest' and were actually one of the first cars to arrive at a few destinations. Quite a departure from our AX results! We also had the chance to make some friends like Tino Mingori

from the LA area who also owns a '11 Spyder; Dana and Dave Sandifer who live nearby in Rancho Bernardo; Keith and Susan Brawley from Escondido and Bob McLaughlin who was an active member of PCASDR before he moved to Reno. On this trip we had time to do some of the things we missed on the first tour. One of the highlights was a Hummer tour of the Devils Revenge off road trail in Moab. The combination of the sandstone trail, the sticky tires and the unbelievable capabilities of the Hummer and our driver made for an unforgettable trip. (Google Devils Revenge and look at some of the videos.) We shared the trip with Dana and Dave, Genette and Mike McGowan, and Wendy and John Cacioppo.



After getting home and washing 1800 miles of dirt off the car we had a free weekend before the April 15<sup>th</sup> AX. This event was held in the Southeast lot of Qualcomm, the same lot that was covered in dirt and debris after the rains of March. Our

drivers meeting started 20 minutes early which gave us time to for a 6 lap Track Tour. Kathy drove the first two and I was lucky enough to get 4 practice laps. The track was what I call a 'Tunnel' track. The entire length was marked by cones on both sides so you just had to stay inside the tunnel. This is different from the "gated" tracks that we have seen several times last year. Gated tracks have sections of tunnels followed by a marked entrance to a gate or series of turns that must be negotiated. After going through the gate you must find the entrance to the next tunnel or gate. This gives you the opportunity to decide how to get from section to section in the fastest way possible without having to stay within a cone marked path. This tunnel track was quite wide so that you had enough room to try different lines through the corners without having to worry about hitting the cones.



There still was a lot of dust and silt on pavement which made some corners a little bit 'slick' but it was a very quick and fun track that allowed many of us back markers to get some competitive times.

After the Track Tour, I worked at the starting line and Kathy drove in the first of the six practice sessions. Without the help of an instructor she lowered her time on every one of her first 4 laps! Her fifth lap was slow because the car in front of her spun out and she had to stop on the course and wait for him to get going in the right direction. Her last lap was not as fast because she again had to slow at the end of the lap because she was catching up to the car ahead of her. This was quite an achievement since many times we have been the people slowing the drivers behind us. The starter (me) should have seen how well she was doing

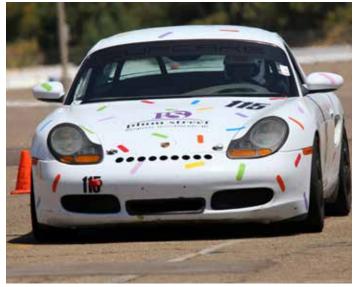


and given her more space before waving her off of the starting line. Her best time was a 1:07.

During the second session Jerry Bumpus took over the starting duties and I was fortunate to have Owen Coulman ride with me. Owen is an ex-Army chopper pilot who now works for Bell Helicopter. His flying skills have translated well to the track and he is an excellent driver and instructor. I told him I was working on trail braking and trying to be smoother with my throttle and brake inputs. The first lap I missed a turn and went off course so my time was very slow. With Owen's coaching I did a 1:04 on my second lap and a 1:03.77 on the third. That was a pretty good time and I actually got an 'Atta boy' from Mark Curran when I got back to the starting line! Owen jumped out to get ready for his run group and I also had a spinout in front of me on the fourth lap. On the last 2 laps the timer did not work so I had no idea if was progressing or regressing.



I started the third session but Jerry was busy with other duties and had yet to drive any of his practice laps. He started at the end of the third session but still had 6 more laps to do in the fourth ses-



sion. I asked Mark to help with the starting until Jerry finished. This gave me time to get ready for my second practice session and then turn the car over to Kathy who was scheduled to run at the end of the fourth group. Unfortunately the timing system was down for most of the third and all of the fourth session. Without any times you could concentrate on how the car felt and if it seemed like you were going faster in a section. Seeing a time is always helpful but there are advantages to just concentrating on how fast you feel.

I worked the starting line for the first set of timed runs (session 5). Kathy drove very well and did two 1:07's and a best time of 1:06.82. That placed her 63<sup>rd</sup> if the 68 Porsches completing timed runs and 64<sup>th</sup> on the BRI list. Our friend Tara Javidi won class SS02 with a very good time of 1:03.25, just 6.42 seconds slower than the Top Time of the Day.

I drove in the last timed group and did 2 laps in 1:04, hit a cone on one lap and finished with a time of 1:03.33 which was 51st fastest and 54th in



the BRI. Other auto cross new comers Jacques Albrecht finished  $3^{\rm rd}$  in CC11 with a time of 1:05.48 and Howard Williams was first in SS07 with a time of 1:02.36. Robert Pendleton, in just his second AX recorded a 1:03.52 to finish  $2^{\rm nd}$  in SS07.

After the track went cold and all of the cones were picked up and all of the equipment was stowed in the trailer, the beer coolers were opened and the post-race social began. Everyone seemed to have enjoyed the track designed by our track expert Andrew Simmons. With the exception of the dust and missing some lap times I did not hear anything but positive comments. These socials are another great reason to give the next AX a try. You can get valuable tips listening to the better drivers discuss the event and how they approached the most diffi-



cult corners. You can meet new people and discuss what they have done to their cars to make them look or handle better. I met Chamilka Perera who had a very nice Boxster S with a hard top that he brought to his first AX. For the first time I stayed to the end of the awards presentation because everyone was having such a good time!

The PDS will have been run by the time that you read this but I hope this encourages you to register for the June 3 AX. Look for the red Boxster Spyder and say Hi to Kathy or me and we will be happy to answer any of your questions.



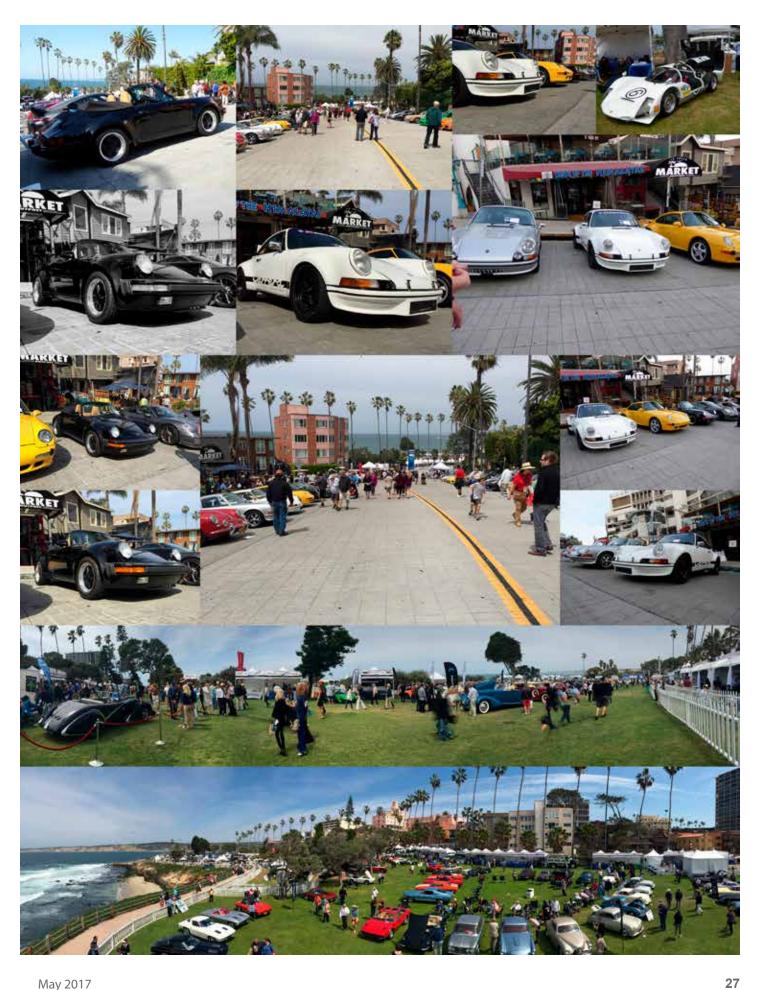
### Porsches at 2017 La Jolla Concours d'Elegance



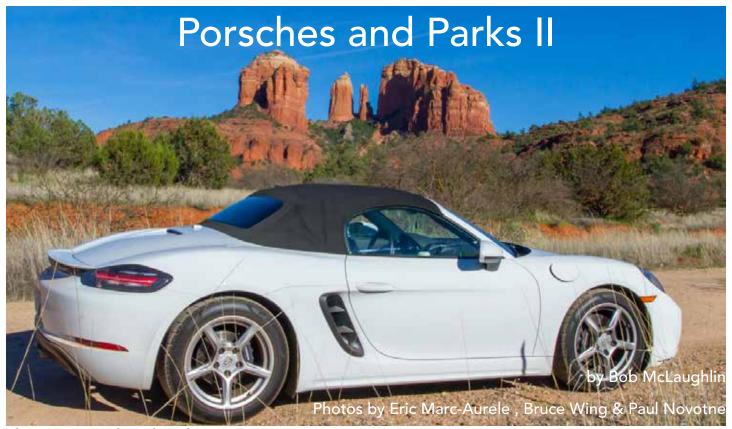
While not an official PCA event, the 13<sup>th</sup> Annual La Jolla Concours D'Elegance featured some beautiful 356s on the lawn, and a healthy contingent of PCA members in the Porsche Club Corral on the closed street just outside the main venue. The Concours is a world-class car event on the shores of the Pacific that features a wide variety of marques and models, with this year's featured marque being the elegant Packard Motor Cars.

The entry fee included a ritzy soirée Saturday night on the lawn where several sponsors, including Bentley, had placed their display cars, and samples of food and drink from many great chefs in town were available to sample. Costumed circus performers on stilts and bungee poles entertained, along with a great band. Lots of fun, but car placement was next morning at 6am, so not a late night. The event on Sunday included several clubs, but at 23 entrants, Porsche was by far the largest single marque car club in attendance - we owned both sides of the hill from park up to Prospect! The early arrivers included a lovely 356, Nick Psyllos' 1973 911S, my 70RSR, Gabriel Simion's '98 993S, Frank Amoroso's 1988 M491 Cabriolet (a treat for me to see, as I sold it to him a while ago, and it looks better than ever!), and one of several impeccable GT3s. Nearly every generation of rear-engined Porsche. Across the street were another 17 examples ranging from 356 to 991.2. Throughout the event, the street was crowded with onlookers, fans and families enjoying the Porsches in the sunshine.

The only Porsches competing in the main event were a group of wonderful 356s, including the Best In Class winning 1962 Super 90 roadster of Paul Colony. The highlight for me was Wayne and Nancy Baker's 1951 Pre-A coupe, which was a true survivor and clearly the seed from which our automotive DNA has evolved. Two important members of that family tree included the 1966 906 Carrera 6 displayed by Symbolic, and the Modern Supercar class winning 1988 959 Komfort entered by Bill Ceno (parked next to his Ferrari F50 Berlinetta). PCASDR President Karen Garcia-Raines and her husband Andrew were there with their Cayman R and, along with PCASDR Concours Chair Cara Lyn Greco, they presented the memorial crystal bowl to Geronimo Guevara and his 2004 996 Turbo Cabriolet. The number, variety and quality of the Porsches on display at the 2017 La Jolla Concours D'Elegance prove, once again, that there really is something for everyone at PCASDR!



May 2017



There are many benefits of owning a Porsche and being a member of the Porsche Club of America: great camaraderie with fellow club members, driving tours, social events, all levels of competition driving, rally's, opportunities to create and manage events, and the thoroughly enjoyable experience of owning and driving the Porsche car itself.

About six months ago through the San Diego Region (SDR) monthly magazine, the "Windblown Witness," I found that SDR Social Chair, Victoria Varon, had organized a week-long tour of the southwestern National Parks. The Tour was



named "Porsches and Parks II." This looked like a great opportunity to combine all the great reasons for owning and driving the Porsche! Joanne and I quickly signed on.

Victoria emailed a thirty-one page pre-trip syllabus of detailed directions, as well as background information on the towns and places we would stop at.

On Saturday, we drove to Hoehn Porsche in Carlsbad, CA to find thirty-seven Porsches and almost eighty people ready for the tour. Hoehn generously provided coffee, bagels, and muffins.

It was a pleasure meeting friends that I had known since joining SDR in 2000. My friend, and former SDR President, Jim Binford and His wife, Myrna, introduced us to other club members, as did friend and club photographer Ted Witte and Belle. During registration Victoria handed out a spiral bound set of final details. She has a gift for organizing and planning. She also announced a text message phone number where we could send the group messages. This was particularly helpful and fun during the tour.

After an orientation meeting and group photos, the long line of shiny Porsches started up



Interstate 5. The line stretched as far as the eye could see, and passengers in other cars stared at the spectacle.

Our first day's drive to Prescott, AZ was over eight hours in length, and consisted of stops in Coachella, CA for fuel and Quartzsite, AZ for lunch. The line of cars started spreading our as the fast cars moved ahead. The yellow Cayman tail-end car, driven by Eric Marc-Aurel and his wife Dr. Krishelle, drove at a comfortable pace- perfect for the car at the back.

The syllabus stated that Quartzsite was founded around 1856. Today the area is known for its gem and mineral shows, and the population swells to one million during the months of January and February for the shows. All thirty-seven cars arrived in Prescott around 6:00PM, with people excited and enthused about the trip. After checking into the Marriott, we all gathered at the western-themed Palace Restaurant in Whiskey Row for our first included dinner. The syllabus stated that Prescott was first settled by miners prospecting for gold. Gold caused the cash poor Union to designate Arizona as a territory in 1863.

Day 2, Sunday. After breakfast at the Marriott, we headed towards Sedona at 9:00AM. We stopped at the historic old mining town of Jerome for lunch and browsing. According to the syllabus, in 1582 Spanish missionaries found natives digging for copper. Copper mining began in earnest in 1886, but the mines closed in 1952, leaving Jerome a virtual ghost town. Today Jerome is bustling with shops, museums, restaurants, and studios. The town boasts the largest kaleidoscope store in the world, with kaleidoscopes ranging from about five

dollars to intricate ones at twenty-five thousand dollars.

Leaving Jerome, we drove through the verdant Oak Creek Canyon on the short forty-minute drive to Sedona. By this time the cars were separating and small groups of three to five cars drove together.

Sedona, with its spectacular red rock formations attracts the rich and famous, movie stars, artists, along with students on spring break. The town was crowded. Many movies have been filmed in and around Sedona: "Angel and the Badman," "Broken Arrow," Midnight Run," and "The Quick and The Dead" are just a few. Ancient cliff dwellings, pictographs, along with the spectacular looking rock formations adorn the area.

Joanne and I ate lunch at a mining-themed restaurant, and then toured the town. We checked into the Poco Diablo Resort for the night's stay. After check-in we had some time before dinner. Friends told us that there is an impressive Catholic Church built atop a rock outcropping nearby. After a short drive were fortunate to find a parking spot near the church, and spent time taking photos, visiting the gift shop, and looking around. That night many tour members ate dinner at the resort, where we discussed the day's drive with Alan and lanie.

Day 3, Monday. Don and Denise (who drove the lead car), Alan and Janie, and Joanne and I ate breakfast at a restaurant near the departure point. We all enjoyed getting to know each other. Don and Denise told us they were members of the

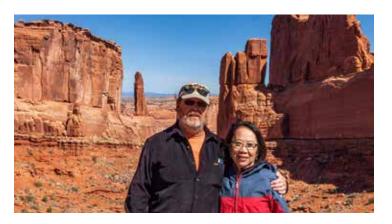


Santa Barbara Region. The group departed Sedona at 9:00AM heading for Flagstaff and the South Rim of the Grand Canyon. The drive would be 110 miles. Many fueled up in Flagstaff. They then spent two and a half hours driving through spectacular scenery before we arrived at the South Rim of the Grand Canyon. Alan, Janie, Joanne and I walked part way down Bright Angel trail that takes visitors to the floor of the canyon. As we walked, Joanne told us that years ago she and her oldest son walked down the trail taking four hours to get to the canyon floor where they spent the night at the Phantom Ranch, and then walked for eight hours back to the top the next day.

Victoria had encouraged those who wanted to eat dinner at the Grand Canyon's historic El Tovar Hotel Restaurant to make reservations well ahead of time. I delayed too long and found the restaurant completely booked when I called. Ted Witte and Belle, who planned well ahead of time, were gracious to invite us to share a table with them, for which we were very grateful. During dinner I enjoyed catching up with Ted, and we enjoyed meeting Belle.

Day 4, Tuesday. This day would be an action packed drive from the South Rim through Antelope Valley, Monument Valley, before finally arriving at Moab, UT. There was a hint of things to come as we walked to an early breakfast; light snow sat on top of the cars. After an 8:00AM briefing we drove fifty-seven miles to the Cameron Trading Post. The trading post, which was established around 1911, offered an extensive array of beautiful Native American Crafts. The gas pumps were not working, so we drove on to Antelope Valley.

At Lower Antelope Valley Touring Company we



were treated to an included tour of an amazing place. The terrain caused rushing water to funnel down an area of the valley. Over many years erosion caused a one hundred foot deep narrow sculpted gorge to form. There were a great many visitors to this place, so our time there was longer than expected. We walked through the gorge amazed by the way water had sculpted the sandstone taking many photos. After the gorge tour, the group headed to Page, AZ for lunch. Our group ate at the Subway shop, and then drove on through the world famous Monument Valley. I've seen this spectacular valley in movies and photos, but to see it in person is worth the trip in itself.



Our next stop was Goulding's Trading Post. In the 1920s Harry "Mike" Goulding came to Monument Valley and set up a trading post. When the Depression hit in the 1930s, Mike traveled to Hollywood with his last sixty dollars for the purpose of attracting movie people to this stunning valley. Mike was fortunate to meet director John Ford. He convinced Ford to film movies there. After Mike received payment, Ford took his crew to Monument Valley to film "Stagecoach," starring John Wayne. Due to extended time in the gorge, we didn't have time to go inside Goulding's Trading Post. After a brief pit stop we were on the road to the Gonzo Inn located on the main street in Moab, arriving at 8:00PM. The fast cars were there ahead of us again. Victoria said that the Gonzo Inn was her favorite stay of the trip. The group would spend two nights there. We arrived to a grand welcome buffet and an introduction to the amenities in the area by the Inn Manager.

Uranium was discovered around Moab in the



1950s, but the boom has passed and tourism is the principal industry. Moab offers four-wheel drives, white-water rafting, canoeing, cross-country skiing, hiking, and mountain biking, and much more.

Day 5, Wednesday. After breakfast in the Inn, we headed out to the cars. Gisele had parked her white concours condition 911Turbo next to my GT3RS. As she was checking each tire with her gauge, I was going to kid her about checking tires when I looked at my left rear and found something shiny stuck in the tire. With the prospect of a day in a remote location inside Arches National Park and no spare tire, I was very concerned. I drove to a local tire shop where the service man pulled out a screw. To our relief the screw had not gone far into the tire, and there was no air leak. Still a little worried. Joanne and I drove into Arches National Park and found simply awesome sights. In addition to the spectacular arches, there were tall rock formations with large rocks sitting on top. It seemed large rocks were atop almost all of the formations. We got out of the car to hike and take photos in several places. Well into the park as I started the car after



a hike, I glanced at the fuel gauge. Being so focused on the tire that morning I had forgotten to look at the fuel gauge. I stared at the gauge telling me that the tank was almost empty. We coasted down all the hills, nursed the car up hills finally getting out of the park to the nearest gas station. After settling down and eating snacks, we decided to see rock climbers that we had been told about. We drove to Potash-Lower Colorado River Scenic Byway. On the way to the potash mine, we saw many climbers on the high rock walls with ropes dangling below them. We also hiked up to see petroglyphs and dinosaur tracks. At the end of the paved road we came to the Intrepid Potash mine. In August 1963 there was an explosion three thousand feet below the surface. Twenty-five men were underground and tragically eighteen of them were killed. Later that evening Eric and Krishelle invited ten friends for a very enjoyable dinner at the Sunset Grille atop the high cliffs overlooking Moab.



Day 6, Thursday. After another breakfast at the Gonzo Inn we left Moab for Bryce Canyon National Park. We drove north from Moab, turning west on Interstate 70, through Green River, which in 1878 was an early mail relay station. Today the area is a melon growing region. We headed south on state route 24 driving through the small town of Hanksville, then on to Capital Reef National Park. Here we caught up with Don and Denise's lead car, took photos and enjoyed a short break. We left Capital Reef National Park and enjoyed a leisurely drive through beautiful landscapes to Escalante, UT. The group stopped in Escalante for lunch. There

were too many people to eat at one restaurant in the small town of Escalante. We chose the Nemo's Drive Thru and were glad we did, as the food was really excellent. As we sat on the picnic benches, Joanne, Alan and Janie also commented on the excellent food, and agreed we would like to eat there again. We arrived at Bryce Canyon National Park late in the afternoon. There were predictions of snow that night. So while Joanne, Janie, and Alan walked to the canyon rim, I drove to the Visitor Center to check with the Rangers on weather. The Visitor Center is impressive. There is a well stocked section with clothing and camp gear, a room showing the geography and history of the area, and a desk for Rangers, who seem to enjoy helping visitors. After assurances that there would be no problem driving the next morning, I headed back to the lodge. As I exited the parking lot a very confident deer sauntered across the road in front of the car causing me to stop and wait. That night, as predicted, snow started falling as we walked to the lodge for dinner.

Day 7, Friday. We awoke to several inches of snow on the ground, but fortunately the roads were clear. We all ate in the lodge and then gathered for



a 9:00 briefing in the lobby. Rolling our luggage to the car, I was startled to see that the alwaysgaraged and polished GT3RS, was covered with snow. It took some time to clear the snow and load the car. While I was loading the car, Joanne went to help a group trying to jump-start a Boxster. They finally resorted to push starting the car. The GT3RS drove with confidence on the cold road in spite of having extreme performance summer tires.

The scenery on the way to Zion was breathtaking and definitely worth another trip to the area. We arrived in time for lunch, eating with Victoria and Javier, Eric and Krishelle, Gisele, Steve and Genette. All of us expressed our appreciation to Victoria for the wonderful trip, as well as for the extremely well done tour syllabus. After lunch we took the park version of a hop-on-hop-off bus for a tour of the park. We hopped off at the far end of the route, and walked about two miles along the river gorge path. There were stunning waterfalls cascading down from the heights, many squirrels scampering by, and photo opportunities galore.

The entire group met for the last included group dinner in the Switchback Grille. The group gave Victoria a very beautiful Native American vase for her leadership on a wonderful tour.

Day 8, Saturday. Vegas! After breakfast and social time in the Holiday Inn Express dining room, we headed to Las Vegas. The GT3RS made a stop in St. George for me to wash it, and Joanne to go the COSTCO next door. We ate lunch and headed to Las Vegas. We arrived at the Mirage in time for Joanne to check-in and visit the Blackjack tables, and me to go to Safelite Auto Glass for chip repair.

That evening John and Wendy invited Steve and Kathy, Alan and Janie, and Joanne and me to dinner at the CarneVino Italian Restaurant in the Palazzo Hotel. The Mario Batali restaurant is known for it top quality steaks. We enjoyed learning more about each other. Steve and I consulted about track cars. Later that night Alan, Janie, Joanne, and I saw the Circ du Soleil Love performance at the Mirage.

Day 9, Sunday. The thoroughly enjoyable trip with so many friends, through amazing landscapes sadly was over. Still enthused about the trip, Joanne and I ate in the Mirage Coffee Shop and then headed up US 95 to Reno-Sparks, stopping at the historic old mining town of Tonopah for lunch.

There was talk of another tour in 2018, which would include the Four Corners area. We look forward to the next tour. Memories of so many friends, old and new, meals together, hikes in extraordinary settings, sharing the tour with Joanne, and driving my favorite car stay with me.



### Porsches & Parks Tour



### HRE 2017 Porsche Experience

By Jim Mullady & Ulrick Matsunaga

When: April 8<sup>th</sup> 2017

Where: 2611 Commerce Way in Vista.

On Saturday April 8<sup>th</sup> 2017, 150 San Diego Region PCA members convened at HRE Wheels' headquarters in Vista, California for a very special, personal-

ized tech session for our club.

A quick primer on HRE, they are one of the leading designers and manufacturers of 3 piece and 1 piece forged aluminum alloy wheels for racing and street applications. They are headquartered in Vista, and have a highly efficient manufacturing facility there. We were greeted by HRE president Alan Peltier and provided with a brief history and overview of HRE wheels as well as a quick tour of the HRE facility. The group was then divided into four parts to facilitate four different presentations: Akropovic exhaust systems, HRE wheels, Michelin Tires and Brake Technology by Race Technologies. Here are some quick highlights from each of the sessions. Akropovic System Session: Nick Wright, Akrapovic Account Manager, spoke to us about the history of Akrapovic and the craftsmanship behind these systems. Akrapovic exhaust systems had a long history with Moto GP, and transitioned to developing exhaust systems for automobiles in 2004. Developed and headquartered in Slovenia, Akrapovic exhaust systems are manufactured from scratch, using titanium developed in Akrapovic's own state of the art foundry. Their systems are very carefully tested and designed to further enhance the driving experience by ensuring your Porsche delivers the sweet flat 6 notes across the entire rev range.

Fun Fact: Akrapovic means Scorpion in Slovenian. HRE Wheel Session: Alan Peltier, President of HRE, shared with us the basics of selecting wheels and why HRE manufactures its wheels in such a specific manner. HRE focuses on producing attractive, light and durable wheels, which is critical for racers looking for an edge on the track. HRE's blend of aluminum and their proprietary manufacturing method enables them to create thinner barrels, intricate designs and reliable end products. Their one-piece forged wheels are on top of their product line and are one of the lightest most durable set of wheels on the market.

Fun Fact: Pay attention to the history and reputation of the company when buying aftermarket wheels in the United States, there are little to no regulations in the United States that require manufacturers to meet a standard of quality. Therefore anybody could design and sell wheel designs with limited regulatory barriers to entry.

limited regulatory barriers to entry. Michelin Tire Session: Johnny Valencia from Michelin Tires came and spoke to us about the latest in tires from Michelin and the N-Spec Tire. The new Pilot Sport 4s were launched in 19s and 20s in March 2017 (replacing the Pilot Super Sport) and will be available for all tire sizes by January 2018. N-Spec tires are unique to your Porsche Model. These are tires that were developed in partnership between Michelin and Porsche to maximize your driving experience in your specific Porsche car model. These tires are so unique that an N-Spec tire would have four to five different compounds in the contact patch. Where the average tire, would only have two types of compounds on its contact patch. Fun Fact: Your tires have wear bars built into them, check how close you are to these. Most states consider a tire worn out when there's 2/32" tread (in some states 3/32" are considered worn out – i.e. Texas). In California, the minimum is 1/32". Brake Session: Chris Villasenor and Danni Jacobs from Race Technologies spoke with us about the various brake system upgrades that are available for our Porsches. There is a range of upgrades available from simple brake pad and disc upgrades to full on systems that can be purchased exclusively for your track car or be used on your daily driver/weekend

Fun Fact: Brake disc veins should always point towards the rear of the vehicle, the discs are meant to draw in air from the center and dissipate the heat outward as you slow or stop your Porsche.

The HRE experience provided club members with plenty of social and learning opportunities by connecting with presenters and experts provided by HRE.

Breakfast and lunch were provided and all members received a gift bag filled with a variety of items including shirts, key chains and posters. Drawings

34 Windblown Witness

autocrosser.

were held with winners receiving a trip to the new Porsche Experience in Los Angeles! (Congratulations to the winners)

There were numerous Porsches on display and in the parking lot with HRE wheels including "The Kermut" 918, various GT models as well as older classics.

In addition, HRE had special pricing for PCA members in attendance and numerous members used the opportunity to purchase new wheels for their cars.

### **Looking ahead:**

While this was a special event set up for our PCA members, the HRE Annual Open House Event is coming up, it will be on June 3<sup>rd</sup> from 9am to 2pm. Mark your calendars, we hope to see you there!

### Casted parts by Akrapovic



Can you tell which one is made of steel vs casted in Titanium?



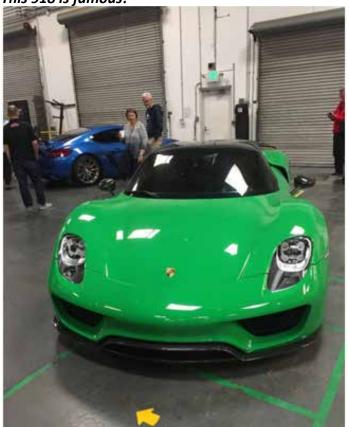
### These are formed and made in Japan, you'll have to wait to get a set of these, they're sold out!



These are incredibly light Wheels!!



This 918 is famous!



Lunch and Giveaways post Tech Sessions



Great looking lightweight designs!



Alan Peltier, sharing insights on wheel selection and design



Juan Valencia from Michelin explained the concepts behind the N-Spec Tire



Chris Villasenor and Danni Jacobs explained the varying brake system options available to enhance

your stopping power



Nick Wright shared the history and intricacies behind the manufacturing of Akrapovic Exhaust Systems, he also let some PCA members hear it at

the end of the Tech Session



The parking lot was full of great Porsches from varying model years



### CHAMBERS MOTORSPORTS



### **JUNE 11, 2017**

### **AUTOS INTERNATIONAL**

**OPEN HOUSE** 

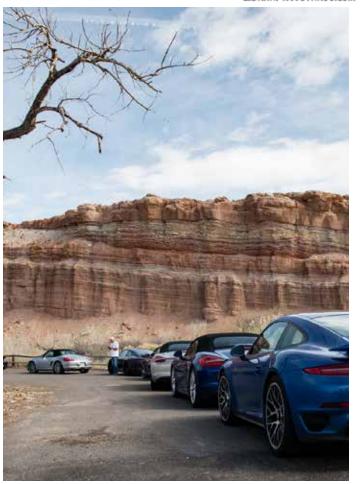
CHAMBERS MOTORSPORTS 1305 SIMPSON WAY ESCONDIDO, CA 92029 ACITOS INTERNATIONAL 1236 SIMPSON WAY ESCONDIDO, CA 92029

### VENDORS

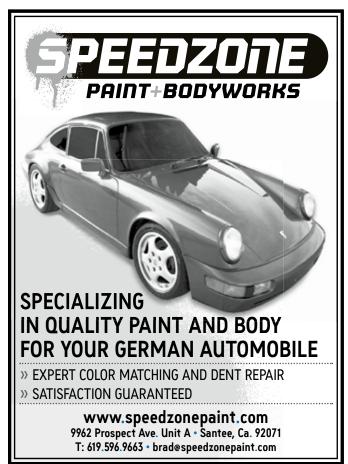
\$25 PRE-REGISTRATION/\$30 DAY OF EVENT REGISTER BY JUNE 9

JOHN CHAMBERS FOR INFO CONTACT 760 214 1825 JOHN.CHAMBERS@ATT.NET

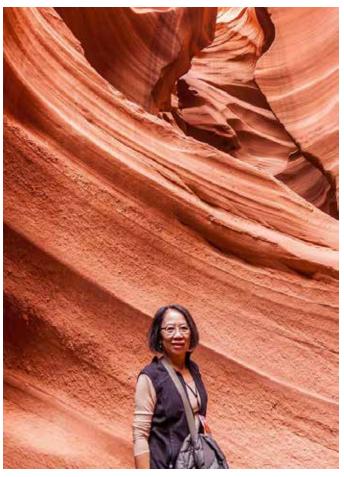
CHUCK SHARP 858 521 0883 CLSHARP1000@YAHOO.COM











## Membership

### **New Members**

Thomas Arnold Coronado, CA 2010 911 Carrera S Cabriolet

David Barr Carlsbad, CA 2006 911 Carrera Cabriolet

James Behun Carlsbad, CA 1999 911 Carrera

Jasna Belanich &
Jacquellene Trajkovic
Carlsbad, CA
2010 Panamera Turbo Sedan

Gregory Block Solana Beach, CA 2005 Boxster

Patrick Bodine Lakeside, CA 2015 911 Turbo S Coupe

Dwight C. Bowman I San Diego, CA 2004 911 Turbo Cabriolet

Jessica Burch Poway, CA 2003 911 Turbo Coupe

Brad Cook Carlsbad, CA 2014 Cayman S Coupe

Joe Erpelding San Diego, CA 2011 Cayman

Joseph Fernandez Jr. Vista, CA 2001 Boxster S

Paul Filsinger & Michelle Filsinger Encinitas, CA 2016 911 GT3 Coupe

Matthew Hageman San Diego, CA 2008 Cayman S Ray Juarez San Marcos, CA 2016 Boxster Spyder Convertible

Zana Licht El Cajon, CA 2017 Cayman S

Jerry Lindsey La Mesa, CA 2006 Cayenne

Ranjan Majumder San Diego, CA 2015 Cayenne S SUV

Peter Mariager San Diego, CA 1979 911 SC Coupe

Paul Micou La Jolla, CA 2012 911 Turbo S Coupe

Bernie O'Brien Oceanside, CA 2013 Boxster S

Frankie Powell IV La Jolla, CA 1978 911 SC Coupe

Ignacio Rivera Chula Vista, CA 2000 911 Carrera Coupe

David Schissler Carlsbad, CA 2014 Panamera S-E Hybrid

Bernd Schlickeiser Rancho Santa Fe, CA 2009 911 Carrera

Todd Struyk San Diego, CA 2007 911 Turbo

Michael Sutter Ramona, CA 2007 911 Turbo

Jeff Vrieling Encinitas, CA 2007 911 Carrera S Coupe Barry Walker Olivenhain, CA 1987 911 Turbo Coupe

William White & Janet White La Jolla, CA 2015 911 Targa 4S

### **Anniversaries**

Five Years... Raymond Buhr David Green Benjamin Ringo Bruce Wing Jay Wurtzler

**Ten Years...**Franz Borowitz
Anthony Comeau
Charles Evarkiou

Ira Ramin Robert Schmidt Agustin Vidaurri

### **Fifteen Years...** Brian Goldey

Brian Goldey

**Twenty Years...** Morgan Peterson

Twenty Five Years...
David Westendorf

**Thirty Years...**Ronald Grabler
Randall Kilpatrick

**Forty Years...**Roger Roberts
Donald Santamaria

### **Current Membership**

Primary Members: 1681 Secondary Members: 980 Total Members: 2661



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#### **Michael Maronde**

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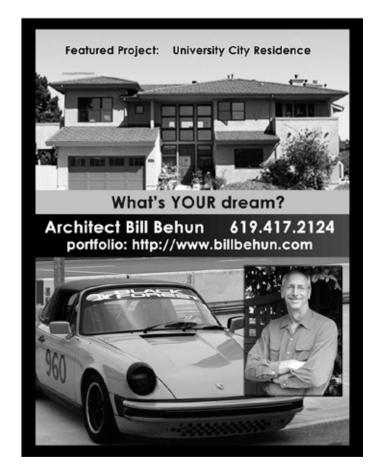
### **Classified Ad Policies**

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

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

All classified ads must be placed through the club's web site: www.pcasdr.org.

The classified ads service is managed by the AD2AD Network (www.ad2ad.com).



# SDR Autocross April 15











# EUROPEAN MOTORSPORTS

Vista, CA. (760) 599-9307 Contact: Cameron Clanton

### **German Auto Repair**

Porsche enthusiasts, 20 Year PCA members Est. 1992, family owned & operated Towing and local shuttle service Porsche, BMW, Mercedes Benz, Audi, VW, Mini Cooper



WWW.EUROPEANMOTORSPORTS.ORG

# SDR Autocross April 15



## Classifieds

### Classified Ad Policies

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The classified ads service is managed by the AD2AD Network (www.ad2ad.com).

### **RENTALS**

**944 autocross rental** Great gift idea. From street to full race, \$250-\$300. Instruction included. Arrive and drive. Call for details 619 994 0919

### STREET CARS

**1985.5 944 red/black** Wife original owner. 153k odo. AC, CC, SR, Toyos on phone dials, Alpine stereo. Good condition. Runs great. Garaged. Asking \$5900. (949) 244-5740

**2001 Carerra Coupe** 49000 miles, 6 speed, Guards red/black, sport exhaust, aero pkg, new Dunlop Direzas, immaculate well maintained car. Owned since 2007. \$25k. (760) 436-7556

**2002 996 CABRIO** 49KMILES. Chrome OEM rims. 6CD Changer. Bose. BlackTop. PerfectCondition. \$26K WithCoverFrom Porsche. WindDeflector. SealGrey. ElectricLeatherSeats with Memory. (858) 500-2739

**2006 911 Carrera S** Beautiful Atlas Grey Metallic S garaged with 64800 miles. 6 speed manual, ceramic brakes, sport exhaust, serviced, mint condition. \$37,500. 619.548.2478

**2009 911 Carrera Coupe** Manual, NAV, Bose High End Sound, Heated Ventilated Power Memory Seats, Blue Tooth, Excellent Condition, Garaged, Grey, 85,000 miles. \$39,990. (619) 294-7000

**2009 997.2 C2S Cab,** Very well maintained. Baby. Must sell. Daily driver 63k odo. \$60k OBO Call for photos. (858) 204-6473

**2013 BOXSTER 9700 MILES** Pristine, mint condition smells & drives like new. Black on black. Special wheel package. \$40K. Call for details and photos. 760-720-2080

**2016 Cayman** Mahogany Metallic, 12,000 miles, 6-speed manual, 19" Boxster S wheels with colored Porsche crest

centers caps. Two-tone full leather interior. White gauges. Sport Design steering wheel. Manual adjusted & heated seats. 2-zone heating/cooling. Bi-Xenon headlights. Upgraded radio. Single owner, smoke-free, garage kept, outstanding condition. Certificate of Authenticity. Warranty until 12/2019. (760) 419-6083 (760) 419-6083 (760) 419-6083

'97 993 silver w/ red interior classic air-cooled top down fun 87.000 miles

new gaskets, belts, fluids and filters. (last week) \$52.500

transferred out of country, need to say goodbye. (760) 840-7711

### TRACK/RACE CARS

**1981 911sc "Smurf"** Kinninger-built RSR style street/ track car with modified 3.6L 964 motor. 275hp to wheels. Car weighs 2450lbs. Many top finishes at AX & TT events. Runs great! New seats, new Guard LSD, fully upgraded suspension, extra sets of wheels and deck lid options available. \$53.5K. Contact Marcus (858) 683-3117

**914 vintage racer** 3.2 conversion, elephant racing suspension, 16 quart oil tank, splitter, wing, 7's & 8's, flares, & much more. \$22,500, trailer available. (951) 205-1550

### **OTHER VEHICLES**

**MS Shifter Kart** 2001 VM 125cc engine Carbon fiber seat 2 races then garaged Open class build \$1800 OBO Dan C (858) 967-6266

### **PARTS**

**17" Rims** Selling two F/R Turbo-Twist and two F/R C2 Turbo Rims, 7-1/2J (fronts) and 9J (rear); C2's are unfinished. Both aftermarket. Good for AutoCross, not Concours! Rubber old. Need the garage space - Best offer! Call Rich (858) 391-1451

**Roof Transport System** Part #996 801 105 00. \$300 (619) 462-5607

**Euro 996 GT3 seats** Stock Porsche Recaro driver and passenger seats from a 996 GT3 in black leather. They come with the sub strap opening, risers and rails and fit 9x6 and 9x7 cars and 993's. Email for pics, asking \$2800 includes a Rennline FE mount and FE for the passenger seat. In great condition and ready to install. Email for pics pecivil2000@yahoo.com

**87'911 MUFLER/E-TRONIC CUT OUT** Electronic cut out <3 hrs on it. FUN! \$270 new.

\$220-OBO

Muffler has custom baffle sounds great. <20 hours. \$300-OBO (858) 220-1194

#### 18" Cayman Replicas

set of Italian manuf. TUV approved cast AL wheels. Fronts are 8x18 et 57.

Rears are 10x18 et 47.

Minor scratches but in good condition. They fit a 996 and

987. May fit more.

\$400 email pecivil2000@yahoo.com for pics

**Set of 4 TPMS sensors** less than a year old with plenty of life left. \$75

714-206-7152

email pecivil2000@yahoo.com

**Set of 17" RA-1's** bought new with only 2 Autox's and 3 track days on them. Lots of life left.

2-235/40

2-275/40 asking \$75 each. Email for pics: pecivil2000@ yahoo.com

**99-01 Carrera Exhaust System** Complete 996 factory exhaust (Exhaust Manifolds, Cats, Mufflers, Tips). Make offer. Russell@LightningMotorsports.us (858) 442-7466

RacePak G2X Data Logger GPS/G's/ Lap Times/Shift Lights/Gear Indicator, "Black" version. Includes Display, GPSAntenna, flash memory card, cables/ adapters, and analysis software. \$580 Russell@LightningMotorsports.us (858)-442-7466

**997 PSE Exhaust** Nice condition PSE mufflers off 2005 car. I can text or email pictures and more description. Local pick up/deliver only. \$450 (619) 851-3345

**NEW Boxster S Wheel** New in box/ never used/ never mounted 8.5Jx17ET50 Boxster S (00-03) Rear Wheel. Concourse quality. \$400 Russell@lightningmotorsports.us (858) 442-7466

**Performnce Friction Brake Pads** NEW Never used P/N 0738.97.16.44. 97-Compound (Enduro/Club Racing/Track-Day). Fits REAR of all 996/997/986/987 Carrera/Boxster/Cavman

List: \$264 Sell: \$190 Russell@LightningMotorsports.us 858-442-7466

**Brey-Krause Harness Bar** Fits 996, 997 Coupe equipped with a BOSE Speaker Box (not included). Like new condition. MSRP \$700. Selling for \$400. Christopher (760) 274-5919

**1988 944S engine parts** 16V rebuilt head and engine parts. New cams. \$750 or best offer for everything. Includes engine stand. Mark (858) 864-3163

**Eibach 2.5" Coilover Springs** 6"Lx2.5"ID. 2-450lbs, 2-500lbs. Good condition, hardly used. Boxster Spec Racing setup. Includes top hats for Boxster PSS9s. \$200 Russell@LightningMotorsports.us (858) 442-7466

**986 gray full carpet kit** Great condition, beautiful color, singl tear near gas pedal. \$200obo, text Jason, will be in SD region soon (661) 904-5364

**986/996 8-way full power seats** From lo mileage vehicle, guards red contrast stitching, need minor repair \$800 pair L. A. area, text Jason (661) 904-5364

**FS: 986/996 Litronics** Worn rubber seals (aesthetic only, does not affect function or seal), great condition, from '00 65k mile vehicle \$900, text Jason (661) 904-5364

### WANTED

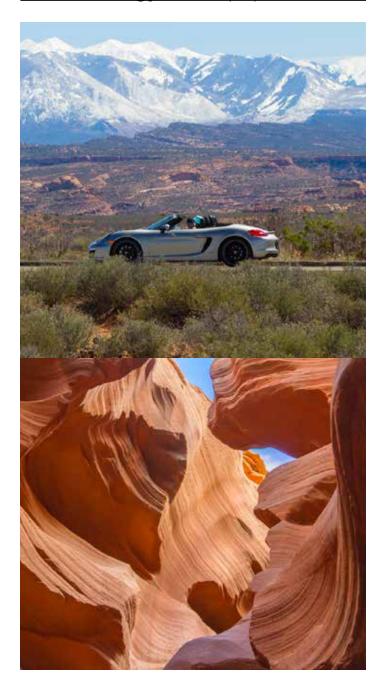
**Seat Belt Hooks** Needed for '72 911 Coupe. email: csl95 2000@yahoo.com

**Wanted dead or alive** 3.2 Carrera coupe. High miles ok. I also buy race cars. Mark Kinninger (619)733-5500 kinninger@cox.net

**Wanted:** Porsche or other car memorabilia/automobilia/parts. Also wanted, Porsche 356 or early (pre 1974) 911. John 619-667-3826 or www.johnstraub.blogspot.com

**Wanted:** Looking for factory service manuals Volumes #1 & #2 for 911 for years 1965 to 1972. Contact Steve R at 4mtnbikers@gmail.com or (951) 837-1923

<u>- & #2 for 911 for years 1965 to 1972. Contact Steve R at</u> 4mtnbikers@gmail.com or (951) 837-1923



## Topping off the oil in your 993

(While avoiding another Exxon Valdez incident)

By Steve Grosekemper

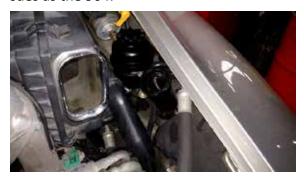
All air-cooled 911s have an analog needle type oil level gauge on the dash that tells you when the car needs to have the oil level topped off (right next to the fuel gauge). 911s before the introduction of the 964 in 1989 are fairly easy to add oil to the oil tank. 964s are a little more difficult as the oil tank is in front of the right rear wheel instead of behind it, like all previous 911's (yes, except for the 1972 model experiment).

With the oil tank relocated forward there is now a small one inch tube that runs down the frame rail of the car from oil filler to tank. Since it's so small it backs up if you pour the oil in too fast. And yes, it will back up before you can tip the oil bottle back upright! (I almost typed oil can; how old am I anyway?)

You were too fast in pouring, too slow in reacting and now there is oil bubbling out the tube and running down the side of the engine all over the valve covers and onto the exhaust to stink and smoke for weeks to come.

The oil tank was moved for many reasons. Better weight distribution yes, but mainly because they needed more room. The air filter housing and A/C compressor were getting bigger on top and there were new exhaust components below.

Then entered the 993 with even less room in the engine compartment and the same slow pour issues as the 964.



So Porsche engineers came up with a solution. That solution was to install an expandable tube in the neck of the hard to reach oil filler. Now it's my per-

sonal belief this was devised after the first engineer attempted to add oil to the very first 993 Turbo. It has all the 993 issues with the addition of a huge intercooler placed over the entire length of the engine including the oil cap. Look at one if you ever get a chance; it's just ridiculous!

The \$25 tube, part #993 207 363 50 is a long expandable tube that goes under the oil filler cap and pops up when you remove the oil cap.



Well, initially it does; after it ages it loses some of its spring and you may have to assist it to get it to full length. (Really, did I just type that?)

Using this extension tube allows you to pour the oil into the tank without having to tuck the spout of the bottle under the fender. Essentially, it's a built-in oil funnel.



Now these don't last very long, probably 30-45,000 miles of normal use before they start to crack and break in two, but if you have ever spilled oil when topping off your 993 you know these little things are worth their weight in gold!Good luck.

For addition tech articles click:

http://911sg.com/tech-articles/ and select a category on the right.





### Advertiser Index

5 Point Auto Detail	13
All German Auto	22
Autos International	38
Bill Behun, Architect	40
Black Forest Porsche/BMW Service	IBC
Blackmill Performance	9
Blue Crane Digital Training Videos	40
Bumper 2 Bumper	13
Charlie's Foreign Car	42
Clear Pro	14
Comeau Racing Enterprises	15
Cutting Edge Audio	18
Dent Devils	14
Dieter's Porsche & BMW Service	5
Endeavor Group, Real Estate	18
European Motor Sports	42
EuroSpec	5
Hub International	9
König Motorsport	38
La Jolla Audio	9
Makellos Classics	16
Michael Maronde, Sotheby's International	40
Mirage International	42
Modern Image	22
Ocean Beach Upholstery	42
Phil Thearle's	IFC
Porsche of San Diego	ВС
SpeedZone Paint & Bodyworks	38
Steve Grosekemper 911SG	40
Wayne Baker Racing	5
Wheel Enhancement	40

### Special Event Flyers

Grab Bag Rally	11
Spring Performance Driving School	12
PCA Club Race High Plains Raceway	15
Napa Driving Tour	17
PCA Cruise	21
Porsche Swap Meet	37
SDR Time Trial & DE	47

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Tom Gould

witnessads@pcasdr.org

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Type	Width x Height	Monthly
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Quarter	3½ x 4¾"	\$75
Eighth	3½ x 2¼"	\$50
Key Position		\$325

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

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We prefer that materials be submitted in .JPG, or .PDF formats. Please send files to editor@pcasdr. org. We reserve the right to edit or refuse to print any ad.

Deadline for submitting new ads or changing existing ads is the 15th of the month preceding the issue date.

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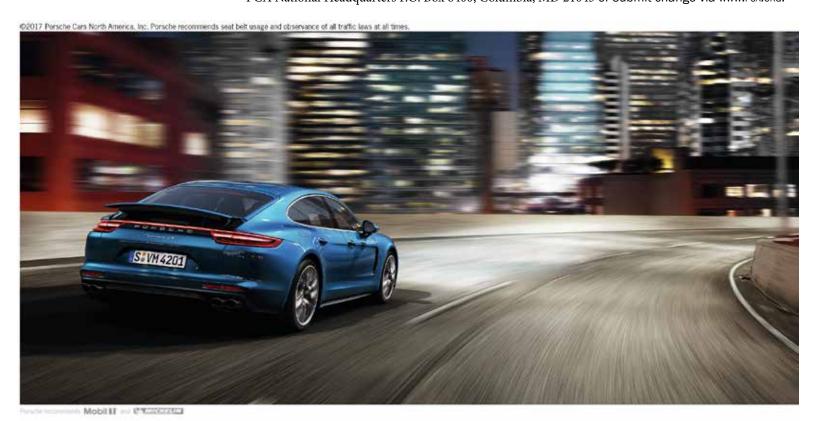


**Greg Phillips, Editor** 

To:



**MOVING?** Send change of address for the Windblown Witness to: PCA National Headquarters P.O. Box 6400, Columbia, MD 21045 or submit change via www.pca.org.



### The status quo, lapped again.

A near seven-decade disdain for the expected continues with the new Panamera. Redesigned inside and out, it breathes new life into classic Porsche design cues. More powerful, more advanced, and more luxuriously appointed, the new Panamera is not just a new car, but a new benchmark. Porsche. There is no substitute.

The new Panamera 4S.

