

# WINDBLOWN WITNESSES

2006 Region of the Year



December 2007





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**PORSCHE**

# WINDBLOWN WITNESS

Volume 48 Number 12

December 2007

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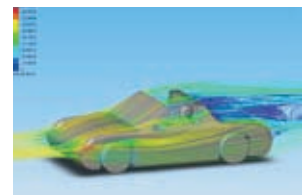
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The final cover for 2007, SDR's 50th Anniversary year, shows our patriarchs, Jack and Ginny Case, wearing their sashes as Grand Marshals of the year's flagship event, Parade 2007.  
*Photo by Greg Phillips*



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The *Windblown Witness* (USPS 361-790) is the official publication of the Porsche Club of America, San Diego Region, Inc., and is published monthly. \$14 of each member's annual dues is for a subscription to the newsletter. Copies are also available by subscription to non-region members at \$36 per year (Continental US).

Any statement appearing in the *Windblown Witness* is that of the author and does not constitute an opinion of the Porsche Club of America, the San Diego Region, Inc., its Board of Directors, the *Windblown Witness* editors, or its staff. The editorial staff reserves the right to edit all material submitted for publication.

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**POSTMASTER:** Send address changes to PCA Executive Office, P.O. Box 5900, Springfield, VA 22150-5900.

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# San Diego Region 2007 Committee Chairs

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Bob McLaughlin

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Kent & Gloria Lewis

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Michael Harris

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Alyson Kelly

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Steve Grosekemper  
Jeff Grow  
Ethan Dahlkamp  
Ted Witte

## Yearbook

Eleanor Myrus



PORSCHE CLUB OF AMERICA SAN DIEGO REGION  
CELEBRATES ITS  
FIFTIETH ANNIVERSARY  
AT THE HISTORIC  
HOTEL DEL CORONADO  
JANUARY 12, 2008

5:30 P.M. – COCKTAIL RECEPTION AND SILENT AUCTION  
7:00 P.M. – DINNER AND AWARDS BANQUET  
9:00 P.M. – DANCING WITH THE MAR DELS

\$65 PER PERSON (\$50 IF POSTMARKED BY DECEMBER 1)

RESERVATIONS AND PAYMENT: KATHY ALNWICK  
7961 LAURELRIDGE ROAD, SAN DIEGO 92120  
619-229-1515 IMTHEKAPS@YAHOO.COM



# The checkered flag flies

By TED MYRUS, PRESIDENT

This is my final column as San Diego Region's President.

I am proud of what we have accomplished this year, and I appreciate the hard work and enthusiasm of the committee chairs and volunteers who made it all happen.

We started out the year by distributing a free 2007 Region Calendar to commemorate our 50th year—a beautiful piece that showed members' cars, club events, and activities. A special thanks to Greg Phillips, John Straub, and Tami Ibbetson for their work in making possible this gift to the members.

We refurbished the Club trailer. Skip Shirley repaired some sheet metal damage, installed new brakes, bearings, and seals, applied new graphics, and gave it a thorough detailing. It looks good again.

We instituted a new voting process, utilizing the Windblown Witness and PCA-SDR's web site. While being a successful method, we also saved \$3,500 in the process.

The event calendar has been full, with autocrosses, driver education, and Performance Driving

Schools, time trials, tours, tech sessions, concours, and social events.

New this year was a Driver Education and Time Trial school. Another first was a PCA-SDR Driving Instructor National Certification event. Our instructors who completed the course are now PCA National DE Instructors.

Casey Corwin contributed occasional biographies of club members, a welcome addition to the Windblown Witness. Speaking of the Witness, Larry Clark is our new editor, and this is his second issue. Thanks, Larry.

In July we hosted the biggest and best Porsche Parade in history. Ruth and Paul Young led an amazing group of hard-working volunteers to success. This is an event this region can be very proud of for a long time to come.

I'd like to take this opportunity to recognize some members who work very hard behind the scenes and often go unsung: Royce Ann Myrick, Witness Business, a hard-working but seldom-seen asset to the club; Bill Ibbetson and Steve Grosskemper, Web Team; Tom Golich, Event Insurance; Bill Allen and Bob McLaughlin,



eMasters; Jack Miller and Robert Baizer, Time Trial Chairs, who are only seen at their successful events; and finally my wife, Eleanor, for all her support.

We're going to celebrate our Club's 50th Anniversary on January 12. We started the year with a gift, and this event is your year-end gift at half price: fifty dollars for fifty years. Get your tickets now.

It has been a memorable year.

Happy holidays,

Ted



*The Charity Team invites you to participate in this year's*

# *Charity Auction*

*at our*

*50<sup>th</sup> Anniversary Celebration Dinner*

*January 12, 2008*

*Hotel del Coronado*

*Proceeds will benefit*

*Rady Children's Hospital, Burn  
Institute, and Alta Vista Academy*

*To donate an item for auction,  
please contact the charity team at [CHARITY@PCASDR.ORG](mailto:CHARITY@PCASDR.ORG).*

*Please submit all items by December 15  
and provide the following information for each item:*

*Name/Organization: \_\_\_\_\_*

*Address: \_\_\_\_\_*

*Telephone: \_\_\_\_\_ E-mail: \_\_\_\_\_*

*Item Description: \_\_\_\_\_ Estimated Value: \$\_\_\_\_\_*

- ☐ *Yes, you may combine my donation item with another item.*
- ☐ *No, please do not combine.*



# The best-laid plans ...

BY LARRY CLARK, EDITOR

**B**ack in October, before I actually began doing this job, I pledged to make timeliness a priority concern. My goal was—and is—to see that the Windblown Witness reaches the mailboxes of most local members on or very close to the first of each month.

Having served as editor for other publications, I was savvy enough to leave myself some wiggle room. My pledge was preceded by the caveat, “I know that events can conspire to interfere with the best laid plans.” How prophetic!

## Your version or mine?

We delivered the November issue to the printer exactly on time: Wednesday, October 17. It was a tight schedule (five days from deadline for editing and layout, a day for proofreaders, and a morning to incorporate last-minute changes and produce files), but we made it.

The printer called Thursday morning to say they couldn’t process our files. Although they knew we would be using InDesign, we had a later version, and they couldn’t get the update in time.

We then tried to re-create the file in a format that supposedly works across all versions of InDesign. When the printers tried processing that, they ran into a “strange message that never appeared before.”

Next they asked me to create a high-resolution PDF. I did—in fact, several. Soon after I sent each one, my phone would ring with a new problem. Finally, late Thursday, the phone calls ceased.

I didn’t hear anything on Friday, so I blithely assumed that, at last, all was well. Silly me!

## The great escape

I stopped worrying about the Witness on Monday morning when we got our Reverse 911 call. We eventually evacuated to Anaheim Hills, where the air was a lot clearer than in Escondido. Among the few possessions we took was an external hard drive containing all of the Witness files for the past half-dozen years—the ultimate Witness Protection Program.

On Tuesday I visited a public library to gain computer access. I found a message from the printer, asking me to revise three pages because of minor problems. I explained my situation, and asked them to make do with what they had.

By Thursday, back home safely, I learned that the issue hadn’t yet been imaged. The printer had run out of film, and their supplier, located in Poway, was understandably unable to deliver. By then, more than a week had passed since I turned in the issue, and we hadn’t yet gotten past the first step.

Once the film arrived, things went fairly well. The issue reached the mailing house on November 1, and my copy arrived on November 7. Under the circumstances, it could have been worse.

I’m still holding to my pledge. Let’s see what Murphy can come up with this month.


## Putting it in perspective

For some of our members, late



delivery of the Witness is way below the threshold of their concerns. Our web site’s Forum section reports that Kim Crosser and Steve Swinton lost their homes. We all sympathize with them and any others who suffered losses.

The Forum proved a valuable resource, enabling members to remain in touch with one another during the fires and the subsequent dislocations. I saw many messages with members offering various forms of assistance to one another. As PCA reminds us, “It’s not just the cars; it’s the people.”

Kim Crosser should win an award for dedication. He says that he wrote most of the article that starts on page 34 from his evacuation site, probably at the exact time his house was burning down. Perhaps the ultimate irony is that his article describes the October auto-cross, which was officially a rain-out. That rain sure would have been handy a week later. 

# Event Capsules

**NOTE:** The 2008 calendar is sparse at press time. We are awaiting word from Qualcomm on stadium dates before scheduling events.

## December 2007

SAT  
1  
DEC

### Deadline for Anniversary Banquet discount pricing

**Info:** See entry for January 12.

SAT-SUN  
1-2  
DEC

### Time Trial, Buttonwillow

**Place:** Buttonwillow Raceway Park, Buttonwillow, CA  
**Contact:** Jack Miller, 619-286-4419, TT@PCASDR.ORG  
 Robert Bazier, 858-720-1230  
**Details:** See page 55.  
**Cost:** \$295; \$125 for first time drivers; late fees apply.

WED  
5  
DEC

### Monthly Members & Board Meeting

**Time:** 6:00 p.m. (social hour and food)  
 7:00 meeting  
**Place:** Myrus home, 10898 Red Rock Dr., San Diego  
**Contact:** Ted/Eleanor Myrus, 858-566-5039  
**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.

The final meeting of the 2007 Board will be followed by the first regular meeting of the 2008 Board.

**Directions:** Take I-15 to Miramar/Pomeroado; head east on Pomeroado; left on Scripps Ranch Bl.; right on Red Rock. (See map in November issue, page 18.)

SUN  
9  
DEC

### Tour to March AFB

**Time:** 8:30 a.m. registration and waivers  
 8:45 a.m. drivers meeting  
 9:00 a.m. departure

**Meet:** Albertson's, 2707 Via de la Valle, Del Mar (just east of I-5 exit)  
**Contact:** Bill Marsh (619-881-7028), Ralph Turner (760-822-7382), or TOURS@PCASDR.ORG  
**Details:** A fun back-country tour, ending with lunch, followed by a visit to the March Field Air Museum to pay tribute to another form of "going fast"—the one where the rubber does *not* meet the road. (See flyer on page 42.)

MON  
10  
DEC

### Deadline for Driver Dinner discount pricing

**Info:** See entry for February 9.

SAT  
15  
DEC

### "Other Car" Autocross & Charity Toy Drive

**Time:** See general schedule on page 55.  
**Place:** Qualcomm Stadium West Lot  
**Contact:** Autocross Team, AX@PCASDR.ORG  
**Details:** This event will follow normal autocross procedures (page 55), but it's strictly for fun. There's no timing, and results do not count toward year-end awards. Members are encouraged to compete in cars other than their Porsches. Here's your chance to find out how well your daily grocery hauler navigates the cones.

*Special:* Bring a toy for the Children's Hospital toy drive and get an extra lap in each driving session.

**Cost:** \$40 pre-registration/\$60 after 12/11.

SUN  
16  
DEC

### Charity Toy Delivery & Breakfast

**Time:** 8:30 a.m.  
**Meet:** Mimi's Cafe, 5180 Mission Center Rd., Mission Valley  
**Contact:** Katina Gonzalez, CHARITY@PCASDR.ORG  
**Details:** This event culminates SDR's annual Christmas Toy Drive. We will meet for breakfast at Mimi's, then make the short drive to Rady Children's Hospital to deliver the toys.

Members who are unable to attend this event can drop toys at Pioneer Centres anytime after Thanksgiving weekend, or at any SDR event.

See flyer on page 10 for types of toys requested.



*January 2008*

WED  
2  
JAN

## Monthly Members & Board Meeting

**Time:** 6:00 p.m. (social hour and food)  
7:00 meeting

**Place:** Brown home, 2240 Corte Ananas, Carlsbad [TG 1147-F2]

**Contact:** Tom or Susan Brown, 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:** I-5 to La Costa Ave., then east; right on El Camino Real; left on Calle Barcelona; left on Paseo Aliso; right on Camino Robledo; left on Calle Pinabete (comes quickly). Corte Ananas will be on your left; the house is on the corner. (See map on page 12.)

SAT  
12  
JAN

## 50th Anniversary Awards Banquet and Dance

**Time:** 5:30 p.m. – Cocktails and silent auction  
7:00 p.m. – Dinner and awards banquet  
9:00 p.m. – Dancing with the Mar Dels

**Place:** Hotel del Coronado

**Contact:** Kathy Alnwick, 619-229-1511, IMTHEKAPS@YAHOO.COM

**Details:** Celebrate SDR's 50th anniversary at the beautiful Hotel del Coronado as we wrap up our landmark year and begin 2008 with new officers. Special rates for parking and hotel rooms will be announced in the next issue.

**Cost:** \$50 before December 1; \$65 thereafter.

**Info:** See flyer form on page 4.

SAT  
19  
JAN

## "Borrego Boogie" Tour

**Time:** 8:30 a.m. registration and waivers  
8:45 a.m. drivers meeting  
9:00 a.m. departure

**Meet:** Parkway Plaza, El Cajon (outside Macy's at east end of lot)

**Contact:** Ralph Turner, 760-822-7382 or Tours Team, TOURS@PCASDR.ORG

**Details:** Visit one of San Diego County's overlooked scenic desert destinations—warm, sunny, and dry (which should be a big hit in mid-January).

SAT  
19  
JAN

## Zone 8 Awards Banquet & Presidents Meeting

**Location:** To be announced.

**Details:** Save the date. The Awards Banquet is an annual event, celebrating the achievements of Zone 8's competitors, volunteers, and regions. Details in the January issue.

**Cost:** To be announced.

TUE  
29  
JAN

## Last Tuesday Social

**Details:** To be announced

*And Beyond*

SAT  
9  
FEB

## SDR Driver Dinner

**Time:** 6:00 p.m.-10:00 p.m.

**Place:** Riverwalk Golf Club, 1150 Fashion Valley Rd., San Diego

**Contact:** Jackie Corwin, 760-212-8325

**Details:** Performance driving participants will gather to celebrate victories and distribute year-end awards. Dinner is an Italian buffet with vegetarian choices, soda, and beer. A cash bar will be available. Seating limited to 150 people.

**Cost:** \$15 per person before December 10; \$20 thereafter.

**Info:** See entry form on page 16.

SUN  
10  
FEB

## Valentine's Day Tour

**Contact:** Ralph Turner, 760-822-7382 or Tours Team, TOURS@PCASDR.ORG

**Details:** Destination will be a nice brunch location. Further details in coming issues.

SUN  
30  
MAR

## "Porsches for Pets" Tour

**Contact:** Ralph Turner, 760-822-7382 or Tours Team, TOURS@PCASDR.ORG

**Details:** This tour will benefit the Escondido Humane Society. We will be soliciting donations of small items (towels, pet food, etc.) from a wish list provided by the Humane Society, and we will drop them off at the shelter on the tour route. Further details in coming issues.



# Holiday Toy Drive



PCA-SDR is collecting toys for Rady Children's Hospital. Members are urged to purchase new toys suitable for hospitalized children, and to donate them through the club.

We will be collecting toys (unwrapped, please) at most SDR events after Thanksgiving. You may also take toys to Pioneer Centres Porsche, which has volunteered their dealership as a drop-off site for donations.

Some of the most desired toys are:

**Arts & Crafts:** Crayons, washable markers, construction paper, craft kits, coloring books, colored pencils, beads, markers, watercolor or acrylic paints.

**Toys:** Barbie dolls, bubbles (non-toxic), doll house people, puzzles, remote-control cars, shape sorter ball, medical play kit, playing cards, rattles, View-Masters, cars, push-pull toys, crib toys (plastic or musical), See'NSay toys, Fisher Price, Playskool, Play People, mobiles, kites.

**Books and Music:** CDs and tapes of lullabies, nature sounds, show tunes, children's music; musical toys and mobiles; books for teens and pre-teens (specifically, I Spy and Where's Waldo), musical books, talking books, Spanish-language books.

**Games, Videos, DVDs:** Uno, Monopoly, Jenga, Hot Potato, Connect Four, Clue, Sorry, and Trouble. All video players and games: Gameboy Advanced, PlayStation, Nintendo 64, Game Cube (rated E). Popular movies (rated G or PG).

## Toy Delivery Run and Breakfast Sunday, December 16

All members are invited to help us deliver the toys to the hospital. We will begin at 8:30 with breakfast at Mimi's Cafe, 5180 Mission Center Rd. in Mission Valley. After eating, we will make the short drive to the hospital. This is a family event, so please bring the kids.



# Membership

## New Members

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

### Breffni Barrett & Rex

San Diego  
1995 993

### Sandra S. Blackwell

San Diego  
1995 993

### Scott C. Brown

Carlsbad  
2007 911

### Peter A. Carides

San Diego  
1993 911 RS

### Marc J. Cicchetto

San Diego  
1970 914-6 Targa

### Jerry Collazo & Tracey

Tustin  
2002 911 Turbo

### Richard D. Cook & Kimberly

San Diego  
2007 Cayman S Coupe

### Ken H. Dillingham Jr

San Diego  
1983 911SC Coupe

### Deirdre L. Dove

Bonita  
1999 Boxster Coupe

### Dean K. Eckenroth

Coronado  
2008 Boxster Rdstr

### Pedro M. Feldman & Gloria Finkelstein

Chula Vista  
1983 911SC Targa

### Bob Hallett & Betty

Santee  
1999 911

### Peter J. Heavey

San Diego  
2006 997 Coupe

### Peter Jordan & Sally

Pauma Valley  
1959 Rdstr

### Frank Lanza & Joyce

Oceanside  
2001 911

### Garen Z. Manvelian & Irina

Poway  
1996 993 Coupe

### Louis A. Noriega & Lorena

Chula Vista  
2007 Cayman Coupe

### Rolfe E. Ordoná & Janette Azero

Chula Vista  
2002 996 Coupe

### Randy G. Pickering

Vista  
2007 997 Coupe

### Dennis A. Pugh

San Diego  
2002 Carrera Cab

### Eric H. Rimmele & Rachel

Chula Vista  
1989 911 Cab

### Mike Shaunessy

San Diego  
1979 911 SC

### Monty Suttle

San Diego  
2007 Cayman Coupe

### Joyce L. Tang & Susan Chu

San Diego  
2000 Boxster S

### Erik Vader

Laguna Hills  
2002 Boxster S

### Irene Valenti & Steve

Rancho Santa Fe  
2008 911t Coupe

### Raymond L. Vasquez & Ron

San Diego  
1988 911

### Raymond M. Vecchio & Terri Brennan

San Diego  
1985 911 Cab

### Dennis A. Votaw

Carlsbad  
2008 Cayman Coupe

### Hilda R. Watson

Carlsbad  
2003 Boxster

### Ron L. Wunschel

Hemet  
2003 Boxster

## PCA Anniversaries

The following members are celebrating milestone anniversaries of PCA membership during December 2007.

### 5 Years

Kearney D. Bennett  
Arne Claassen  
Mike Dougherty  
Miles Kirby

### 10 Years

Bob M. Graham  
Malcolm H. Jarvis  
Jonathan P. Martin  
Gregory Phillips  
James R. Smith II

### 20 Years

Steven S. Dente

### 25 Years

John R. Longenecker

### 35 Years

Lloyd R. Cassady  
Dean K. Spooner

## Members Count

San Diego Region's membership currently stands at 1585 primary members and 1185 secondary members, for a total of 2770.

## 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 *Wind-blown Witness* delivery, send e-mail to [MEMBERSHIP@PCASDR.ORG](mailto:MEMBERSHIP@PCASDR.ORG).



# Monthly Meeting

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

The November 7 meeting of the Board of Directors was held at the home of John and Monique Straub. All Board members except Martha McGowan were present. Minutes of the October meeting were approved.

## Treasurer's Report

Ted reported for Martha that the money market and checking accounts have been reconciled.

## President's Report

Ted noted that the club currently has 78 people serving in "chair" positions. Annual awards to recognize these members' services cost about \$2000. After weighting the costs and benefits, the Board voted to continue the awards.

## Chair Reports

**Insurance.** Tom Golich is looking into the feasibility of obtaining a Master Use Permit to cover multiple dates at Qualcomm Stadium. This would reduce the effort and paperwork required to get separate permits for each event.

**Tech Sessions.** A Tech Session will be held on November 14 at BumperDoc, 3855 Convoy St.

**Charity.** An ad appears in the November *Windblown Witness* inviting members to donate items for the silent auction, to be held at the Installation Dinner on January 12. Donors should submit item descriptions and estimated values to the Charity Team, in-

dicating whether the donations may be combined with others as a package.

**Standing Rules.** Tom Brown announced that the committee had met frequently to review and discuss revisions to the Standing Rules. A final proposal for changes had been distributed to the Board via e-mail. The Board

voted to accept the revisions as submitted.

**Auto Museum.** An exhibit on Automobile Styling will open in the second week of December. The museum is planning celebrations of its 20th anniversary. The Greatest Show on Turf is scheduled for June 7.

**Autocross.** Jennifer Reinhardt re-

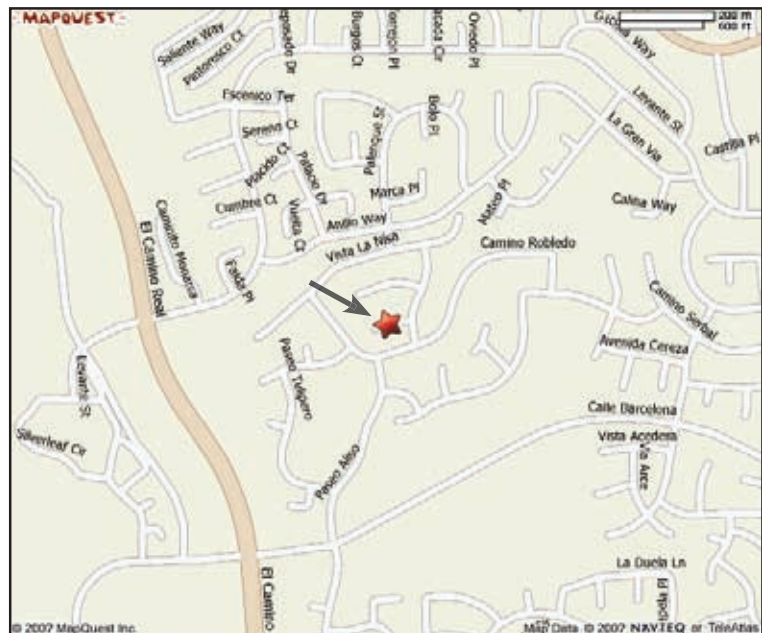
## Monthly Meetings

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 December meeting at the Myrus home appeared in the November issue of the *Windblown Witness*.

The January meeting will be held on **Wednesday, January 2**, at the home of Tom and Susan Brown:

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**Directions:** I-5 to La Costa Ave. then east; Right on El Camino Real; Left on Calle Barcelona; Left on Paseo Aliso; Right on Camino Robledo; Left on Calle Pinabete (comes quickly). Corte Ananas will be on your left; the house is on the corner.



ported that some instructors who received coupons for free entries at Parade had not redeemed them and did not realize they had expiration dates. She asked that they be extended by an additional six months. The Board agreed to honor the certificates through June 2008.

**Driver Education.** Chuck Sharp reported that 27 students attended the Driver Ed/Time Trial School on November 3-4. Everyone was very pleased with the event, which should be presented annually. It was suggested that future events should be conducted in the latter part of the year, but not as closely to other driving events.

**Membership.** We have 1580 primary members and 1178 secondary members, for a total of 2767.

**Tours.** Jan Mellinger introduced Ralph Turner, who has joined the Tours Team. The team is working on scheduling a tour every month. Ralph announced a Borrego Boogie tour on January 19, and

indicated that he is planning a Valentine's Day tour on February 10 and a "Porsches for Pets" tour on March 30. Those dates were accepted for the 2008 calendar. Ralph is also planning other tours, including one in conjunction with the Balboa Naval Hospital.

**Witness Business.** Royce Ann Myrick's aging report shows delinquencies for several former advertisers. The Board is continuing with collection efforts but will recognize the lost income on our books.

### New Business

**Budget Requests.** Incoming Treasurer Kim Crosser submitted a budget request to purchase QuickBooks. Larry Clark requested reimbursement for a toner cartridge. Both were approved.

**Windblown Witness.** Larry reported some difficulty and delays in getting the November *Witness* printed. Some problems arose from changing editors and

publishing software, and the fires disrupted the printer's supply lines. The distance between Larry's home and the printer also caused difficulty. Larry requested and was granted permission to explore other printer options.

### Old Business

**Zone Representative.** Gary Peterson, Nita Burroughs (LVR), and Michael Dolphin (GPX) are running for the Zone 8 Representative position.

**Vintage Race.** John Straub reported that the committee is looking for more zone-level involvement in the hospitality tent at the Coronado Speed Festival. They are considering expanding PCA's activities to include a tech session, another dinner, and a tour to the races.

### Adjournment/Next Meeting

The meeting was adjourned at 8:53 p.m. The next meeting will be held on December 5 at the home of Ted and Eleanor Myrus. 🐦



Tom Brown (standing) presents proposed revisions to the Standing Rules to the 2007 Board (seated clockwise from left: Christy Copeman, Greg Phillips, John Straub, Jim Duncan, Ted Myrus, Tami Ibbetson, Michael Harris).

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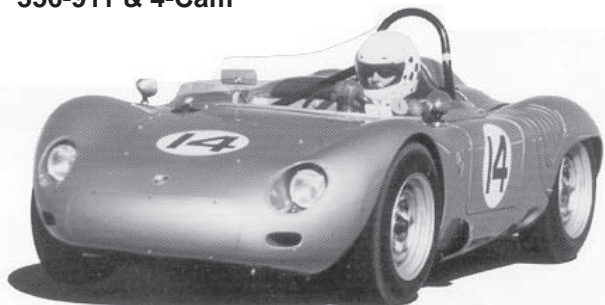
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# Dieter Vongehr

## 1935–2007

### *Friend, Leader, Mentor*

On November 4 our Porsche world lost one of its finest members, Dieter Vongehr. Dieter was a great supporter of the club, serving in many positions including Time Trial chair, Parade Tech Chair, and Region President. One of his proudest accomplishments was being part of the group that started the Zone 8 Competition Rules process at the 1973 Monterey Parade.



In 1957, Dieter immigrated to California and, after one day of job hunting, was employed at Century Motors in Alhambra. In 1958, after attending Porsche School, he landed a job at San Diego Motor Imports. There he met Ria, the charming daughter of another employee, who would soon become his wife. In March 1960, with \$800 in his pocket and some trepidation, he rented a shop in El Cajon, bought a few tools, and hung up his sign.

That one-car shop grew to a four-car and then to an even larger facility. In 1970, he moved to downtown. Three downtown locations later, he ended up at the present location, where he worked until his retirement in June 1998.

For forty-one years, Dieter provided San Diego with a level of workmanship that was as if they were all his own cars—his Porsche children.

If you ask those who knew him, you won't hear about what a great mechanic he was, for that is common knowledge. What you will hear about is what a wonderful man he was: How he always listened to you as if what you had to say really mattered. How every decision he made was a fair one, even if not the one you wanted to hear. How his unwavering integrity defined everything he did.

He was all these things to me, but, being 30-years his junior, some of my fondest memories are of his stories and laughter. Rolling the roadster at Riverside with the rollbar still on the shop floor. Or faking the inability to speak English to get out of a ticket in a 911R on the way back from Willow Springs. More classic stories than I could possibly fit in the pages of this magazine.

Don't worry, I won't leave you hanging. Just look in next month's issue for a compilation of Dieter stories from those who were lucky enough to call him their friend.

Guy Ober, who was Dieter's shop Foreman more than a decade before my tenure, sent me a note with this closing: *I guess God needed a great Porsche Mechanic; you can almost hear them running much smoother and faster now.*

Dieter, we all loved you, will never forget you, and will try to be more like you with every passing day.

—Steve Grosekemper



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# First-ever DE/TT school helps students move up



By JAD DUNCAN; PHOTOS BY GREG PHILLIPS

For years, San Diego Region has been discussing having a next-level driving school to complement the excellent Performance Driving School (PDS) that is put on twice yearly. Until this year, however, no one had ever taken on the task and actually made it happen.

The 2007 DE chairs, Chuck Sharp and Curt Yaws, decided to run with the ball. Somehow, they convinced (or tricked) me to help out. Keith Verlaque, being one of the CDIs, was a natural final member of the team.

## Planning a new event

After a few initial meetings, it became clear that this event would need good sponsors. Jae Lee of Mirage International and Mark Tyler from Victory Race Paints quickly came through and volunteered the sponsorship we needed, at which point we realized this event really would happen this year.

Our next big hurdle was to get enough instructors without burning them out with all the other events and the PDS, which would be only a couple of weeks after this event. Thanks to our sponsors, we knew we could afford to give each instructor a few free

meals, an event T-shirt, and an entry for a DE event, which is more than our instructors usually need to graciously volunteer their time and skills. As icing on the cake, Chris Pederson of Discount Tire very kindly agreed to offer a set of Kumho V710 tires as a door prize for one lucky instructor!

Free food and free tires proved to be incentive enough. We had enough instructors to assign one instructor per student, with a few left over to run the event. Thank you again to our sponsors and instructors.

At this stage we had just a few miscellaneous items left to address: a curriculum, defining the exercises, breakfast, lunch, dinner, finding a location, drinks, insurance, corner workers, porta-potties, ice, equipment, chairs, a projector, a schedule, applications, a presentation—you get the



Event organizers Chuck Sharp, Jad Duncan, and Keith Verlaque enjoy a break at the trailer. The fourth creator, Curt Yaws, was unable to attend.



idea! Since this was the first time San Diego Region had put on this type of event, everything had to be done from scratch.

After a lot of meetings, e-mails and phone calls, things began coming together. The school sold out quickly, dispelling concerns that we might put on a big party and no one would come. Looking at the student and instructor lists, it became clear that this would be a very family-oriented event. Nearly half of the students were related either to one another or to an instructor. Also, nearly half were female, which is far from our normal DE/TT demographics.



Nikko's Cantina provided a Mexican barbecue to kick off the chalk talk.

### Saturday chalk talk

The school started at Mirage International's new location off of Miramar Rd. with a chalk talk from 5 to 8 p.m. on Saturday. Nick Mellos of Nikko's Cantina provided an excellent barbecued Mexican meal.

Keith, Chuck, and I gave a PowerPoint presentation covering various aspects of the school, including how to advance from autocrossing to continuous-lapping events. Unfortunately, Curt was out of the country on business and was not able to help during the school, although he was a key person in getting it put together.

The chalk talk was finished



Students practice their side-to-side tango..

by 8 p.m., so everyone was able to go home and get ready to be at the track at 7 o'clock the next morning for the exercises and DE. Fortunately, the change from Daylight Saving Time gave us an extra hour to sleep.

### Sunday at the stadium

Sunday the track went hot at 9 a.m. We began with a train exercise, in which the group of cars simply drove slowly around the track, learning it, getting comfortable following other cars, and experiencing the accordion or slinky effect in corners.

Next was an exercise where the cars drove the track in a side-by-side formation, again getting comfortable being around other cars while going slowly and experiencing being off-line in the corners. If this situation ever occurs during a track event, the drivers will already have experienced it.

The final exercise involved a slow-speed DE in which passing and being passed were the goals. The lead car was to get to the back by allowing the other cars to pass up to the front.

The morning ended with the instructors taking their students out in the instructors' cars and driving a normal DE ses-

sion.

After a quick lunch, the afternoon was spent with both the instructors and students doing a regular DE. Students got about two hours of seat time during the day, and the instructors got about an hour.

### Taking stock

By the end of the day, everyone was very tired, but initial comments from both students and instructors has been very positive. As this was the first in what might be an annual event, we need feedback on what worked and what could be improved on, as well as an indication of who would be interested in taking this class next year. Please send your comments to [DE@PCASDR.ORG](mailto:DE@PCASDR.ORG) so we can decide if this should be an annual, semi-annual, or a one-time event.

Thanks to all who participated. We hope to see a lot of these students at our DEs and Time Trials next year.



Keith Verlaque shags cones. (Note to Keith: Some words have different meanings over here in the Colonies.)





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BY HAROLD JAMES CLEWORTH

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# December 1997— 10 years ago

By TOM BROWN

I started out looking for a cover with a Christmas theme, but when I opened this issue, I knew it was the one for this month.

During this period of the club's history, the *Windblown Witness* had a regular column about a featured advertiser each month. The advertisers would be interviewed, giving them a chance to tell the readers who they were, how they got started with Porsches, or why they were advertising with us, along with any other tidbits of knowledge that might help bring us closer to the businesses that support our club and keep our Porsches pretty and running correctly.

In the December 1997 issue, the featured advertiser was Dieter's Porsche Service. Sadly, Dieter Vongehr passed away in November. An active, long-time member and a great supporter of the club, he will be missed by many. See Steve Grosekemper's tribute to him on page 15 of this issue, and look for a longer article about him next month.

The cover photo is from a club trip to Laguna Seca to watch FIA and WSC cars practice and compete. Thirteen club members enjoyed seeing the factory team with 911 GT1s compete that weekend. Paul Young commented that,

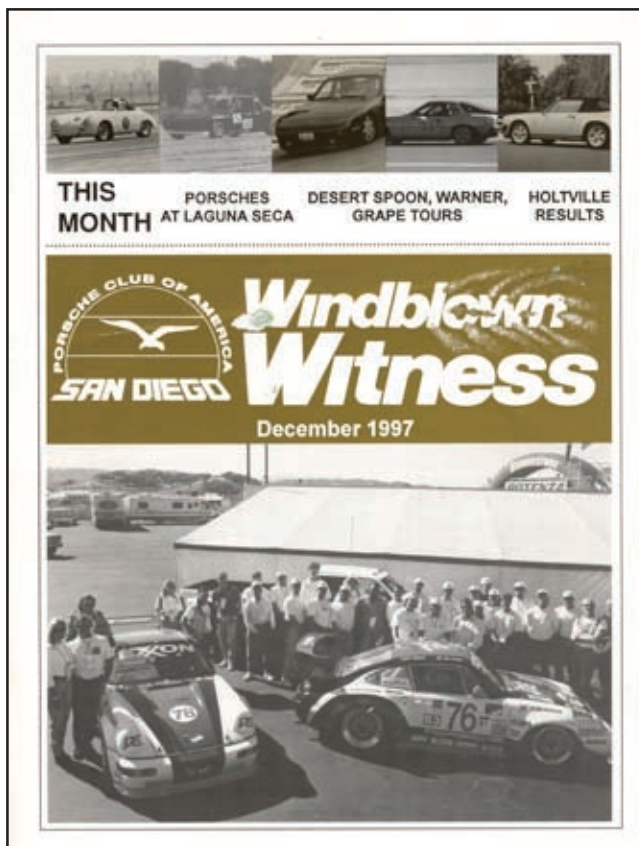
while he'd really rather be driving, if he couldn't do that, this was sure a great way to burn up film for his camera!

Also in this issue is the report on the final Tour a la Grape. This was an annual tour up to wine country run by George McClelland of the Orange Coast

Region, which had grown quite famous over the years. This long-weekend event started in Cambria and from there made it all the way to Fort Bragg in Mendicino County. Sounds like it was a great mix of Porsche roads, fine restaurants, tasty wine, and club camaraderie, which must be what made it such a famous event. Alas, all good things must come to an end. We've hosted the occasional tour up that way. Is it time for another?

Finally, we wrapped up 1997 preparing for our region's 40th Anniversary. It all sounds very familiar, as we are now headed into our 50th.

On December 26, when the Christmas hubbub has died down a little, be sure to raise your glass and say "Happy 50th" to the region. I'll see you at the Hotel Del for what is sure to be a fantastic party.





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# Historic racers return to Coronado



TEXT AND PHOTOS BY GREG PHILLIPS

**I**t is hard to believe that this was the 10th year for the Coronado Speed Festival vintage races, but I have my inaugural event T-shirt to prove it. The event has improved each year. This year, the Porsche hospitality tent was staffed with many more volunteers, and a large lunch was served to members on Sunday. It became a focal point for the Porsche contingent in the Meguiar's Car Corral.

I had skipped the Friday practice sessions, but I was up early. I headed in with my Corral pass and parked near the hospitality tent just as the Saturday practice sessions were starting. After a breakfast snack at the tent, it was time for a quick tour.

## **A multi-ring circus**

I usually think of vintage races as three-ring circuses with races

on the track, the paddock with all the vintage race cars, and the vendor village. But at Coronado there is also a military component. The Speed Festival is part of the Navy's Fleet Week, and it includes static displays of aircraft, military flyovers and demonstrations, and tours of both aircraft and a Navy ship. In addition, this year the Chrysler SRT group was giving rides on an autocross course in their SRT vehicles, and there were exhibits on hybrid, flex-fuel, and fuel-cell technologies.

I started with a tour of the pits. Although local members Kevin & Dennis Adair were providing guided tours, I cruised through the pits on my schedule. It is quite a treat to have so many wonderful cars on display, often with their owners available to fill in history or answer questions. The pits range from teams with multiple

transporters and large crews supporting several cars to open trailers with the driver and friends or family for crew and support. Club members driving included John Straub's 914-6 GT with crew including Skip & Leslie Shirley and wife Monique, Kaid Marouf's Alfa Romeo SZ, and Don Anderson's Bobsy-Porsche with crew including Bob Gagnon.

Favorites for me included the Porsche 904/6 and the RSR Porsches, Birdcage Maseratis, an early Hudson Hornet, Porsche RS-61, an Iso Grifo Bizzarini, lots of Shelby Cobras and Mustangs, as well as the Ford GT40s. And then there was the entire Group 9 Trans-Am cars with Camaros, Mustangs, Javelins, Cougars, Cuda and Challengers in the 5-liter class and the BMW 2002 tii and Alfa Romeo GTVs in the under-2-liter class.



## Practice sessions

Saturday's schedule had each of the nine run groups practicing in the morning and then having a qualifying race in the afternoon. Group 5 (1962–1970 Production Sports Cars under 2000cc) was running on the track as I left the pits and entered the track to take pictures. John Straub was driving one of the several 914/6 GTs running with the predominant Ginettas and Lotuses (Loti?) in his run group. But there were also several other interesting racers, including a Ford Escort, Datsun 2000 roadster, Morgan 4/4, and assorted Alfas and Elvas.

The morning went quickly as Group 6 (1962–1966 Production Sports Cars) followed. Although mostly Shelby Cobras and Mustang GT 350s, it was spiced up with the Corvettes, Sunbeam Tiger, Jaguar XK-E, and the Iso Grifo.



Dennis (left) and Kevin Adair in Bobsy-Porsche paddock.

Group 7 (1962–1965 Sports Racing Cars) was a very eclectic group as the early '60s generated a variety of sports racers. Besides the usual Lotus 23 and Elvas were the Bobsy's with both Porsche and Corvair powerplants, a Cheetah, Genie, Dailu, LeGrand, and a

Forsgrini—with engines ranging from 1.6 to 6.3 liters! Group 8 (1966–1972 Can-Am & FIA Sports Cars) also reflected the vitality of racing in the '60s with McLaren and Lola along with the Porsche RSRs of the early '70s, as well as the Chevron, BMW 3.5 CSL, and a Sparling-Ferrari Special from 1971. This class also had a large disparity in engines from the 2-liter four-cylinders to a 3-liter Ferrari V12 and then a 8.2-liter aluminum Chevy V8.

The final group for the morning was group 9 (1966–1972 Historic Trans-Am Cars). Here at least there were only the 5-liter pony cars and the 2-liter BMW and Alfa racers, but still a lot of variety in the pony cars. Besides the usual Mustangs and Camaros were a Ford Falcon, Mercury Cougar, AMC Javelin, Dodge Challenger, and Plymouth Barracuda.

The counterpoint between the booming 5-liter V8s and the snarling 2-liter four-cylinders made for a great sound as they circled the track.

## Cunningham BMW's lunch

Lunch was kindly served for



Dave Gardner gets his just dessert (a cookie) at the Saturday lunch provided by Cunningham BMW.

members of the local BMW and Porsche clubs at the Cunningham BMW trailer, and several SDR members were in attendance. The lunch activities also included a flyover in honor of Rug Cunningham, who passed away this past February. Lunchtime was a good break to get off my feet, but it was soon time for the afternoon races.

## Saturday qualifying races

Group 1 (Pre-1941 Sports & Racing Cars) were the pre-war racers with the oldest cars, including the 1916 National, 1920 Bugatti, 1924 Ford T Special, and 1929 Lagonda, along with several 1930s Alfas and MGs. The National also included a riding mechanic to enjoy the ride along with the driver. Group 2 (1947–1955 Sports & Racing Cars) was up next and included more recognizable cars such as the Porsche 356, C- & D-type Jaguars, Mercedes-Benz 190 SL, Austin-Healey 100, and MG-TD driven by Karim Marouf, along with the less common Allards, Crosley, Siata, Cooper, LeGrand (600cc), Berkeley (692cc), Fiat Abarth (892cc), and the Hudson Hornet. The size disparity between the Hudson and the Fiat Abarth was quite impressive as they came through the corners!



Group 3 (1955–1960 Sports Racing Cars) also had a variety of racers with the relatively common Lotus 11, Elva, and Lola to the uncommon Ferrari 250 Testarossa, Maserati, Aston Martin, and Porsche RS-61 to the one-off Echidna, Townsend Typhoon, Hustler, and Devin Specials, and finally the 1959 Byers Volvo special.

Group 4 (1956–1962 Production Sports Cars) was a roundup of the usual suspects of sports cars of the late '50s, with Corvette, Porsche 356, and Carrera GT, Aston Martin, MGA, Triumph Spitfire, Austin Healey 3000 (and Sprite), Morgan 4/4, an Alfa Romeo SZ of Kaid Marouf, and even a 1957 Thunderbird. Kaid unfortunately had trouble getting restarted on the grid and ended up finishing a couple of laps down to the winning 1958 356 Speedster of Leonard Turnbeaugh.

John Straub and Group 5 were next on the grid and then headed out for their race. The Ginetta G-4 of Jeff Kline was the winner, with John finishing 21st. The top-finishing Porsche was Pat Costin's 1966 911 in ninth, ahead of Eddie Arrow-smith's 914/6 GT and Fred Della Noce's 904. Track cars are usually low to the ground, but Jeff Kline's Ginetta made the other cars look like off-road vehicles.

Group 6 had the Shelby Cobras out in front, with Fred Galloway of San Diego beating Jim Click of Phoenix. Group 7 included Don Anderson's Bobsy-Porsche, but he had a suspension failure on lap 10, which ended not only his race but also the rest of the weekend, as it was unable to be repaired. Michael Malone's Elva Mk8S was first, ahead of Joel Matta's Lotus

23B. Starr Cooke's Bobsy-Corvair SR3 ended up in seventh place.

Group 8 was an interesting race as the Sparling-Ferrari Special of John Goodman beat both the Lola T212 of Phillipe Reyns and the Can-Am McLaren M8E of Jules Moritz, Jr. Rob Walton's 1974 Porsche RSR ended up in sixth place. The Group 9 Trans-Am race went to the Boss 302 Mustang of John McClintock ahead of the 1972 Javelin of Jim Hague and the 1970 Barracuda of Andy Boone. That ended the first day of racing.



San Diego Region's hospitality tent was a popular gathering spot in the Car Corral.

### Back on Sunday

Sunday was another beautiful sunny day that started out again at the Porsche Corral. I had brought my 968 on Saturday. Sunday I brought the red 928 track car.

The SDR hospitality tent was open and running from the start of the day, and a quick breakfast snack was greatly appreciated along with liquid refreshments throughout the day. Hoehn Porsche had also brought a cabriolet for the Hospitality area, along with a Carrera GT and a MIS 911 for display. Mike Gagen's green-and-white track 911 and

Mark Kinniger's blue 911 track-car were also on display. The hospitality tent was also handing out copies of the PCA's *Panorama* and the *Windblown Witness*.

After the hospitality tent, I photographed the morning qualifying sessions. By 10:00 a.m. the Group 5 cars were heading from the pre-grid onto the track. With the morning light from the east, I was able to get some nice pictures of the cars at turns 5, 6 and 7. [See track map on page 30. —Ed.] The rest of the morning's qualifying went quickly as I snapped away with my camera, and it was soon at the lunch break.

Lunch on Sunday was provided at SDR's hospitality tent, and there was a lot of activity as members enjoyed the food and camaraderie of other Porsche owners. It was also an opportunity to walk through the Porsche Corral and see the other Porsches in attendance, and then expand your horizons to see what was in the rest of the Corral. Ferraris and Lam-

borghinis, Vipers, muscle cars, Shelby Cobras, BMW and Minis, Mercedes-Benz, and Corvettes were interspersed with Lotus, Austin-Healey, and other British marques. The Nissan and Datsun Z-cars were sharing space with Hondas and Mazda Miatas. In one corner of the Corral, the Dyno Shop was having dyno runs, and dragsters were on exhibit in another area.

### The races are on

After the lunch activities it was time for the afternoon races. Group 1 ended up with Peter Giddings first in a 1935 Alfa-Romeo



Fred Della Noce in the 904 GTS leads Alan Frick's Alfa GTA through turn 11.

8C-35, followed by Jon Shirley's 1934 Alfa Romeo Tipo B and John Kerr's 1932 Ford-Miller.

Group 2 had Terry Larson in a 1952 Jaguar C-Type, followed by Karim Marouf's 1951 MG-TD and then Bruce S. Lustman's 1956 Jaguar D-Type. Group 3 was a Lola sandwiched between 2 Lotuses, with the Orosco brothers taking the top 2 spots. First was Donald Orosco's 1958 Lotus 15, then Patrick Orosco's 1959 Lola Mark I and Richard Goldsmith's 1958 Lotus Eleven. The winner's average speed was 72.5 mph.

Group 4 was one of the more interesting races. The 356 Speedster was on the pole and got away well, but the Corvettes' horsepower gave them an advantage on the rolling start. They pulled to the front with Bob Paterson leading Ron Cressey's Corvette and Leonard Turnbeaugh's 356 on the first lap. Kaid Marouf's Alfa Romeo SZ was back in fourth in the early laps, but over the next few laps, the Corvettes' horsepower advantage led to their drum brakes fading. The Porsche and Alfa passed the Corvettes and moved to the lead. The race ended with the Porsche in first at an average speed of 71.6

mph, ahead of Kaid's Alfa Romeo and then the Corvettes of Ron Cressey and Bob Paterson, with race organizer Steve Earle in fifth with another Corvette.

Group 5 had the Ginetta G4 of 5 Jeff Kline beating Mark Leonard's 1965 Lotus 26R and John Weinberger's 1963 Ginetta G4R with an average speed of 75.5 mph. Fred Della Noce's 904 was seventh and John Straub's 914-6 GT was 18th. (See John's race report on the following pages.)

Group 6 was a reverse of Saturday's standings, with Jim Click in

a 1965 Cobra beating Fred Gallo-way's 1963 Cobra and James Lustman's 1963 Cobra at an average speed of 77 mph.

Group 7's race had Al Nowocinski in a 1965 LeGrand MK4B beating Michael Malone's 1966 Elva and Joel Matta's 1963 Lotus 23B at an average speed of 77.8 mph. In Group 8 it was later technology and aerodynamics beating horsepower as the Dave Vegher 1971 Chevron B19 (2890cc) beat Henry Schmitt's 1974 BMW 3.5 CSL (3495cc) and Tom Byrnes' 1978 Lola T298 (2000cc) at 82.1 mph. The V8 Can-Am cars with 6-8 liters were all farther back, but sounded great coming down the front straight.

The last race of the day was the Trans-Am Group 9. The 5-liter cars were on top with John McClintock's 1969 Boss 302 ahead of Jim Hague's 1972 Javelin and Ken Epsman's 1970 Dodge Challenger at 76 mph. The top 2-liter car was Jon Norman's 1971 Alfa Romeo GTV in ninth place.

At the end of the day it was another great weekend of vintage racing for the Coronado Speed Festival at North Island NAS. Plan to attend in early October 2008. You won't be disappointed.



Leonard Turnbeaugh in his Speedster had enough brakes to outlast his big-displacement competitors in Sunday's race.





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# Coronado Historics from the driver's seat



BY JOHN STRAUB; PHOTOS BY GREG PHILLIPS

It's called the Coronado Speed Festival, and this was the tenth year that vintage race-car enthusiasts gathered to celebrate the tradition of exercising these beautiful cars of the past. It was also my second year to run in the event, but that part of the story will come later.

You may think the only reason to drive in this event is to get to race your car. Sure, that's part of it, but not the only or even the most important reason. The San Diego Fleet Week Foundation and the Coronado Speed Festival are proud partners with the Navy Region Southwest's Morale Welfare and Recreation (MWR) organization, whose goal is to provide "quality of life" programs for our active duty men and women and their families. A significant portion of the revenue from the event helps to support these programs.

This year, for the first time, ac-

tive duty personnel were able to attend free. This is all done to say "thank you" for their service to our country. So as a race entrant, a Car-Club-Corral entrant, or just a general spectator, if you were there, you were helping!

## A bittersweet weekend

This year was kind of bittersweet for me. Let me explain.

The first vintage race I attended as a spectator was the 1977 Monterey Historics. It was at that point that I fell in love with the sport—the sights, the sounds and smells of the cars. They were the cars I grew up watching at tracks such as Riverside. Later I ran numerous vintage events in the mid-to-late eighties as a participant. Some of these events were at that same track, Riverside Raceway, along with others such as Sears Point, Willow Springs, and Palm Springs.

I stopped running throughout

the nineties. Sure, I would still attend Monterey and Coronado, but only to watch. Each year at Coronado, I would go by Rug Cunningham's pits to say hi to an old friend. If you have read my monthly articles on our region's history, I've talked about how Rug and I would take our 356 Porsches to Holtville and run against each other in the early seventies. So when I would see him at Coronado, we would laugh and tell stories about those old days.

Rug always ended our meetings with, "When are you going to get that car out of your garage and bring it out?" Finally, with his encouragement, I did that last year ... and did I have fun! I remember him telling me, with a smile on his face, "If we're in the same run group, you can't pass me!" However, he didn't drive last year. I don't think he was feeling quite up to it.

With Rug's untimely passing early this year, this event was going to be the first one at which I would not see him. Yes, it was fun to drive, but I did miss him, as I'm sure many others did. There was a special tribute to him, with three of his BMWs taking a slow lap on the track. So now you can understand the word "bittersweet." It was with Rug's encouragement that I'm out there doing this again.

### Settling in

My weekend started off with registration and pit setup on Thursday. Dean Spooner, a long-time club member, had brought a "Toy Hauler" to use as our pit hang out, and thank goodness we had it. The wind blew fairly hard on Thursday, Friday, and Saturday. This gave Monique and me, as well as our crew, Skip and Leslie Shirley, a place to hide.

People would come by and say, "Is the car ready?" Yep, it was ready. It always is. Was I ready? I wasn't sure.

Last year I ran in the class with Cobras, GT350s, and Corvettes. They would blow by me on the straights, and I would get to race in the corners. This year I had been moved to a different class, "small bore sports cars," so I was not quite sure what to expect. Friday would be the day to find out.

Friday morning it was off to check out the club's Car Corral area, as I was the chairman for our committee. Tables missing, chairs missing, too many sides on the Hospitality Tent. After just a cell-phone call to Margi Knight, she was going to handle it.

Next up, was to get the car teched. That was easy. Then off to say hi to SDR's other Porsche drivers, Don Anderson, Gerry Layer, Kaid Marouf, and Jon Wactor.

I also got to check out a couple

of other 914/6 GTs that were there along with mine. Edie Arrow-smith brought new car, which I remember from the seventies, when a fellow named Harold Von K had a turbo in it. Ranson Webster had a car that I hadn't seen in a long time. I remember it had been restored by Roy Waultzer on the East Coast. It was built by the factory to hold an eight cylinder, and can run 9" wheels on the front and 11" on the rear. When you look at his car and mine, they look the same until you put them side by side. Then you see how much wider his fender flairs are. Edie's car runs 7" and 8" wheels as I do; our two cars are pretty much the same. This was going to be fun.

We were then off to the drivers' meeting with Steve Earle. It was short and to the point: Have fun, drive smart, and be safe.

### Friday

In our Friday afternoon warm-up, I saw what I was in for. Group 5 had six Ginettas—very fast, purpose-built little race cars. As a matter of fact, when a Ginetta was in front of my GT, I felt like I was driving a Mack truck. Also five Lotus 26Rs—very fast. Three Elva Couriers, several Alfa GTAs, two 911s, and one 904/6, along with the other 914/6 GTs. Like I said, this was going to be fun.

What I was soon to find out, however, was that these guys are aggressive—way more than the Cobras, Vettes and GT350s. Was it fun? Oh, yeah!

That evening, all the racers and their crews were invited to

the Vice Admiral's house for a barbeque. This party sets the tone for the weekend.

Saturday morning Monique and I went over to SDR's Car Corral tent for a few minutes to see how things were going and offer any help we could. Then we were off to the pits to get ready for the Saturday morning practice. The car was warmed up, then off to the pre-grid.

As the session started, it was pretty evident that the Ginettas and the Lotus 26Rs were the class of the field, along with the 904/6. I've got to say, I don't think I have ever seen anyone drive a 904 like that. He would drift that car through a corner, then put the nose into some really tight spots. The car was also absolutely beautiful. The session ended with a Ginetta spinning and, I think, Jon Wactor spinning his Porsche. This session set the grid for the afternoon race.

### One lap around the track

Before I get to that race, I'll give you a course description. As you leave the pre-grid you enter pit row and then onto the start/finish straight. This straight is where most of the passing is done. I would get into fifth gear at about the starter's stand and then prepare to brake for turn 1. You take

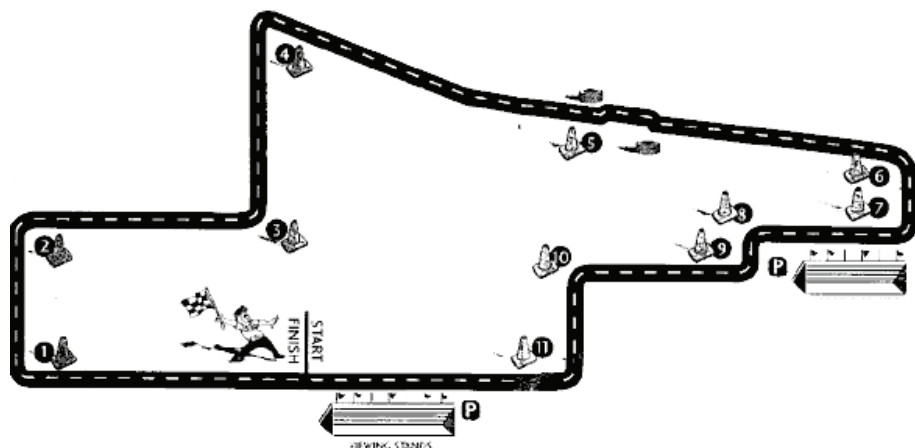


Monique helps John bleed the brakes before race time.

this first turn as turn 1 and turn 2, both right-hand corners; they really form a double-apex corner. You can carry a lot of speed into this corner with trail braking; I would take it in third gear.

Next is a short straight heading into turn 3. There's not a lot of passing there, because you want to set up for the next straight. Turn 3 was again a third-gear, 90-degree turn to the left. This brought you onto a short straight that, if you had the power, you could get by and out-brake another car into turn 4, a more-than-90-degree right-hand corner. The trick here was that you had to make a clean pass before the corner as there are K-rails on both sides. That means no run off or margin for error. This was a second- or third-gear corner for me, depending on traffic.

Exiting turn 4 brought you onto the back straight—fourth gear and a good place to pass. However, at the end of the straight is turn 5, which is a one-car-at-a-time tire-wall chicane. This turn is a left and then a right—third gear for me.



Leaving the chicane you head down to turns 6 and 7. This is a right, late-apex corner, which was second gear and the slowest part of the track. A short straight leads to turns 8 and 9, a left and then a right. This straight is really

too short to pass on—again, second or third for me, depending on traffic. It is important to take these two corners smoothly because the next straight is a short passing straight, which takes you down to a third-gear (for me), 90-degree left-hand corner, turn 10.

Turn 10 is a critical corner. It's a late-apex corner that sets you up for turn 11, the right-hand corner that leads onto the start/finish straight where, as I said earlier, most of the passing is done. So there you have it—a lap of the track.

### Saturday

Before our Saturday afternoon race, Monique and I went over to the club's hospitality tent to see how everything was going. It was working without a hitch, and everyone was wearing a smile. On the way back to our pit, we noticed club member Don Anderson's Bobsy Porsche being brought in on a hook. Apparently a spherical rod end on the lower-left A-arm broke, and the resultant damage ground off the corner of the A-arm, leaving the car undrivable

for the rest of the weekend. The good part was that the rest of the car was undamaged. This happened in turn 2—as I said before, a very fast corner.

Next up was the Saturday af-

ternoon race. I had turned nine practice laps that morning, qualifying 24th out of 28. The race was 20 minutes in duration, and the length for the leaders was 21.84 miles. I got in 12 laps and finished 21st. The only thing that seemed eventful during the race was the 904/6 spinning in front of me coming out of turns 6 and 7.

Back in the pits after the race, I learned that Jon Wactor was having some trouble with his Porsche, as he also had spun. Before we left the track that evening, we went over to recheck the hospitality tent. Tami Ibbetson was holding down the fort with the wind howling. We helped her pack up, then off we went.

### Sunday

Sunday morning was clear with (finally) no wind. We went to the club tent to check in and grab a cup of coffee, then off to the pits to bleed the brakes—one of Monique's favorite things to do—on the GT for Sunday's warm-up session. The car was working fine with no problems, so Skip and I just checked it over, and off I went. I ran 12 laps in the warm-up and qualified 20th out of 24 for the afternoon race. I seemed to be running fairly close to three Alfa GTAs and an Elva Courier. It was going to be an interesting afternoon race.

Soon it was time to head to the pre-grid. Ranson Webster in his GT had qualified 10th, and Edie Arrowsmith in her GT was 11th. Jon Wactor was in 16th, and Ed Matsuishi in his white '65 911 was 17th.

### The race is on

As the race started, one of the Alfas, along with an Elva, dove inside of me going into turn 1. For the rest of that lap it became a string of cars with everyone just trying to sort everything out.

The next time down the start/



finish straight, I was able to put a pass on one of the Alfas and then hold that position through turns 1 and 2. I was then off to chase one of the other Alfas. I was going to try for a pass from turn 3 to 4, but ran out of room, so I just backed off and then made the pass on the back straight before the chicane.

For the next three or four laps I just tried to make up time on the Elva, but we seemed to be fairly evenly matched. I could gain a little, then lose a little, depending what part of the track we were on. It seemed at this point we were about halfway into this race.

As I exited turn 4, I noticed the corner workers waving the yellow flags. Something was going on at the end of the back straight at the chicane. As I approached the chicane, I noticed one of the Ginettas off in the infield. I also saw Ed Matsuishi's white 911 with skid marks straight into the tire wall. Next to him, just inches away, sat Jon Wactor, sideways next to the tires.

As I passed through the chicane I thought, "Well, those guys are out." It looked as though both of them had hit, either each other or at least the tires. I found out later that they were just inches away from the tires and had made no contact with one another.

Now here is the funny thing: At that point, I knew that if they had hit, they would be black-flagged, so I just went on trying to catch the Elva. A few more laps passed, then, coming up slowly in my mirror, I saw a white 911. I'm thinking, "What's he doing out here? And how did he catch up so fast?" What I didn't know was that he had come into the pit lane because of the spin, and had been let back onto the track not too far behind me. He was down two laps.

### All winners

As the race ended, I was able to

## Workers made event possible

By JOHN STRAUB

As Chairman of the Vintage Race Committee, I would like to provide a little background on our event, and to thank the many SDR folks who helped make it so successful.

We started planning for this event months ago, even before the Porsche Parade in July. Our committee comprised Margi Knight, Tami Ibbetson, Bob McLaughlin, and Kaid Marouf. As we met over the months, we divided jobs and tossed around ideas to make this a fun event for everyone in the club.

Our first task was to decide on our Hospitality Tent—the size and location, plus all the "little stuff": food for Saturday and Sunday, lunch on Sunday, tables and chairs, Corral Passes for the members, ice and coolers, hanging banners, flags and flagpoles, membership applications, information to the rest of Zone 8, newsletters to give out, coordination with Fleet Week for Porsche parking, tickets for the Cunningham BMW lunch, and coordinating with our sponsor, Hoehn Porsche. Throughout, we were constantly keeping an eye on our budget and our workers. So I would first like to extend a huge thank you to our committee.

Not to be forgotten are all our workers: Joe Hoffmann, Chuck Sharp, Christy Copeman, Martha McGowan, Dick Hofland, Katina Gonzalez, Mark Rondeau, Angela Avitt, Perry and Linda Shipman, Kathy Alnwick, Goodie Store Chairs Michael and Linda Thompson and Kent and Gloria Lewis, and Tom Brown, who coordinated the club's Saturday-night dinner in Old Town. As you can see, this event required a lot of dedicated Porsche Club members. Thanks to you all.

Believe it or not, we sent out close to 300 Car Corral passes and 100 tickets for Cunningham BMW's lunch. Another large thank you to Gina Cunningham and Cunningham BMW in El Cajon for their support of our club.

This was without a doubt the largest San Diego Region event this year, aside from Parade. Thank you all for coming out and enjoying it. We hope to see you all again next year. We have already started planning.



finish in 18th out of 26. I was happy—big smiles and, after about 60 fast laps for the weekend, no dents!

Overall, San Diego Region members fared well. Kaid Marouf finished second in his Alfa SZ, Gerry Layer was ninth in his '57 356 coupe, and Jon Wactor placed nineteenth in his GT. Don Anderson was unable to start in his Bobsy Porsche because of the suspension problem.

In the evening we went off to the USS Ronald Reagan for the

awards dinner. In Steve Earle's events, awards are handed out not on how you finish but on how you drove. Win or not, we are all winners, just to be able to do this for our servicemen and the spectators.

This is vintage racing at its best—the sights, the sounds, and the smells. The real ambiance of the whole weekend is to take these cars out, have fun, and run them hard for people to see and enjoy.





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## Statement of Ownership, Management, and Circulation

1. Publication Title <b>Windblown Witness</b>		2. Publication Number <b>3 6 1 - 7 9 0</b>		3. Filing Date <b>10-15-07</b>	
4. Issue Frequency <b>Monthly</b>		5. Number of Issues Published Annually <b>12</b>		6. Annual Subscription Price <b>\$36</b>	
7. Complete Mailing Address of Known Office of Publication (Not printer) (Street, city, county, state, and ZIP+4) <b>4423 Date Avenue, La Mesa, San Diego County, CA, USA 91941</b>				Contact Person <b>Greg Phillips</b> Telephone <b>619-429-7700</b>	
8. Complete Mailing Address of Headquarters or General Business Office of Publisher (Not printer) <b>707 Palm Avenue, Imperial Beach, CA 91932</b>					
9. Full Names and Complete Mailing Addresses of Publisher, Editor, and Managing Editor (Do not leave blank) Publisher (Name and complete mailing address) <b>PCA San Diego Region 4423 Date Avenue, La Mesa, San Diego County, CA, USA 91941</b> Editor (Name and complete mailing address) <b>Greg Phillips 707 Palm Avenue, Imperial Beach, CA 91932-1229</b> Managing Editor (Name and complete mailing address) <b>Royce-Ann Myrick</b>					
10. Owner (Do not leave blank. If the publication is owned by a corporation, give the name and address of the corporation immediately followed by the names and addresses of all stockholders owning or holding 1 percent or more of the total amount of stock. If not owned by a corporation, give the names and addresses of the individual owners. If owned by a partnership or other unincorporated firm, give its name and address, as well as those of each individual owner. If the publication is published by a nonprofit organization, give its name and address.)					
Full Name <b>Porsche Club of America- San Diego Region</b>		Complete Mailing Address <b>4423 Date Avenue, La Mesa, San Diego County, CA, USA 91941</b>			
11. Known Bondholders, Mortgagees, and Other Security Holders Owning or Holding 1 Percent or More of Total Amount of Bonds, Mortgages, or Other Securities. If none, check box <input checked="" type="checkbox"/> None					
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(See Instructions on Reverse)

13. Publication Title <b>Windblown Witness</b>		14. Issue Date for Circulation Data Below <b>October 2007</b>	
15. Extent and Nature of Circulation		Average No. Copies Each Issue During Preceding 12 Months	
a. Total Number of Copies (Net press run)		<b>1800</b>	
(1) Paid/Requested Outside-County Mail Subscriptions Stated on Form 3541 (Include advertiser's proof and exchange copies)		<b>200</b>	
(2) Paid In-County Subscriptions Stated on Form 3541 (Include advertiser's proof and exchange copies)		<b>1450</b>	
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(4) Other Classes Mailed Through the USPS		<b>0</b>	
c. Total Paid and/or Requested Circulation (Sum of 15b, (1), (2), (3), and (4))		<b>1650</b>	
d. Free Distribution by Mail (Samples, complement any, and other free)		<b>0</b>	
(1) Outside-County as Stated on Form 3541		<b>0</b>	
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(3) Other Classes Mailed Through the USPS		<b>0</b>	
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f. Total Free Distribution (Sum of 15d. and 15e.)		<b>150</b>	
g. Total Distribution (Sum of 15c. and 15f.)		<b>1800</b>	
h. Copies not Distributed		<b>0</b>	
i. Total (Sum of 15g. and h.)		<b>1800</b>	
j. Percent Paid and/or Requested Circulation (15c. divided by 15g. times 100)		<b>92%</b>	
16. Publication of Statement of Ownership <input type="checkbox"/> Publication required. Will be printed in the <b>December</b> issue of this publication. <input type="checkbox"/> Publication not required.		Date <b>10-15-07</b>	
17. Signature and Title of Editor, Publisher, Business Manager, or Owner <b>Greg Phillips</b> Editor			

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PS Form 3526, October 1999 (Reverse)

# October 13: The “AquaCross”

By KIM CROSSER; PHOTOS BY SEAN STEELE



**I**'m spinnin' in the rain, just spinnin' in the rain... was the unfortunate theme of the unlucky Zone 8 AquaCross (er, Autocross) on October 13, as we experienced our first rain-out in quite a while.

## **“The forecast is for...”**

As we set the track up, there was a fairly constant, but light, rain. We reassured each other that the forecast had been for some light rain early, but a dry afternoon. Well, we were kind-of correct, but the rain hung on into the early afternoon, forcing the Autocross Chairs to declare it a “rain out” event at the start of the second of the three run-group sessions.

Everyone who showed up and registered received five points toward their Zone 8 and SDR totals, while those who slept in got zero. Were the five points worth it? Probably not in the overall season scoring, but we did actually have fun running in the rain, and

the track was very fun—and very fast, once the rain finally quit and the track started drying out.

The day began with lots of questions: Would the rain actually stop? If we cancelled the event, could we get our money back from the stadium? Was this a non-event, a rain-out event, or should we proceed as a regular event?

Particularly since this was a Zone 8 event with a lot of attendees from outside of San Diego, the Autocross Chairs decided that we would proceed with the event, but if the rain didn't stop soon enough, then the event would be declared a rain-out, and everyone attending would simply receive five points.

After the briefings, with a little extra caution due to the wet track conditions, we started the usual run-group sessions and went out to explore how Porsches handle in the wet.

## **“Hard a-port, then hard a-starboard...”**

The map with this article looks quite different from the one distributed before the event. When the autocross crew arrived at the stadium, they found that the Goodyear Tour had parked their convoy of three semis (including a semi loaded with a half-dozen BMW Z4s) where it would interfere with the early turns (indicated on the map near the North-pointing arrow). That required a quick redesign of the track to move the swale crossing farther South, and then move some of the track layout in the northwest area to give plenty of room between the northbound and southbound track segments around F3 and F4.

From the start, the track made a 90-degree right, then a nearly-180-degree left that led downhill into a sharp, off-camber, 90-degree right. Anyone trying to carry



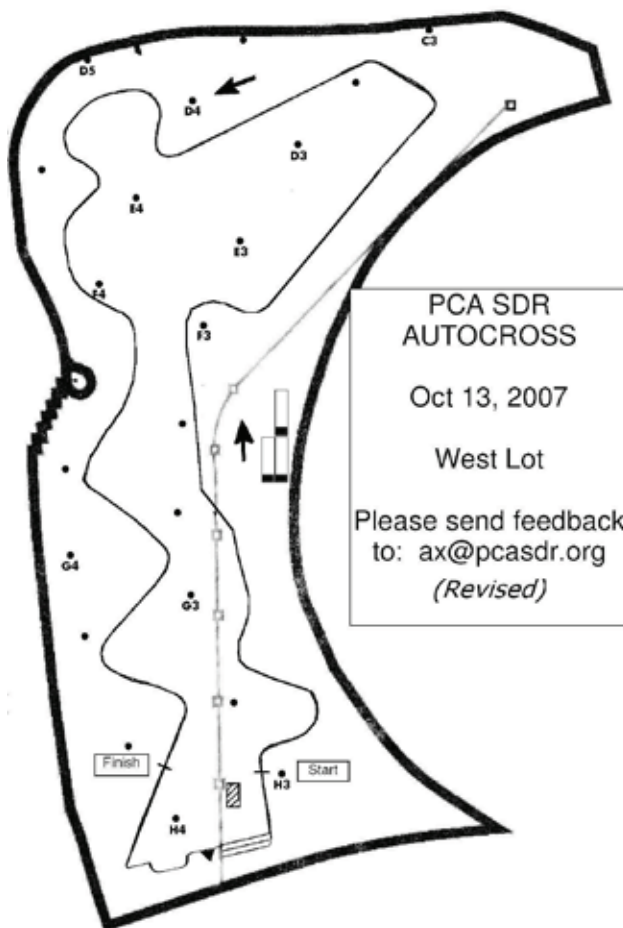
too much speed down that hill paid the penalty when they tried to make the right, as the downhill, off-camber turn encouraged cars to slide too far, especially when the track was very wet.

That right-hander was possibly the most important turn on the track, as it went into the longest straight on the track—possibly the crookedest “straight” we have ever had. But, since you could take it at full acceleration from start to finish, it was really a straight nonetheless.

Once you made the right-hander, there was a short sprint to a moderate left, and then another slight left turn to cross the swale, then a slight right turn after the swale into a long stretch with a little left kink near the end. As the track dried, my shift point from second to third moved from after the swale to before the swale, giving me a long, high-speed approach around that last kink into the sharp right at the end of the straight.

The right at the end was about 135-degrees, sending you back downhill around about a 60-degree left turn, again at full throttle and back into third gear shortly after rounding the kink. That took you down a straight segment into a wide U-turn at the end, with lots of room in the turn for those who wished to try different turning approaches. I found the best approach was to lift and rotate at about one-third of the way around the turn, which let me get back on full throttle well before the exit without drifting off the high side of the track during track out.

This sent you back downhill on a straight segment into what was



probably the trickiest turn for me. It was another downhill, slightly-off-camber, 90-degree right turn. When it was wet, it was really hard to get your braking done early enough to avoid plowing through the turn.

After making that right, there was a nice throttle-steering sweeper that carried you around almost 180 degrees to the left, then a sharp 90-degree to the right, another sharp 90-degree to

the left, and then the “pucker factor” really kicked in. You needed to “give up” the 90-degree right-hander a little bit in order to nail the 90-degree left, which led into a very fast (third-gear), downhill, off-camber sweeper, with a relatively sharp right-hander leading into the wide downhill run.

Early in the day, the wet track was very difficult to hold at speed, leading to some exciting spins. At the end of the day, on semi-dry pavement, this was a real test of how fast you could take the curve and still get set up to make the sharp 90-degree left at the end. Of course, if you tried to carry too much speed too long, swung a little wide so you couldn’t straighten a little, or decided a little late that you needed to lift before the turn, bad things

happened—at speed. This produced another good area for spin-watching.

The left turn at the end of the straight was a fun opportunity to practice using momentum and power-induced understeer to carry speed past the apex into the series of short straights and alternating right/left 90-degree turns into the finish. Trying to carry too much speed through



Morgan Trotter.



Dick Schroeder.

the last right-hander before the finish produced some nice spins, as well.

### Slippery when wet

The first run groups of the day encountered plenty of standing water in the swale, and the track was very wet and slippery. As the cars squeegeed and dried the track, some grip began to appear.

In the second run session, the track had just begun to dry out when a second spate of rain hit. Again, the track got very wet and slippery.

Then, just in case we didn't have enough water to deal with, a water tanker truck in the Good-year convoy decided to dump its load across the track, producing some spectacular sprays as the cars crossed the small river created by the tanker. After some quick (and heated?) discussions, the tanker quit dumping water and let us try to resume driving.

Finally, near the end of the second set of six run groups, the rains finally quit for good, and the track began to really dry out. The third set of run groups found a steadily drying track, and the times dropped dramatically.

In the first run group, I was only able to get to 1:20.80 across the very wet track, just trying to keep most of the wheels on the track. During the second run group, with a somewhat drier track, my times came down to 1:16.20. Then, on the last run group, with most of the track cool but dry, I was able to get down to a couple of low 1:14s and finally a 1:13.89 on the last lap.

"Lucky Dave" reports that his times improved by 12 seconds between the first session and the last. Mark Rondeau took off more than eight seconds, dropping from 1:22.58 in the first group to 1:14.27 in the last group.

### Fun and educational

The wet track produced a number of interesting learning experiences for the drivers who braved the (very light) rain. Several drivers were busy trying to find the wiper fuses they had previously removed, and Dick Schroeder had a little problem with his wipers trying to cross—unsuccessfully. After some emergency surgery on his wipers, he got one working and was ok to finish the day and drive home without incident.

Those of us with lower-horsepower cars got to experience power-on oversteer in places we never had before. It can be quite exciting to have your car start to go sideways on you when you accelerate briskly in a straight and the tail suddenly moves out!

Drivers with higher-horsepower cars had problems keeping them hooked up. One instructor commented on a student in a turbo who spun three times in one lap—on straights! Every time the student tried to accelerate, the car spun.

This was an excellent learning opportunity for drivers to experiment with grip, especially where the grip changed dramatically throughout the day. You had to learn to adapt rapidly to track stretches where the grip behavior was sometimes radically different than in the previous session.

James Wilson was running 1:27s in the earlier wet sessions, and then 1:17s in the later sessions with Hankook slick C70 compound tires—no spins, but "plenty of wheel spin and big sideways action."

Brian Harnish found consistent 1:23s in the wet (and "very sideways"). As the track began to dry, he got down in the 1:16–1:18s and still very sideways. In the third (nominally "timed") session, he found a couple of 1:15s and finished with a 1:14.6 ("only slightly



Linda Shipman.



sideways"). In the bonus session, he got down to 1:13.82 and 1:13.91. Brian's comments: "Hard to describe the fun of driving through the side windows! My car is naturally heavy on the oversteer in dry, so wet was crazy. *But* as fun an autocross as I have done in a while. To quote my wife, 'It was interesting to see you coming to the timing lights while I could see both headlight doors, the driver door, and tail light at the same time.'"



Erik Kinnering, who claimed TTOD.

### Who needs PSM?

It turns out that PSM does really help drivers in the rain. Tom Meissner experimented with his PSM and found out just how powerful that system really is.

"Having it completely recover the car by applying braking to only the right rear tire is extremely cool! PSM was shaving easily 10 seconds off my times in total wet conditions, and I was unable to spin the car. If you've got PSM, you really should try it next time we have wet conditions." (Personally, here's hoping we don't get to try it anytime soon!)

Tom was running 1:20s earlier, then dropped to 1:16s with one 1:15 and change. With the PSM off, Tom managed one of the "better" spins on the course, where he "found myself 20 feet from the timing lights, facing backwards, and not one cone down."

### OK, just showing off

Some of the drivers found their *métier* in the final laps.

Tawfik Benabdeljalil cranked out a 1:10.40 in the last session, while Sean Malloy ripped out a 1:13.52 ("Drove the rubber right off my rear tires. Chuck, Brian, and I were just tenths apart.")


Jad Duncan smoked his and Jim's new Cup Car from a 1:14 in the rain down to a 1:09.80, which "nearly" held up as TTOD—un-

to agree with the decision of the Autocross Chairs to call it off during the second session. Running this for points would have been unfair. Those who ran in the first few run groups in the third session would have been at a real disadvantage.

Even within the final six run groups, the track changed significantly from the first to the last run group. Drivers at the very end of the day could have been looking at as much as a second's difference in their times due to the increasing grip as the track dried.

Those of us who stayed for the whole day found it a fun and interesting learning experience—not to mention being exciting just trying to stay on track at speed in the wet.

While we all prefer a dry track, this really was a fun experience, and everyone seemed to enjoy the unique challenges presented by the rain (assisted by the Good-year tanker truck—just in case we weren't wet enough already).

(Thanks to Sean Steele for the term "AquaCross," which I happily appropriated for this article.) 

til Erik Kinnering did some extra runs on both Tom Comeau's RSA and the new Kinnering car, turning a 1:09.92 in the new Carrera and a 1:09.22 in the RSA with fresh 710s.

Herb Meeder started off in the wet at 1:19.22, but drove his passenger around the dry track later in 1:13.10. Driving on Toyos that were "scrubbed to near slicks in a car without LSD and a lot of unexplored power ... well, let's just say it wasn't my first choice for a test-and-tune day."

### Bonus points for survival

I had to leave for a formal fundraising affair (from autocross togs to "monkey suit" in an hour!), but most of the drivers stayed after the third run-session for a set of "bonus" runs, just for fun.

OK, as much as I wanted to run the events for points, I have



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# Road

# &



# Track

BY MARY CLARK  
PHOTOS BY LARRY CLARK

**T**here are two kinds of tours. On “destination” tours, the primary object is to get somewhere of interest. On back-road tours, driving on twisty rural roads is the end in itself.

I have always preferred destination tours, and I’ve wanted to take the Campo train trip for

a long time. So when Bill Marsh announced his tour to Campo, I just *had* to go. Larry hid his white knuckles and suggested that I drive the Boxster to get some seat time before the Performance Driving School in November. So off we went.

Although he organized the

event, Bill wasn’t on hand. He had scored tickets for the Chargers game, and they took precedence. (Personally, I’d seize almost any excuse to miss a football game, but everyone has different tastes.) Jan Mellinger welcomed us all at the start, and led the drivers meeting, assisted by Ralph Turner.

## New member, daughter enjoy rail tour

GABRIEL RAIA

Hi. My name is Gabriel, and I was invited to join with the most prestigious group of performance-car enthusiasts, the PSA-SDR, for a tour through the mountains to Campo Train Museum.

We started out with a cloudy, cool morning at Starbucks—too cool at this point to drop the top. All the members were very nice and accommodating to me and my 8-year-old daughter, Gabriela. She was very anxious to start the tour, so much that she was waiting by the car well before the safety and route brief was completed.

And let us not forget how all the members were so gracious and accommodating that they all voted for the “new guy”—that’s me—to write this article. Wasn’t that nice?

Once we got out of town and hit the highway, we were all grouped in a formation that would have made the Blue Angels proud. The trip started to accelerate in all forms when we hit the mountains with the curvy roads that which were made for Porsches of all models. At this point, the weather cleared and tops were down with clear visibility that provided spectacular mountainous scenery.

Arriving at the Train Depot, we all boarded an early-1900s-vintage train that took us on a 2.5-hour, 10-mph ride through the desert terrain. The weather was perfect. We all had a chance to converse and settle in for memorable ride.

On the way back to the depot we stopped at the

Here we met Gabriel Raia and his 8-year old daughter Gabriela, who were on their first SDR event. The crowd promptly badgered them to provide a write-up of the tour.

Jan suggested that the first part of the tour might be somewhat congested with Sunday morning traffic. She proposed an alternative, taking I-8 straight out to Alpine, and the drivers agreed.

### On the road

We took off, regrouping in Alpine at a Carl's Jr. as originally scheduled. By this time the clouds had broken up and the day was beautiful. After a brief break, we headed off, traveling south on Tavern Rd., which became Jap-  
atul. We continued south on Lyons Valley and Honey Springs, then east on SR 94 to Campo.

The roads were entertaining, and views were outstanding. We could hardly imagine that these same roads, just a week later, would be right in the heart of the Harris fire.

### Riding the rails

We arrived in Campo in time to buy train tickets, use the rest-

room, grab a cool drink, and watch the train arrive. Soon it was time to board. Some cars had seats, but others were virtually stripped. One had a non-authentic, but functional portapotty.

With an underwhelming burst of acceleration, the train began moving. Even when it got "up to speed," it traveled *very slowly*. A docent explained that these trains originally went much faster on this line, but the track condition forced them to slow.

Watching the scenery flow by was very relaxing. People in cars stopped at railroad crossings waved as we passed by. After a while, we stopped (in the middle of nowhere), then reversed direction to head back. During the return trip, we could stand in the front car with the wind blowing through the open window—



**ALL ABOARD.** Porsche pushers board the train for a scenic, nostalgic journey.

somewhat like the "king of the world" scene from *Titanic*.

### Museum pieces

Before reaching the train depot, we stopped at the railroad museum, a few hundred yards away. Most of us disembarked there, where we were treated to a close-up look at other old trains. I particularly enjoyed seeing a postal car, which had pigeonholes for sorting mail to Vegas, Phoenix, and San Diego.

Larry was impressed by a table-top display of HO and HO-N tracks. It was a multi-tiered layout with a mining and mountain

Train Museum, which housed more 1900s-vintage trains and specially equipped boxcars. We toured an Army boxcar equipped with its own bunks, stove, sink, and refrigerator. (Quite impressive, considering that these are from around the turn of the century.) I was intrigued by the businessman's boxcar, which came complete with a full dining room, study, bathrooms, and shower. That's traveling in style.


After the Train tour we went to a unique restaurant for lunch. Most ordered the fried fish dinner, which I was told was very



**Gabriel and Gabriela Raia**  
at the restart point in Alpine.

good. We enjoyed good conversations over lunch while in the background, the Chargers were kicking some Raider tails to top off the afternoon.

I want to extend a special thanks to Ziggy for the invitation and to the other members for making us feel welcome. We truly had a great time, both on and off the road. We are eager to join the next tour and to have an opportunity to get to better know all the members.

Also, let's not forget the special opportunity that I was given to write this story. 





theme, which had tracks for three independent trains to run. It was being offered for sale, and he was tempted. All the electronics were there; it just needed a lot

of dusting and cleaning, along with the cars to run. We decided we have no use nor room for it, but it looked like a fun project.

We didn't visit the back yard, but it appeared to be full of still more full-size railroad cars and artifacts.

#### And on to lunch

Some folks walked back to the

depot after touring the museum. We hitched a ride on a golf cart, which the museum provides. After regrouping, most of our crowd headed back up 94 to lunch at the Barrett Junction Café and Mercantile, which offered great barbecue and a family-style, all-you-can-eat fish fry.

This was a terrific event, combining the great drive of a back-road tour with the entertainment of a destination tour. Our

thanks to Bill Marsh and the rest of the Tour Team for organizing PCA-SDR's own edition of "road and track."



The depot's stationmaster rings up ticket and refreshment sales.

## Sunday, December 9

*A fun back-country tour ending with lunch, followed by a visit to **March Field Air Museum** to pay tribute to another form of "going fast" ... the one where the rubber doesn't meet the road!*



**8:30 a.m. -** Congregate at Albertson's, 2707 Via De La Valle, Del Mar, just east of I-5 exit. (There's a Starbucks inside.) 858-259-9303

**Drivers meeting 8:45, depart 9:00 sharp.** For more information contact Bill Marsh (619-881-7028), or Bill, Ralph, and Jan at TOURS@PCASDR.ORG.

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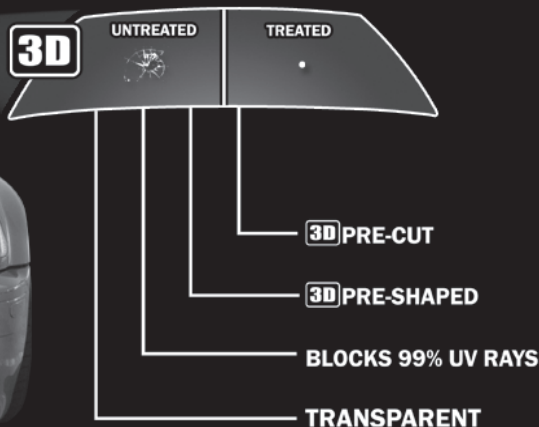
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# Modern Image demos windshield protection

BY GEORGE MANCUSO; PHOTOS BY LARRY CLARK

The October Tech Session took place at Modern Image, which specializes in vinyl car decals, car graphics, auto decals, vehicle graphics, and vehicle wraps. The focus of the session was a protective windshield skin manufactured by Pro-line.

The Proline Windshield Skin is a clear film. It absorbs the impact of standard road hazards and is designed to significantly reduce the occurrence of road chips, pitting, and bullseyes. The skin also features UV blocking, which helps to reduce the amount of heat in a vehicle and prolong interior life.

A demonstration was performed by center-punching a partially protected windshield sample. The protected portion suffered only a minor indentation, while the unprotected sample was noticeably damaged.

A number of interesting vehicles were at Modern Image, including a 911 outfitted for racing, a Ferrari Modena, and a GT3 RS. The 911 was fully decked out in decals, which was an impressive display of Modern Image's capabilities. The Modena was simply a Modena—red, big, powerful, and beautiful—but someone must also have a sense of humor. In addition to the Ferrari logo, it had a Ford emblem affixed

to the rear grill. The GT3 RS was black, trimmed with orange mirrors and wheels, a real knockout of a color scheme.

During the session, Modern Image workers installed a protective windshield skin on the GT3 RS. I was also impressed that the body of entire GT3 RS had previously been wrapped with a protective skin. This skin was invisible, other than some trimming that was still being performed under a rear wheel well.

Each window skin is custom fitted for the vehicle prior to installation. The skin comes with a backing that is removed prior to installation so that the adhesive can bond. The installation process consists of thoroughly cleaning the windshield and affixing the skin while still wet. The workers took great care to ensure that the windshield was clean and to remove any trapped air by a squeegee process. Once the skin is pressed down against the windshield, the adhesive sets up. After attachment the skin can also be removed.

The session had a good turnout. In addition to being informative, it provided a chance for PCA-SDR members to socialize.



Patrick Musante shows how Proline Windshield Skin makes a windshield virtually impenetrable.



Claudio Ramirez prepares the hermetically sealed GT3 for its Windshield Skin as Enrico Del Mar describes the process.



# Top Tier fuel: Is it worth the money?

BY KEN KOOP, YELLOWSTONE REGION

**O**n a recent club driving tour, I was surprised to learn of the confusion regarding gasoline used by our members. Most of the members that I had discussions with thought that all fuels were about the same. They even asked why I would pay four cents per gallon more for branded gas. Let's take a closer look at what makes fuels different.

To be able to answer these questions with more expertise and use indisputable facts in this article, I have done some research on the subject. I have spoken with several fuel engineers, the logistics departments, and the marketing and fuel research departments at both Shell and Chevron. I contacted both engine and emissions specialists at General Motors. I have also researched many Internet web sites for information on this particular subject. Now let it be known, I am not a fuel engineer, but I did stay at a Holiday Inn last night...just kidding.

First, let us get some of the questions that were being asked of me on the tour and during some private conversations (implying that I was not very smart for buying branded gas) out onto the table. I might add that these questions were asked by more than one person, which signaled to me that maybe a few other members may also be unaware of the quality of fuels they are buying. Let's take a look at all of these questions, and you can be the judge whether Shell or Chevron fuels are worth the extra cost for your car.

I will concentrate on only these two brands, since they are the major branded fuel companies in our area. Other brands may meet the Top Tier fuel requirements, but since I did not have the time to examine the practices or interview the engineers from the other companies, I will make no claims for them.

## Any questions?

Here are some of the most common questions and comments that were made.

**Q.** Shell and Chevron do not even have refineries in our area. So how can we possibly get their gas and representative additives at our stations?

**A.** Correct. Shell and Chevron do not have refineries in our area. Their fuels, along with generic gas (take 91 Octane for instance), all come out of the same "depots," which are located in Wyoming and Idaho (Pocatello for Chevron). As the fuel is being loaded onto the tanker truck, the Techron (for Chevron) and Shell's proprietary additive package (for Shell

V-Power) are injected into the fuel to give the ratio that Shell or Chevron requires. So the fuel you buy in Wyoming has the identical additive blend as the fuel that comes out of the Shell or Chevron refineries in California.

The non-branded fuels are also injected with their specified fuel additives as they are loaded onto the tanker trucks, although they may not necessarily meet the Top Tier Detergent Standards set by major car manufacturers. By the way, the injection of additives into the fuel as it is being loaded onto the tanker truck is a common industry practice across America.

**Q.** The fuel is delivered in no-name gas tanker trucks to the branded gas stations. The tankers then go from the branded station to the generic station to deliver fuel. Therefore, all stations must get the same type of fuel.

**A.** True. The fuel is delivered in tanker trucks that are not owned by Shell or Chevron. The tanker truck is owned by an independent contractor who is hired by Shell or Chevron or their branded marketers to deliver their fuels. Each tanker truck (which looks like one large tank) actually has two to four smaller tank compartments inside. Each tank can be loaded with a different fuel. A fully loaded tanker truck in our area holds 11,000 gallons of fuel in five or six separate tanks (because of the ability for the tractor truck to tow a second separate tanker trailer).

The fuel delivered to Shell and Chevron stations



contain *only* their branded fuels. When the tanker truck delivers fuel to a non-branded station, it delivers an entirely different blend of detergent fuels out of another tank. The fuel will not contain Techron or Shell's V-Power package as an additive, nor the same percentage of detergents.

**Q.** Shell and Chevron stations could put generic fuel into their tanks with no one ever knowing, then sell it for branded gas and keep the profit.

**A.** Shell and Chevron put proprietary "markers" in their gas. The oil companies monitor their individual stations by sampling the fuel that is dispensed from the gas station's fuel nozzle. The fuel is then sent to a lab (typically an independent one) and analyzed for the respective company. If the marker is not present, this would indicate that the station does not have the branded gas that they are suppose to have, and the station would then lose their franchise.

The labs are able to detect very small changes to the fuel, so if another brand of fuel is mixed into the station's fuel tank, the lab would be able to detect it. Both Shell and Chevron are very protective of their fuels and the quality of product they deliver to their customer.

**Q.** Even if additives in the fuel are different, they are not worth the increased price.

**A.** The EPA requires a minimum concentration level of detergent additives in gasoline. Shell Regular and Plus gasolines contain more than twice the cleaning agent required by the EPA. Shell V-Power has more than five times the amount required by the EPA. At that level, Shell V-Power actually cleans the engine as you drive, giving it the ability to clean up deposits that have already built up on intake valves and fuel injectors left behind by low detergent gasolines. Chevron gasolines contain concentrations of the Techron additive, which also removes deposits lower quality gasolines can leave behind. In addition, Chevron has the ability to remove deposits in *all three grades* of its gasoline. Generic brands generally contain the absolute minimum amount of detergent required by the EPA, and therefore do not have the ability to clean the engine of deposits.

**Q.** When I mentioned "Top Tier" fuel to most of our members, their response was, "What is Top Tier?"

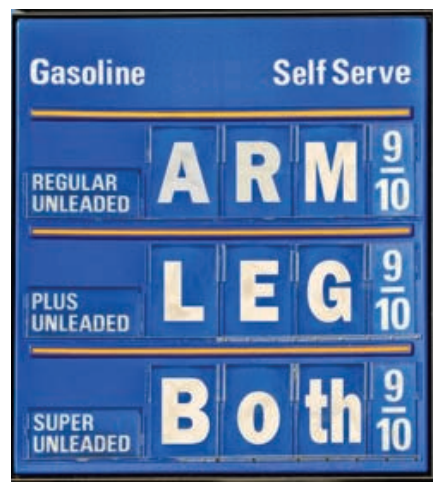
**A.** "Top Tier" detergent gasolines help keep engines cleaner than gasolines containing the minimum amount required by government regulations. This helps provide optimal fuel economy, better performance, and reduced emissions.

Top Tier detergent standards were developed by BMW, GM, Honda, and Toyota. They were aimed at

reversing the national trend toward lower gasoline-additive concentrations. Both Shell and Chevron meet the standards of Top Tier in all of their fuel grades, with Chevron being the first fuel company to meet the Top Tier requirements. Three other brands that pass the Top Tier Requirements in our area are Texaco, Conoco, and Phillips. Generic brands generally do not meet Top Tier standards in any of their grades of fuels.

**Q.** Are branded fuels really worth the extra money?

**A.** If it's important to you to help your fuel injectors atomize the fuel to their fullest, keep intake runners and valves clean so fuel does not adhere to the deposits and then drip into the cylinders, and keep performance to the maximum and emissions to the minimum by burning fuel more efficiently, then using a quality fuel should be important to you. But are these things important?



Deposits on the inside of an engine are similar to plaque on the inside of an artery. It takes a long time for the deposits to become noticeable, but there will nevertheless be a continual decrease in performance, whether in an automobile or in a human. With proper fuels in a car or drugs in a human, symptoms can be reversed.

### A word on octane

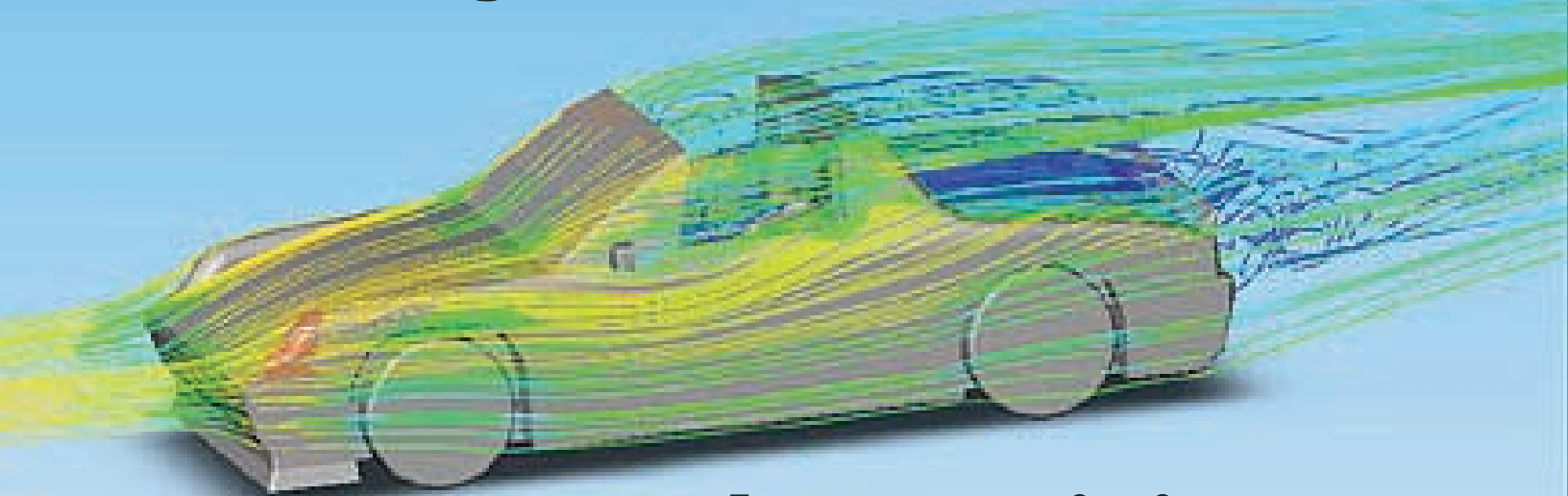
All of our cars are designed to run on a specified octane, which is generally stated on the inside of the gas filler door and owner's manual. It is very important to use the fuels required. At our elevation (because of the lack of oxygen compared to sea level), the octane requirement is generally diminished (unless you have a turbo-charged engine). All newer Porsches have compensating mechanisms to retard the engine's ignition timing if the octane requirements are not being met (at least up to a certain point).

Older cars do not have this compensating mechanism. Newer as well as older cars will eventually develop detonation (which you may not even be aware of while driving) when the octane level drops low

*Continued on page 51*



# Optimizing the 914's aerodynamics



TEXT AND ILLUSTRATIONS BY CHRIS CASSIDY AND STUDENTS

**W**hen I bought my 914, it came with an aftermarket front spoiler. I kept it on the car because I liked the way it looked. It gave the car that kind of racecar look and feel. I bought the car for only one use: to have fun driving it in PCA-SDR autocross events!

I like working on my cars and driving them. When the car is not at an autocross, it is at home in the garage being worked on. So on the down side, the front spoiler adds two points to my class standing for "Non-stock Aerodynamic Aids." For me, the look of the spoiler outweighed the added points. Until I have a chance to improve the engine and suspension more and I need the points for those improvements, I will continue to use the front spoiler.

I work at UCSD in the Mechanical and Aerospace Engineering (MAE) Department. Besides classroom lectures for the students, we have laboratories where students go for hands-on learning. We have different laboratories for different engineering disciplines. I manage a laboratory where the students learn about Engineering Design.

We have a laboratory-course class in which students learn about fluid mechanics, solid mechanics, vibration, control systems, and heat exchange and pollution experiments. Each year, they ask for

projects for the students in these areas. I offered to sponsor and advise a project that would look at the aerodynamic effects of my front spoiler on my 914 and some rear spoilers that I had bought on eBay. I wanted to know how the spoilers would affect the performance of my car for autocross driving.

Students in projects of this type apply what they've learned in the classroom while trying to accomplish the sponsor's goal. Over the past three years I have sponsored my 914 aerodynamics project three times with three different student groups. Each year, the project had a different emphasis. Several methods were used to measure the same effects of aerodynamic drag and air flow on my 914. This way the students could verify their results and at the same time learn different scientific and engineering techniques.

## 2005: Working with models

The first year's group worked on preparing two Revell scale models for wind-tunnel testing, creating a computer model for airflow and drag coefficient analysis, and purchasing a car data-acquisition system. The goal was to take three different approaches to measure the 914's drag coefficient and to compare the results.

The students' first step was to perform a litera-



Computer models created with the SolidWorks 3D CAD software.

ture search on the web, and to post requests for information on the various 914 forums. It was interesting to find that out that there was almost no aerodynamic analysis of the 914 in the Porsche community. A number of people have added spoilers and wings to their 914s, but no aerodynamic testing or analysis has been done using them.

A Stratasys Systems 3D Prototyper created the spoilers for the Revell models. 3D computer models were made of the spoilers and then scaled down to match the scale of the Revell models. Because our Stratasys Prototyper can make parts using only wax, female molds were made, and then resin was cast into them to form the spoilers.

For the computer analysis, FloWorks was used to model the airflow around the 914 and calculate the drag coefficient. At the time, there were no computer models of the 914, so they had to be made from scratch.

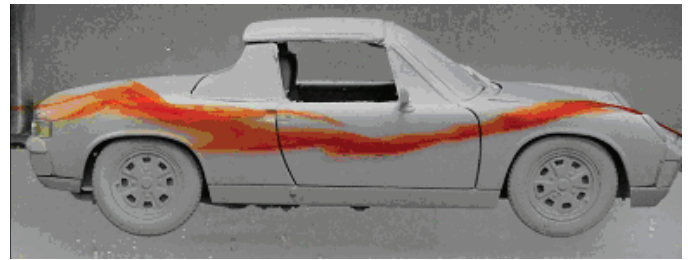
All of the spoilers were mounted on the actual 914 to see how they affected the car's drag. The drag measurements were done using a G-Tech Meter, which calculates a car's horsepower based on its

weight and acceleration. Because the spoilers affect the aerodynamics of the car, it shows up as more or less horsepower, which can be calculated into more or less drag.

Their main conclusion was that the front spoiler that came on my 914 increases its drag and should be removed for autocross driving.

## 2006: Verification

The second year's group worked on testing the models in a water tunnel, performing a traditional yarn test, creating a dye-flow visualization, and improving the models and methods used in the computer modeling.

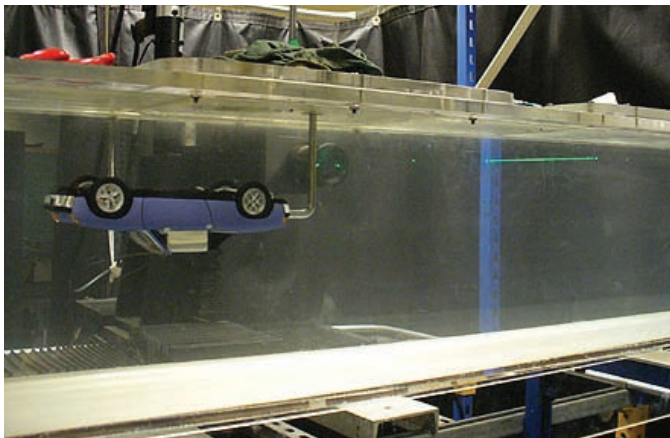


Dye visualization.

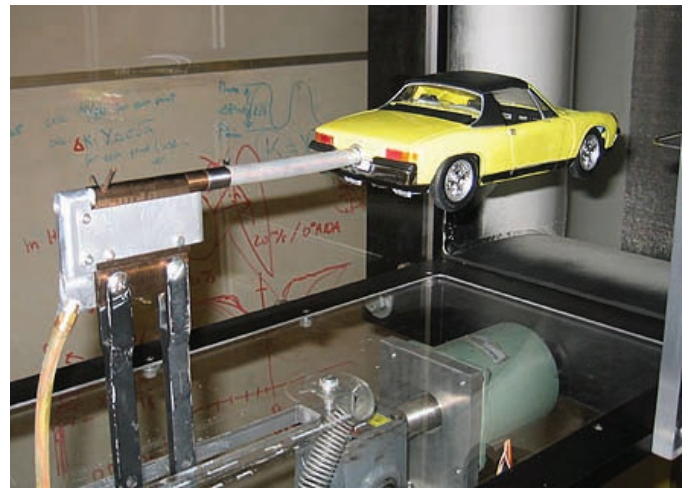
Their main conclusion was that computer models could be used to model real-world results. It was interesting to see how well the yarn test and the dye visualization matched up with the computer analysis of the airflow around the 914.

## 2007: Innovation

The third year's group was given the chance to be creative. Previous groups had measured the aerodynamic effects of drag on the 914 in different ways and then verified the theoretical with the real world. This year's group used everything that was previously learned to design different aerodynamic improvements for the 914.



In a water tunnel, a laser Doppler measures water velocity passing the (inverted) model.



In the wind tunnel, a drag balance measures forces on the car from surrounding air flow.



# Optimization of Aerodynamic Aids for Autocross Racing

Joseph Chun, James Grover, Michael Morishita, Jason Robertson  
*Course Advisor: Dr. V. Shevchenko, Project Advisor and Project Sponsor: Chris Cassidy*

## Introduction

The overall objective of this project was to study the aerodynamic effects of different car configurations for Chris Cassidy's 1972 Porsche 914. Chris wants to determine whether or not aerodynamic aids such as front and rear spoilers will decrease his lap times enough to offset penalty points given for aerodynamic modifications in autocross events.

## What is Autocross?

- Car racing competition based on lap times
- Different classes separate cars based on performance, focusing on driver skill
- Speeds relatively low, ~60 mph max
- Track is narrow and outlined by cones
- Usually held in large parking lots

## Objectives and Achievements

- Experimentally determining aerodynamic characteristics (drag and streamlines) of different car configurations
- Correlate experimental data to full-scale car
- Optimize car aerodynamics for best autocross score

## Set up and Methods

### Water Tunnel Testing

- 1:18 scale models tested at Re = 5,067,000
- Laser Doppler Velocimetry (LDV) to measure drag
- Dye Visualization to see streamlines over car

### Yarn Testing

- Full size car tested to see flow behavior

### Solid modeling

- Full size model created for CFD analysis

### Computational Fluid Dynamics

- Utilize flow analysis software
- 30, 50, 60 mph (Re = 2.937e6, 4.887e6, 5.867e6)

## Design and Analysis Tools

A variety of tools and technologies were used to analyze the aerodynamic characteristics of the car:

- Water tunnel testing / LDV testing was performed in the UCSD undergraduate laboratory
- LDV raw data was analyzed with Matlab 7.0
- 3-D modeling of the car was done in Solidworks.
- Computational Fluid Dynamics analysis was performed using Solidworks Flowworks software.

## Theory

Total drag on a car is due to rolling resistance, mechanical friction, and aerodynamic forces. Reducing aerodynamic drag will free up engine power to allow for higher acceleration and speeds.

Drag on an object in a fluid is the force parallel to and in the direction of the flow associated with the interaction of fluid particles with the object's surface. There are two types of drag: pressure and viscous.

Viscous drag arises from the interaction of fluid particles with the surface of an object. Pressure drag depends on the pressure gradient across an object and the frontal area of the object. By knowing the drag force in the direction of the flow and the flow characteristics, the drag coefficient  $C_D$  can be solved:

$$C_D = \frac{F_D}{\frac{1}{2} \rho U_\infty^2 \cdot A_{frontal}}$$

The drag force  $F_D$  can be calculated experimentally by measuring the velocity profile of the wake behind the car with LDV and applying momentum analysis to yield:

$$F_D = \frac{1}{2} \rho U_{1\infty}^2 \cdot \int 2 \left[ \frac{U_2}{U_{1\infty}} - \left( \frac{U_2}{U_{1\infty}} \right)^2 \right] dA$$

Where  $U_{1\infty}$  is the upstream flow velocity,  $U_2$  is the flow velocity in the wake at a given point, and  $dA$  is an incremental area in the wake being analyzed.

To maintain a constant velocity, a certain force from the engine is required to overcome the total drag force on the car. This can be translated into a required power (equation below), which changes for different aerodynamic configurations. The difference between the engine's power output and the power required to maintain constant velocity can be used for vehicle acceleration. Minimizing the required power leaves the vehicle more power for acceleration.

$$P_d = -\frac{1}{2} \rho V^3 A_f C_d$$

## Results

### Best Performance by Drag Coefficient:

- 1) Windows up – Top on
- 2) Windows down – Top on
- 3) Windows down – Top off

#	Description	FlowWorks Cd (50 mph)	LDV δCd
1	Windows up, top on	0.347	0.376
2	Windows down, top on	0.483	0.451
3	Windows down, top off	0.432	0.404
4	Windows down, top on	0.432	0.404
5	Closed up, front spoiler	0.435	0.396
6	Closed up, rear spoiler	0.411	0.378
7	Closed up, full aero	0.414	0.429

Smooth flow over stock (windows up, top on) config.

### Effective Horsepower Loss Results

#	Description	FlowWorks Cd (50 mph)	Horsepower Hp	ΔHp
1	Windows up, top on	0.347	5.5	0.000
2	Windows down, top on	0.483	7.8	2.100
3	Windows down, top off	0.432	6.8	1.300
4	Windows down, top on	0.432	7.8	2.100
5	Closed up, front lip	0.435	6.9	1.400
6	Closed up, rear spoiler	0.411	6.5	1.000
7	Closed up, full aero	0.414	6.5	1.000

Increases in wind noise and frayed yarn showed areas of turbulence during the real car tests. Because of the flow recirculation behind the rear window, the addition of a rear spoiler in such stagnant airflow would not be effective

## Discussion of Results

We utilized a variety of independent testing methods to gain both quantitative and qualitative insights into the aerodynamic effects of various car configurations. Each set of results confirmed of hypothesis that introducing sharp geometry changes into the car's surface would contribute to flow separation and turbulence, thereby producing a higher drag coefficient.  $C_D$  estimates from both CFD and LDV were in close agreement with each other and the published value of 0.363 (closed up), although CFD generally estimated a slightly lower value, probably due to the lack of both body panel gaps and subtle surface roughness in the Solidworks model. Flow visualizations produced through CFD, water tunnel dye testing, and yarn tuft testing all qualitatively depicted the adverse aerodynamic effects caused by such modifications.

## Conclusion and Recommendations

In conclusion, we have seen that the coefficient of drag increases greatly after rolling down the windows or removing the top. The  $C_D$  increase is directly related to the pressure drag increase. The greater pressure drag also increases the power necessary to maintain a given velocity, a 2.1 horsepower increase comparing lowest and highest drag configurations at 50 mph. This study recommends that the best configuration for a Porsche 914 during an autocross with point penalties is windows up, top on, and no aerodynamic modifications. This configuration has the lowest drag and receives no point penalties.

Presentation Poster summarizes students' project. (The equations in the second column are, of course, obvious.)

They looked at the aerodynamic designs that other people were using on their 914s and then came up with several designs of their own. Because there was so little information in the 914 communities in regard to the 914's overall aerodynamic characteristics, the students concentrated their efforts on measuring drag coefficients and airflow around the 914. Their Student Presentation Poster shows what they found. The chart also shows downward forces generated.

Their main conclusions showed that the stock car is pretty good in regard to drag. Not bad for a 37-year-old design.

#	Description	FloWorks	Horsepower	
		Cd (50 mph)	Hp	ΔHp
1	windows up, top on	0.347	5.5	0.000
2	windows up, top off	0.483	7.6	2.100
3	windows down, top on	0.432	6.8	1.300
4	windows down, top off	0.480	7.6	2.100
5	closed up, front lip	0.435	6.9	1.400
6	closed up, rear spoiler	0.411	6.5	1.000
7	closed up, full aero	0.414	6.5	1.000

Table shows effective loss of horsepower at 50 mph for various configurations.

## What's next?

I'm going to have next year's group look at the downward effects of the aerodynamics of the 914 and how it performs on larger tracks. They will model what is currently being used and then try to design improvements that would make them more efficient. They will look at how much downward force the 914 needs to keep it stable at higher speeds in a straight, and how much force it needs to keep it stuck to the ground when cornering. Is there anyone out there who would be willing to have the students come take measurements of their large rear wings?

Currently my old, tired, 80-hp, 1.7L (with low compression in one cylinder) 914 is starting to make a crankshaft-knocking noise and needs to be replaced. I've replaced, rebuilt, or upgraded everything else in the car, so the motor will be next. After that, I will be looking into lightening the car and possibly using a very large rear wing that other types of cars use for lower-speed racing.

Working with the students has been very rewarding and motivating. Their energy is highly contagious.



## FUEL: Continued from page 47

enough. This detonation can eventually lead to engine destruction.

The most important thing to remember about octane is that having an octane level too high will not harm an engine; having an octane level too low can be catastrophic. Therefore, do not try and save money by reducing the octane level of the fuel required. On a side note, putting a higher octane fuel in your car than is required *might*— but will not necessarily—improve its performance.

Here are a couple more bits of information that you may find interesting.

- Chevron has been supplying the gasoline that the Big Three Detroit auto makers use to accumulate mileage on their vehicles to demonstrate compliance with the U.S. EPA's 50,000- and 100,000-mile emissions-durability requirement. Even though the closest supply point is 350 miles away in Louisville, KY, the Big Three pay to have the fuel trucked into Detroit. The Big Three must believe that using Chevron fuels offers their best chance to keep the vehicles performing to their optimum and passing the EPA's requirements.

- A number of Porsche racers and collectors whom I personally know add Techron (Chevron's well known additive/detergent) to their race fuel. They add it to prevent their fuel injectors from clogging and to keep their fuel systems clean during prolonged periods of storage. They, as well as I, believe it is cheap insurance.

## Summing up

Putting this into context: Our engines are more complex, higher performance, and more expensive to maintain than the engines from BMW, GM, Honda and Toyota. If those manufacturers specify Top Tier fuels in their cars for performance reasons, it seems only logical to me that running anything less in our cars is asking for problems.

Everyone has heard the saying, "Pay me now, or pay me later." The decision is yours to make. With the price of repairs and the cost of our car engines, I personally believe that buying a premium Top Tier fuel is money well spent.

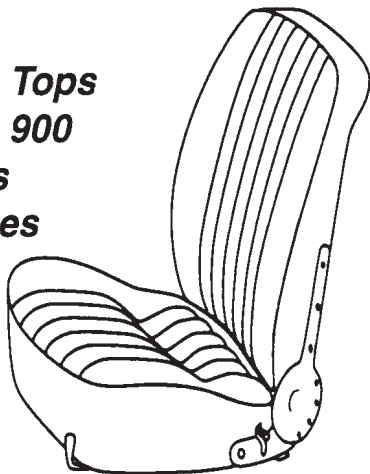
*Ken Koop is president and editor of Yellowstone Region, PCA. Reprinted with permission from Yellowstone Region's Old Faithful Porsche, February 2007.*







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# 1982: Our 25th Anniversary year

By JOHN STRAUB, ARCHIVIST

If you have followed this series from the start, you know we have already covered 25 years of San Diego Region history, six months at a time. Now we come to 1982, the year of our 25th Anniversary.

Looking back, you have seen the events we created (many of which we still do), the members who started it all, the members who made it all happen through those years (some of whom are no longer with us), and a lot of the traditions that are carried on even today. So when you consider any one day in the club, it's like the head of a pin in time. Just imagine all those members for their "one day in the club" time, 365 days a year for 25 years.

The thing that is kind of mind-boggling is that we still have 25 more years to bring us up to the present, our 50th Anniversary year.

Getting back to 1982, the President was Margie Smith-Haas. Other officers were Vice-President Dick Eimers, Secretary Craig Bowles, Treasurer Terri Stewart, and board members Joe Weber, Denise Straub and Slim Durham. We had 19 committee chairs. Our membership was at 675, compared with about 1600 today. I was in my second year as editor of the *Witness*.

In January, we held our Installation Dinner at the Town and Country Hotel. We gave out autocross awards for 1981, as well as year-end awards to the chairs. I remember we had a cocktail hour and hors d'oeuvres, hosted by the three Porsche dealerships in San Diego. The cost of the dinner was \$19.75 per person, and Denise Straub chaired the dinner. About 100 members attended.

February brought the start of our autocrosses for the year. We decided to go to the Del Mar Fairgrounds parking lot, the same parking lot where the Del Mar Sports Car Races were held many years before. The cost was \$15, with a reduced rate for a second driver in the same car.

This year was a little different from previous years in that trophies were awarded for each event as well as for the series championships. Some of the drivers were: Don Clark, Bob Bertrand, Mike Denny, Jerry Beauchane, Jess Osterberg, Dave Belanich, Steve Wheeler, Bill Shaffer, Joe Weber, and John Shirk. Margie Smith-Haas claimed TTOD in her 914/6, the same car she runs today.

Also that month, we had a Tech Session on fixing paint chips. Chair Pat Scanlan shared his secret of Blue Magic Polish and showed everyone how to use hot lead as a body filler.

In March we had a Time Trial called the "Stadium Sprints" at San Diego Stadium, chaired by Bruce Swambom. Bruce had been an SCCA racer and was now general manager of La Mesa Porsche-Audi. The cost of this event was \$25, with La Mesa Porsche as the sponsor. At that time, we had three race-oriented Porsche dealers: Alan Johnson Porsche, Don Sharp Porsche, and La Mesa Porsche. All three had drivers as owners/investors.

April's first event was a Wine Tour, chaired by Louis Barrie, with 32 Porsches participating. The tour stopped at Celurzo Winery, Ferrera Winery, and San Pasqual Vineyards. There was lots of sampled wines and cheese for everybody.

April also saw another autocross, this one at the Stadium. Some of the drivers at this one were: Nils Hallstrom, Ben Blake, Darlene Osterberg, Ron Stark, Tom Schoch, and Nancy Faulkner. Paul Haas took TTOD in his 914/6 at this event.

In May we had our regular autocross, chaired by Margie Smith-Haas and Joe Weber with. They introduced one additional element, called a "Bonnie & Clyde" combined competition. In this event, a man and woman drove the same car; we added the best run for each to come up with a combined time, with an additional trophy awarded. Talk about fun!

Also in May, Art Wrightson and Slim Durham put on a rally school, timed to precede a Zone 8 rally in June hosted by our region.

June brought an Observation Tour and "Bloody Mary" breakfast, chaired by Art and Gerry Wrightson. But that was not the end of June. We also had a General Membership meeting at Mr. G's Restaurant, to which Bruce Swambom brought a brand new 944 for everyone to crawl over.

On the racing scene, John Fitzpatrick Racing in San Diego held an open house for us with the JDA-VID 935-K4 and 935-K3. Bill Koll also had his IMSA GTP Rondeau there for us to check out. As you can see, racing has always been a big part of San Diego Region.



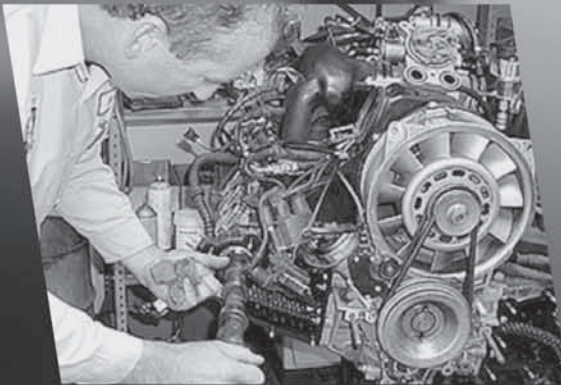


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# Performance Driving Events

PCA-SDR offers a variety of performance driving events for drivers of all skill levels.

## Autocross (AX)

An autocross is a fun, competitive event, normally held on a large parking lot such as the ones at Qualcomm. Traffic cones are used to define a twisty course, which drivers attempt to navigate, one car at a time, as quickly as possible.

You'll need only your car's normal equipment (seat belts, etc.), plus a helmet that meets Snell 2000 safety standards or better. The club offers helmets for rent. Plan to arrive early with a full tank of gas, and remove anything that's loose from the car's interior. Your car must pass a brief safety inspection.

Inexperienced autocrossers will be provided with instructors at no additional cost. The club also offers a biannual Performance Driving School, which teaches techniques that are useful in autocross.

The standard 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 six days of autocross experience is required. Safety equipment requirements are more stringent than for autocross. Instructors are always available to assist students or those wishing to improve their skills.

The entry fee is normally \$60 per car if pre-registered, or \$80 after that.

## Time Trial (TT)

A time trial is a competitive driving-education event, often run on a major race track over a weekend. During practice runs, multiple cars are on the course simultaneously, running continuous laps, just as in a DE. Passing is expected and required.

Saturday's program usually provides practice runs. Sunday offers practice runs in the morning and timed runs without traffic later in the afternoon. Although this is a competitive event against the clock, it is not wheel-to-wheel racing.

Time trials are not entry-level events. Safety equipment requirements are more stringent than for autocross. Participation is limited to licensed participants or students, who must have at least six days of autocross experience. Instructors are available to assist new student drivers.

Time trials typically cost \$295, or \$125 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
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# Fire victims need blood

TOM GOLICH

**T**he San Diego County Blood Bank is in immediate need of blood donations for burn victims from the devastating wildfires in San Diego County. The Club has an account at the San Diego Blood Bank.

Donating blood can be a win-win for everyone. Your donation will help reduce the critical shortage of blood in the San Diego area. In return, if you or a member of your immediate family member ever needs blood, the group plan provides coverage for the processing costs of whole blood and the basic blood components.

Another benefit of donating blood is that you receive a wellness profile, showing your cholesterol, blood pressure and

pulse rate. The blood pressure and pulse measurements are provided at the time of the donation; the cholesterol count is available about a week later via the Blood Bank's web site, [www.SANDIEGOBLOODBANK.ORG](http://www.SANDIEGOBLOODBANK.ORG). There you can also get more information about the donation process.

So how do you donate blood? Call the San Diego Blood Bank at 619-296-6393 to set up an appointment. It takes less than an hour to go through the interview and the donation process. Donors must be in good health, feel well, be at least 17 years of age, and weigh at least 110 pounds. When you go in to donate, tell them you are there to donate to our account (group code PCOA).

You can donate at a number of locations throughout the San Diego area: downtown, El Cajon, Escondido, Vista, National City and Murrieta. The hours and locations of these sites are listed on the web site.

If you have general questions related to the donation process, you are welcome to contact me at 858-755-4986 or [TSGOLICH@AOL.COM](mailto:TSGOLICH@AOL.COM). I have been a donor for over 40 years at the San Diego Blood Bank. I have always walked out of the Blood Bank with the satisfaction of knowing I have helped someone I don't even know, and having given up only a little of my time. I believe that what goes around comes around in spades.



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*Thanks to San Diego Porsche Club members for another successful Tech Session at our shop.  
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# Automotive Museum display focuses on styling

MICHAEL HARRIS, AUTO MUSEUM CO-CHAIR

The Automotive Museum's final display for 2007 will feature Automobile Styling. Major manufacturers such as Nissan, Mazda, General Motors, and Chrysler will participate. Displays will also feature work from the Pasadena Art Center/School of Auto Design.

Museum Director Bob Swanson is very excited about this display, which is scheduled to open the second week in December. It is different from past single-marque displays and should offer something for all car enthusiasts.

Plans are underway to celebrate the 20th anniversary of the founding of the Auto Museum. A reception will be held in January or February in honor of the original founding directors. A 20th An-

niversary Gala will be held at the end of 2008, featuring a fund-raising auction and dinner to benefit the museum. Entertainment will be provided. The Russell Driving School and Petty Enterprises have made commitments to pro-



vide driving experiences to assist with fund raising. This event will coincide with the last featured marque for 2008, Ferrari.

The Museum will also bring back the highly successful all-marque concours, "The Greatest Show on Turf," on June 7. Your

Board has indicated a desire to make this an SDR event. As more information becomes available, it will be passed along to the membership.

The recent passing of vintage racer Scott Prewitt, a major supporter of the Museum, will result in a gift of \$400,000 to the Museum.

Bob noted that the Museum's greatest current needs are to provide an elevator to the second floor to enable members and visitors to access the upstairs library and the educational and meeting rooms. He also wants to hire a full-time secretary and Volunteer Coordinator. Docents and other volunteers are always needed. For more information, please call Bob at 619-231-2886.



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# Classifieds

## Rentals

Four Post Car Lift 9,000 lb capacity lift for daily rental. \$20/day or \$30/weekend Des Young. Fallbrook (760) 731-2972

Car Trailer For Rent - great open top car trailer, has an optional tire rack, storage box, all equipment, ready to go. lewis@sdcgalv.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

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

1971 "Real" 914-6 GT Style Black on Black, restored '71 914-6 with GT modifications. 8" & 9" inch Fuchs, plus loads more. Call Chris at 619-962-7345 or email kecho@cox.net (click on) <http://members.cox.net/kecho/index1971.html> for more info.

1974 914 2.0L Limited Edition 148 K Original miles 4K miles since restoration. 2owners, no rust, all matching numbers with original fuel injection and alloy wheels. Black over Yellow. Restoration included complete overhaul of engine, transaxle, brakes, clutch. New seat upholstery, carpets, windshield - all to original specs. \$25K OBO (760) 728-4892

1978 911 SC Porsche Selling hood, stock exhaust system with cat burners, bumper and tail light assembly, smog pump, and air conditioner for 1978 SC. make offer 8582053131 glen (858) 205-3131

1980 924 Turbo Extremely clean-Rebuilt engine and Turbo, New Paint, Ruby Red Metallic, always garaged-less than 2,000 Miles on Rebuilt engine. 2nd owner purchased in 1983 \$8995 OBO

wsilvestro@sec.sanyo.com

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

1997 993 C2S Metallic Black, tan interior, tiptronic, euro springs, no leaks, excellent condition, 57k miles, asking \$41,000.00 (858) 486-1063

1998 Boxster - Mint Condition 5 spd. Arctic Silver. Many Options; Sports Touring; Multi Disc, etc. Never autocrossed. PRICE= \$16,000. Records. (Blue Book=\$17,780) 858-454-3113

2000 BOXSTER CONSISTENT CON-COURS AWARD WINNER. ONE OWNER, 16,000 MI. CUSTOM FACTORY PAINT (RARE IRIS BLUE METALLIC), BLUE INTERIOR AND BLUE CONVERTIBLE TOP. TIPTRONIC S, CUSTOM GOLD ACCENTS, CHROME TURBO STYLE WHEELS, REMOTE CD CHANGER WITH PORSCHE UPGRAD-ED DIGITAL SOUND SYSTEM AND CD SHELF IN CENTER CONSOLE, LITRONIC HEADLIGHTS, NUMER- OUS OTHER CUSTOM FEATURES, GARAGED, ALWAYS WASHED WITH MINERAL FREE WATER, ORIGINAL STICKER, STORED LAST THREE YEARS, PORSCHE CAR COVER. THIS IS THE BEST, JUDGE FOR YOURSELF. \$27,000 obo RICHARD BARON (714) 756-1000 (949) 559-1800

2001 Carrera 4 Cabriolet Seal gray/black/light gray; 29k miles, 6 speed, 18" sport wheels, 3 spoke carbon/leather steering wheel, litronic, aluminum dials, flared rocker panels, heated & comfort seats, hi-fi CD, supple leather, much more, perfect condition \$49,500, jk222@verizon.net (951) 302-9324

Pristine Carrera Cabriolet 2001 with only 20,560 miles! Tiptronic transmission. Rare Speed Yellow with black. Perfect. No dings or scratches. CD player, ice cold AC. This is a cream puff and a joy to

drive \$40,000. (619) 957-1720

2002 Porsche Carrera Coupe, Seal Grey Metallic, 24k Miles, Bose System, 18" Wheels, Lojack Security, XM Satellite Radio, Manual Stick Shift, Excellent Condition, \$43,500 (619) 818-5502

2003 carrera coupe. 14,400 miles, perfect condition. blk/blk.6 speed. bose, zenon, (760) 505-7780

2004 BOXSTER speed yellow, black leather, 16,000 mi, manual transmission, power seats, yellow accents, alarm, 1st owner, excellent condition, never raced, always garaged, warranty. \$29,900. (505) 577-8059

2004 TURBO CABRIOLET 8500 MILES, BLACK/ BLACK FULL LEATHER, TIPTRONIC S, CD CHANGER (6 DISC), HEATED FRONT SEATS, LUMBAR SUPPORT. \$100,000 EMAIL LLFOWLER@COX. NET (619) 838-4270

2006 Cayman S for sale 53,000 Midnight Blue, Black Full-Leather Interior, PASM, Sport Chrono, Bose Surround Sound, Bi-xenon Headlamps, Adaptive Sport Seats (Full Power, Side Bolsters, Memory Seat & Side Mirrors, Lumbar), Heated Seats, Mobile Guardian Theft Protection, 3M Clear Bra Installed at Dealer. Always Garaged & Cared for, Low Mileage, Non-Smoker. The seats are the best offered for this model, the most comfortable seats available. Everything is in excellent condition, you will think this is a new car. PASM is the Porsche Active Suspension Management. Extras like car cover, original window sticker, car manual, black floor mats with Porsche lettering, wheel caps with colored crest, all records. Still covered under factory warranty (4 yrs 50,000). This car is loaded with all the best options! (No navigation system because we didn't like the way it looked in the dash.) Our purchase price in January of 2006 was \$72,490: - Base model \$58,900 - Adaptive sport seats \$3,055 - PASM \$1,990 - Bi-xenon Headlamp package \$1,090 - Bose surround sound

system \$950 - Sport chrono package \$920 - Midnight blue metallic paint \$825 - Sport shifter \$765 - Heated front seats \$480 - 18" Wheels \$390 - Sport steering wheel \$250 - Wheel caps with colored crest \$185 - Black mats porsche lettering \$115 Bought separately: - Car cover & bag \$195 (858) 735-8236

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**2003 Boxster -- Tiptronic** 36,000 miles. 30,000 mile service done. Silver with black interior. Original owner, excellent condition, all records. Includes car cover. \$25,000. (619) 884-0654

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**1995 993 CONVERTIBLE TIPTRONIC** 59K mi, Euro turbo nose, triple black, newly chromed 17's& Yokohamas, new tonneau, CD,60K service done, dazzling looks&runs great \$31900 (619) 591-9471

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**911 Porsche Carrera Cabriolet \*** Fully Serviced with paperwork \* 5 Speed manual \* Convertible top \* Red exterior with tan interior \* Leather \* Great condition \* Newer top & interior \* Power windows \* Upgraded, removable AM/ FM radio and speaker s \* Cassette \* AC and Heat \* Alloy wheels \* 161,000 miles Call John at 619.248.5838 (858) 485-7400

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

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

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**2004 Audi S4** Metallic Silver/Alcantara silver w black int. Original owner. Aluminum trim. Excellent condition. Garaged. B to B till 3/08. Prem. pkg & Bose XM. 17,280 miles. \$35,920. (858) 663-0618

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**'97 993 Carrera Coupe** Pastel Yellow, 79,300 mi. \$31,500 orig color clean throughout, all svc records, leather embossed seats both fully powered, upgraded sound, cd, Passport SR-1 (hidden hard installed), never tracked, graphite shift knob, color matching dial faces ... very sharp. All wx cover, leather bra and battery maintainer incl. (760) 436-9814

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**-87 944T Red/black leather.** T-converted NA. <90k on drivetrain. Great interior and exterior. Too many engine, suspension and brake upgrades to list. \$9500. e-mail mats@att.net for info. (858) 794-6910

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**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

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**930 Turbo '79 Champagne Gold 4-Speed.** Pwr Windows/Sunroof. A/C, Brown Leather Int. Upgraded Stereo, Prof. Install w/no extra holes (have original stereo). 67k miles on 64k rebuild. California Car/No Rust/Garaged w/Car-Cover. 2nd Owner-Well Maintained. Have all Doc's. Price-35K. Serious Inquiries-No Trades. (619) 405-7351

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## Track/Race Cars

**1988 944 Turbo 'S' Black,** very well sorted, 2 top times in 4 TT this year, consistent top ten at autocross. \$20k details: jadduncan2@yahoo.com (858) 350-4589

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**944spec/Cup/SP1/GSR/R9S** Many top 5 race finishes, LSD, Short 5th, Pro Built & maintained, PCA\_POC\_NASA Log Books, Track Proven Fast & Reliable. \$13.5K theaddys@san.rr.com for details. (858) 715-1465

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**911 1974 w/3.2L** Completely upgraded car. Rebuilt 3.2L, Custom roll cage, rear coil over shock-Bilstein. Stainless Steel exhaust, rebuilt limited slip tranny. Much more! \$37K. (949) 548-2625

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**'69 911 2.0 Challenge Champion** Are you ready to race? Here's your chance to buy a good starter race car with some history. This car was raced by Don Clark of Victory Motorsports for nearly four years and he personally won over 30 races and four championships. We invested over \$40K to build this car, but are offering it today for only \$25K. Interesting Porsche trades welcome as well. For more information, please contact Chris at 619-962-7345 or email me directly at kecho@cox.net. You can also visit <http://members.cox.net/kecho/911TRaceCar.html>

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## Parts

**2002 996 10-Spoke Wheels** Former 2001 Boxster autocross wheels that I no longer use \$650. Robert. Joe@cox.net (760) 445-1880

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**WHEELS/AUTO X** 17x7.5, 17x9 Aftermarket. Fits: C2, C4, 993, 996, 944 and some Boxsters. Good condition, good price. \$619 tkbryson@san.rr.c (858) 481-0626

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**Fiberglass Parts** Short hood, H4 headlight covers, 74 RSR style front and rear bumpers to fit SC/ Carrera flares, C2 rocker panels, C2 front bumper, C2 splitter, Carrera flares (858) 231-4143

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**1989 Carrera whaletail Mint,** new paint (Grand Prix White) \$1700.00. 6x15 fuchs \$900.00. David 858-692-9294. Call for details. (858) 454-4025

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**911 Center Console** Fits 1974 and similar years. Has 6 storage places for cassettes with a storage place on top. The hole is where the stick shift goes. \$50 or best offer with shipping included. Please email with any questions. dnjn@cox.net

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**Boxster wheels -** Get a softer ride when you go boulevard cruising, with original 16" wheels. 4 for \$100 total. Emmet (858) 456-0872

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**Boxster muffler (louder)** Original Porsche muffler for 2.5 engine, modified to enhance sound (opened up internal passages). Good sound. \$100. Emmet (858) 456-0872

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**Corbeau Forza seat** \$150 Black; excellent condition; includes dual sliders. It's \$300 new not including sliders. registry@c4widebody.com (858) 456-2480

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**Camera Mounts** Fits rollbars/cages/ harness bars and suction mounts, for camcorders or bullet cams. Safe & PCA/ POC legal. Available trackside/AX/DE/ TT. James Wilson 858-243-8091

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**K&N Air Filters** New in box, for '69-'93 911non-turbo and turbo, 944, many part #'s, \$25 each, my find is your gain! James Wilson 858-243-8091

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**997 19" wheels** FS. Brand new Carrera Classic 5-spoke rims with 51/57 C4S

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offset, 305/30 and 235/35 Michelin PS2's, less than 20 miles, like new, \$2500. Lightly used Carrera C2S "Lobster Fork" rims, without tires \$950, with used Pirellis \$1200; will consider trade on 18" 997 C2 rims. Call Ted. (858) 536-8844

4 Sport Contact II tires w/ 80% tread: (2) 225/40 ZR 18 and (2) 265/35 ZR 18. \$500 obo. Call Steve at (858) 922-8072.

Mille Miglia Cup 1 Wheels 2x 7.5 x 17 ET52 & 2x 9 x 17 ET47 with mounted Kuhmo Victoracers 30% tread. \$450. (619) 252-8649

Carrera tail and lid Factory option on 86. Perfect. \$700. (2) 8X16" Fuchs off 911\$600.619 593-4053 Mark Kinninger (619) 593-4053

Early 911 Lightweight Hood for \$150 Rear deck lid \$200 Set Fuchs 8 & 6 with used Dot tires \$500 New roll cage \$350 (858) 583-8440

996 Exhaust Tips Std factory tips, take-offs from 02 996. OEM tips for 02-04 Carreras/GT3's. Used for 10K mi. Great condition. Pics avail. \$100. (619) 723-5140

2 used Pirelli P-zero tires Two dismounted 255/45 R17 tires with decent tread remaining. \$50/obo takes them both! registry@c4widebody.com (858) 456-2480

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

986 Boxster S suspension Springs, shocks and sway bars from a 2003 Boxster S. Only 20,000 miles on the set. Price Cut! Only \$125! Call Ted at (858) 536-8844

BK Harness truss for 996/GT3 Brey-Krause R-1035 harness bar. uses only existing mounting points. Once installed,

the main portion can be unbolted in ten minutes, allowing use of the rear seats. \$550 va122@hotmail.com (917) 363-2560

PAGID ORANGE PADS Used one hour. PAGID 1204 pads. 95% left, no damage. Fits some 928, 993, 964. \$175 OBO (951) 506-0826

18x8, 18x9.5 Turbo Wheels Good condition - minor curb rash right front - will polish out - Yokohama rubber - rears usable, \$1000 or trade for set of 17x7, 17x9 wheels. Al James, james@raytheon.com, 858-774-3782

## Wanted

'65-73 911 Wanted Looking for a '65-73 911 coupe or Targa for a reasonable price, nice example or a project considered, call (909)783-2541

WTB 102mm cylinders need 6 bad nicky ok, gonna be opened up!!! Thx. Jim 619-778-4526

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: 993 Long time PCA member wants '95-98 993 around \$30,000 in nice shape. No red, black, or silver cars please. (909)583-1894

WTB: 944 Roll Bar Looking for a 944 (Cab if possible) bolt in roll bar with harness bar. Perry (619) 861-3035 pts@chezor.com

## Miscellaneous

PANORAMA May 1967 to Present \$350 for all. Jerry at j-nsturm@sbcglobal.net. (858) 453-6599

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

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5W-40 European Blend and 0W-30 in stock: local delivery! Call/email today! [custserv@synpsg.com](mailto:custserv@synpsg.com) (951) 479-8483

Cleworth Speedster Lithographs Limited Edition, '56 Speedster, signed and numbered by Harold James Cleworth, Certificate of Authenticity, uncirculated, mint condition, 30"x22", Exceptional value. \$4700. (760) 723-2241

Limited Edition Boxster Sports Watch, #185 of 986 made, in original box. I wore it during the Boxster launch in Scottsdale, Az then put it away. \$1,000 (760) 985-5363

Nomex Oakley Carbon-X shirt (black), size L. Sparco socks (natural). Gently used. Free to PCA member for shipping costs or pickup. Call Kris @ (858) 775-8744

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**FREE!** Windblown Witness Back Issues, roughly 1989 to current. FREE if you pick them up at my house in Scripps Ranch, San Diego. [mmitchell@ucsd.edu](mailto:mmitchell@ucsd.edu) (858) 566-7133



# **Vanard**

## **Full Page Ad**



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Royce Ann Myrick

Business Manager

619-475-1199

WITNESSBUSINESS@PCASDR.ORG

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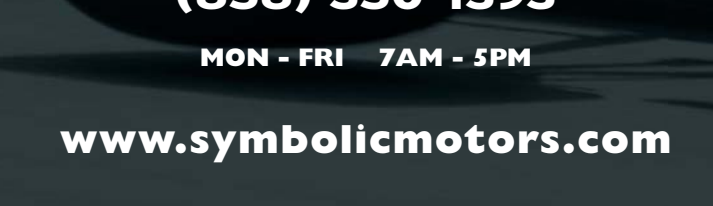
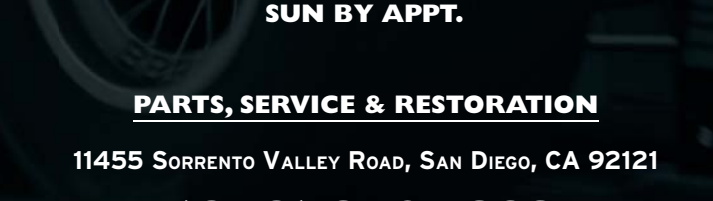
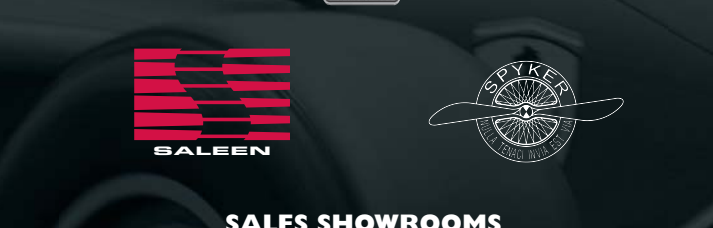
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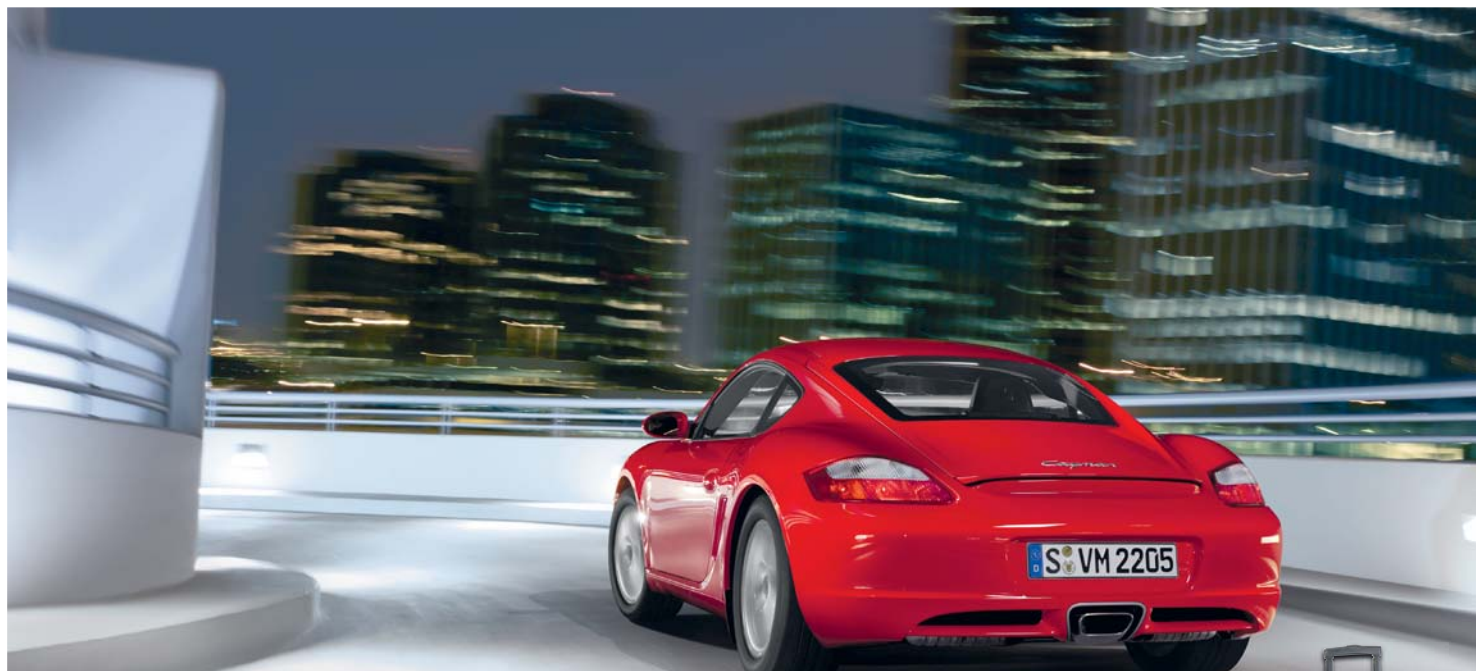
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