



Winding Roads

April 2006

*Porsche Club of America
California Inland Region*

VALENTINE'S PROGRESSIVE DINNER
Cal-Inland Region Tries a New Event
With Good Taste!



**IT'S ALL ABOUT
THE PEOPLE
A SUNDAY DRIVE WITH
JOHN AND SHIRLEY BUMGARNER**

CAYMAN S TEST DRIVE
Zone 8 Rep. Drives Newest
Porsche Model!

PORSCHE TECH...
What Is in Autocross?
Boxster Child Safety Seat



Winding Roads

Volume XXI No. 4

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Front: It is All About the People! Members of CAI after a breakfast meeting, socializing in the parking lot. Photo by David Witteried.

Back: Porsches at play! Photo by Steve Lutz.

C O N T E N T S

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California Inland Region

Event Calendar — <http://www.pca.org/cai>

See event flyer in this issue  or visit the web site 

April

- 1 CAI Breakfast Meeting @ 9:30 Greenhouse Café
- 1 CAI Descanso Gardens after Breakfast Tour   Page 3
- 1 Z8 Rally, RIV   Page 11
- 8 CAI - Z8 PCNA Warehouse Tour   Page 5
- 9 Z8 Autocross, OCR   Page 9
- 11 CAI Board Meeting @ 5:30 Zuma's
- 15 Z8 Concours, SGV   Page 6
- 22-23 Z8 TT at Streets of Willow, SDR   Page 6
- 29 Z8 Rally, SBR   Page 6

- 21 Z8 Concours, GPX 




June

- 3 CAI Breakfast Meeting @ 9:30 Greenhouse Café
- 3-4 Time Trial at Buttonwillow, SDR
- 4 Z8 Concours, OCR
- 11 Z8 Concours, LAR
- 13 CAI Board Meeting @ 5:30 Zuma's
- 17 CAI Aqua Dulce Winery Tour
- 24 Z8 Autocross (at night), RIV

July

- 1 CAI Breakfast Meeting @ 9:30 Greenhouse Café0
- 9 356 Club Concours
- 11 CAI Board Meeting @ 5:30 Zuma's
- 14-15 Z8 Hearst Castle Tour, OCR
- 15 Z8 Autocross, SDR
- 16 Z8 Concours, CCCR

May

- 5-7 Cinco de Mayo, SAR
- 6 CAI Breakfast Meeting @ 9:30 Greenhouse Café
- 6 Z8 Concours at Cinco de Mayo, SAR
- 7 Z8 Autocross at Cinco de Mayo, SAR
- 9 CAI Board Meeting @ 5:30 Zuma's
- 13-14 Drivers Education at Spring Mountain, LVR 
- 15 Z8 Autocross at Willow Springs, GPX   Page 6
- 20 Z8 Autocross, GER

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From the Editor's Bench

By David Witteried — Editor
Photos by David Witteried



I hope everybody has been enjoying the recent newsletter articles! Last month's article about the Porsche Timeline was contributed by Jim

Gude. This month our event report was written by Abran Rivera. In addition to Abran's report we have a short story by John Bumgarner about a day trip he and his wife took with their Porsche. I encourage all of our members to share your stories, adventures, and technical advice through our newsletter.

I was recently talking with Candace McCarthy, our printer at Mellor Printing Company, about the cost of producing our newsletter when I mentioned that it would be much easier on our budget if we had somebody placing

a full-page advertisement. She graciously offered to try to find an advertiser for us. How's that for service! Now, while it is really nice that one of our advertisers has offered to help out it would really be much better if one of our members would rise to the challenge and become the newsletter advertising chairman. I have been running an advertisement in the newsletter for a helper for the last three years with no response. How about answering the call and helping out!

While this month has been very busy, next month is shaping up to be just as much fun! There are plenty of regional and Zone events to keep everybody busy. Next month there will be the biannual Porsche Cars North America Zone 8 PCNA Parts Distribution Warehouse Tour. This has always been



PCA members shopping at the vendor booths outside of the PCNA Parts Distribution Center.

a great event with plenty of members from all over Southern California in attendance, dealerships and vendors selling discounted Porsche items, and PCNA selling everything in the warehouse at a discount. There will be tech-

(Continued on page 12)

Turbo Time

By Greg Reed— President
Photos by David Witteried



March has been a very busy and exciting month for us! By the time you read this, we will have had our first ever Zone 8 competi-

tive event – our Rally! I just want to thank all who helped bring this together and all who participated. Special thanks

go out to Rich and Mary Ann Paré and Revere Jones for all their hard work! Expect to hear more about the event in next month's newsletter.

Can you say "SpeedFest?" I hope you were able to take time to support this event too. This three day event has become a high point for our Region, helping to bring in funding for us and provide the best of what PCA has to offer all of us. Whether you want to watch the racing, participate in racing, see beautiful Porsches, autocross, buy merchandise, take in a concours, or just talk shop, there's something for everyone. Special thanks go out to Rich and Gay Bessette for all their support on this event! Again, expect to hear more about this event in next month's newsletter.

Don't forget our April 1st tour after our

Breakfast Meeting. Jim Gude has arranged a great day trip for us, which is sure to please. Immediately after breakfast, we'll drive together to the Descanso Gardens via a route along the Angeles Crest Highway, and take in lunch after the tour.

I hope you are having fun with our club. That's what we're all about. The more you get involved, the more fun you have! Come on out and join us in our next event! 🚗



Zone 8 Rally Chairman, Revere Jones, in the foreground.

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It's All About The People

By John Bumgarner



John Bumgarner telling a story at a monthly breakfast meeting. Photo by David Witteried.

est Hwy and turned east on Mount Emma Rd. This is normally a very lightly traveled road that runs along the base of the mountains and at just short of driving at triple digits, doesn't take that long to get to the end of it. From there it was on to Fort Tejon Rd and then we picked up Big Pines Hwy. For those of you who haven't been on this road you are missing out. It takes you from Valyermo to the back side of Wrightwood and was built with Porsches in mind. Only one small problem with my routing, the mountains were covered with fresh snow and the CHP

had mandatory chains up about 2 miles from the crest of the hill. So close, yet so far away from our destination. It was ok with Shirley because we got to go back through the beautiful snow covered forest to get to a lower road.

The alternate route was along Hwy 138, very boring, to our final stop for an early dinner in Wrightwood. We ate at a restaurant called The Grizzly. It had a very warm, friendly feel to it plus a view of all of the snow covered pines. The food was excellent and I couldn't have asked for better company.

(Continued on page 5)

It was a Sunday morning and I had just finished washing and waxing my Porsche. As I walked back into the house I heard my wife, Shirley, talking on the phone. She told the other person that she was leaving in about 30 minutes and she was going to bring her husband along. My first thought was to turn and run because that meant going to Acton and watching one of her teenage students ride their horse in a circle in an arena. Not my idea of the ideal Sunday afternoon outing.

It turns out that she had the whole day completely planned including the one thing that would guaranty that I jump at the chance to go along. We would go watch the horse and rider for an hour then the rest of the day would be spent driving in the San Gabriel Mountains. That's all it took for me, I was in the car with the engine running before she could even get her shoes on.

After doing the horsey thing Shirley suggested taking the Angeles Forest Highway to the Crest Highway for lunch at Newcombs Ranch. A great idea except for one small problem... it was the middle of February and the Crest Hwy would be closed due to snow. After me telling her this she pulled out her Trump card and said "why don't you just take me for a ride, it's up to you I just want to go see the snow." Is it any wonder why I married the woman!

We headed south on Angeles For-

Descanso Gardens after Breakfast Tour April 1, 2006

Join us for a tour to Descanso Gardens. We will depart after the California Inland Region breakfast meeting on April First. The drive is just under one hour and will take us over the Angeles Forest and Angeles Crest Highways which (as we all know) is a first class drive in a Porsche. Admission to Descanso Gardens is \$7.00 per person. Contact Jim Gude (661) 821-3805 jimgude@prodigy.net for more information.



Descanso Gardens is an urban retreat of year-round natural beauty, internationally renowned botanical collections and spectacular seasonal horticultural displays. Descanso founder E. Manchester Boddy, preserved these 160 acres of gardens, woodlands and chaparral for future generations to experience the natural heritage and beauty of Southern California. Today Descanso Gardens is a museum of living collections, accredited by the American Association of Museums.



<http://www.descansogardens.org/>

Valentine's Progressive Dinner

By Abran Rivera

Photos by David Witteried

February had arrived, I missed the February breakfast meeting and a shifting date was the last status I had on the progressive dinner. So I placed a phone call to Rich Paré, if I recall, on or around February 8th. Rich informed me of the RSVP deadline but was more than accommodating by including both my wife and I on the dinner list.

As cliché as it may sound, the weather was great for our dinner event. Call me silly, or worse, but my Porsche is a fair weather driver only. And so it was on February 11th, cool in the shade yet warm (enough) in the sun and no rain nor its aftermath, puddles. Alice, my wife, and I arrived just after 1 p.m. at the home of Ed and Elaine Friend. Shortly after that more Porsches and owners began to show up. We were all pleasantly surprised to see the Masco's very recently acquired, and oh so stylish, Mercedes. Ed and Elaine welcomed us with a bountiful selection of



Appetizers were served at the home of Ed and Elaine Friend.

delicious appetizers and sweets, and for the next couple of hours we socialized, ate, and drank. Some of us were in the house, some under the patio shade, and some enjoying the sunshine. At one point Elaine offered a tour of her house for the ladies. Alice and I were very

much impressed with the "Casa de Friend" and thank them for their hospitality.

I'm not exactly sure but around 3 p.m. or so we began to make our way to our Porsches, and one Benz, in anticipation of caravanning to our next destination. Mark Charus had planned a nice drive from the Friend's home to his house. We drove west on Avenue K to 60th west and tuned left. Going south on 60th we went past the aqueduct over the hills to Elizabeth Lake Road and turned eastward toward Palmdale. I didn't catch all of the street names as I was enjoying the drive, but eventually we ended up on the Pearblossom Highway where we turned into a neighborhood on our way to the home of Mark and Eleanor Charus.

Mark and Eleanor have a charming home with a great view and we also thank them for their warmth and gener-

(Continued on page 5)

OPERATE THE ROOF ON THE GO...

996 Carrera smart^{TOP} Boxster

EASY ONE TOUCH CONTROL

- Speed monitor - up to 25mph/40kmh
- Plug and Play - install yourself - instructions included
- No permanent changes to your vehicle
- Operate rear windows with top down (996)
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Porsches fill the driveway and lined the street in front of the Ed and Elaine's home.


osity. Soon after arriving we were treated to Italian food from Johnny Carino's. Once again we had the option of eating indoors or alfresco. I choose the latter while Alice dined inside. The grand view made it especially pleasant to eat outside. Conversation is always interesting with my fellow PCA members and not surprisingly gravitates towards the best topic, Porsches. Racing, service, parts, rallies, autocross, club activities, the "dark side" (POC) club activities are subjects we can speak on for hours. I have a notorious sweet tooth so I did not have to be told twice to have some dessert. In fact not only did I have some cake but I took a sizable piece home.



Dinner was served at the home of Eleanor and Mark Charus.

All too predictably the daylight turned to darkness and the evening coolness drove us indoors. Mark treated us (dudes) to his cool collection of Porsche videos, not to mention one particularly nice Ferrari driving video. As 7 p.m. approached most of us began the social goodbye process, well wishes and see you soon.

Good food, great company, and I believe everyone enjoyed themselves on our regions first social event of the year. Alice and I look forward to the next event! 🍷



PORSCHE

Welcome PCA!

**3rd Porsche Parts Distribution Center Tour
Porsche Dealer Swap Meet**

April 8, 2006 -- Saturday
9:00 A.M. - 12:00 P.M.

9:00 A.M. Gates open for Porsche Dealer Swap Meet
9:30 A.M. VIP Tour of Our "New" Porsche Distribution Center*
5100 Ontario Mills Parkway
Ontario, CA 91764 Ph: 909-937-3155
10:00 A.M. Technical Training on Porsche 2006 Cayman
11:30 A.M. VIP Tour of New Porsche Distribution Center*
* After each VIP Tour, participants will receive a limited edition Porsche poster

Be sure to ask your Porsche dealer about the \$25 Special Porsche Mystery Poster Set
&
20% off on all Porsche parts sold from Porsche Distribution Center
between 9:00 A.M. and 12:00 P.M.

2006 Porsches will be on display

PCNA Representatives will be available to answer your questions--look for their white Porsche shirt

Free coffee and doughnuts will be available

All About the People (Continued from page 3)

When it was time to head home I turned off the main Hwy and drove through the snow covered back roads looking at all the icicles hanging down from the cabins with smoke slowly rising out of their chimneys. It was down the east side of the mountain on Lone Pine Canyon Rd (another road that is a short drive at just under triple digits) to Hwy 138. Just a long, boring, hour and a half drive with all the motor homes and SUVs and we were back home.

As we pulled into the garage my wife reached over and squeezed my hand and said "thank you for a wonderful day, it was one of the best in my life, I will never forget it." I sat there in the car for a minute thinking, if I didn't have my Porsche and great roads to

drive on I would have really missed out on a very special day with my wife. Just remember it's not always about how twisty the road or how fast we drive but the company that's sitting in the seat next to us that makes our Porsches such a great investment.

It's true what PCA says; It's all about the people! 🍷



PCA San Diego Region & Zone 8 Time Trial

Streets of Willow Time Trials • April 22-23, 2006






REQUIREMENTS:

- New Time Trials and those with expired Zone 8 permits must purchase an event track - \$1000
- \$100 to reserve tent
- Proper fire extinguisher mounted in car
- 5 points required for all drivers & passengers
- 2006 Zone 8 Camp/Driving Rules apply see www.pca.org
- Participants without Time Trial Permit must have complete 6 Autocross type events or equivalent within the last 24 months.

Event Hotel: Inn of Lancaster
 44131 Sierra Highway • Lancaster, CA 93534
 Tel: 1-800-406-8466 • Rooms: \$67
 Say you're with PCA
 Make reservations early!

For more information contact Jack Miller at (619) 286-4478 (N) or jtmiller@PacWestCollege.edu
 For track information and directions: www.willowpringsraceway.com/home/home.asp

April 22-23 - PCA-SDR & Zone 8 Time Trial - Streets of Willow Raceway

Car Number _____ Car Class _____ Driver Name _____ Car Driver Name _____ Phone _____ Phone _____ E-mail _____ E-mail _____ Member # _____ Region _____ Driver Status: <input type="checkbox"/> Student <input type="checkbox"/> Driver <input type="checkbox"/> Instructor <input type="checkbox"/> Instructor Instructors, will you instruct? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> No	Car Number _____ Car Class _____ Car Driver Name _____ Phone _____ E-mail _____ Member # _____ Region _____ Driver Status: <input type="checkbox"/> Student <input type="checkbox"/> Driver <input type="checkbox"/> Instructor <input type="checkbox"/> Instructor Instructors, will you instruct? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> No
Do you have a 2006 Competition Permit? <input type="checkbox"/> Yes <input type="checkbox"/> No Signed: _____	Do you have a 2006 Competition Permit? <input type="checkbox"/> Yes <input type="checkbox"/> No Signed: _____
Car Year: _____ Make: _____ MAKE CHECKS PAYABLE TO PCALIFE If you would like to pay by credit card, please complete and sign VISA or MasterCard ONLY. Card No. _____ Exp. _____ Signed: _____	
\$150 for 1st time TT driver (includes 10 events) Entry fees at \$275 per driver \$25 Late Fee (assessed after April 7) \$30 Transponder Rental Total Fee: \$_____	If no Transponder Rental, Enter your Transponder # _____ Mail to: Jack Miller 7695 Broadland Ct. San Diego, CA 92119 Or Fax to: (619) 581-2871 (voice cover)

★ "Spreading Ticket" - \$30 - Anyone who fills out this form too fast so that it is incomplete, incorrect, or illegible such that it requires a phone call to clarify any info, will be charged \$30.
 ★ Please bring a completed form with you to tech inspection: www.pca.org/forms/KittingForm.pdf

PCA/SBR and SCHNEIDER AUTOHAUS Present:

EL CAMINO REAL XXIII

A Time-Speed-Distance Rally

WHEN: SATURDAY, APRIL 29, 2006
 Registration Opens: **8:30 AM**. First car leaves at **9:31 AM**.

WHERE: SEAR'S UPPER PARKING LOT, SANTA BARBARA'S La Cumbre Plaza.
 EXIT Hwy 101 (North) AT HOPE AVE. in Santa Barbara.
 Left at SIGNAL. Right at SIGNAL. Right into Sears upper parking Lot

COST: \$25 per car at the start. \$20 per car if you pre-register by April 22, 2006

EVENT: Under 4 hours. Scenic Santa Barbara County roads. Fun for all.

CLASSES: Novice, Tour, SDR, MX, Expert. See <http://www.pca.com/rally/>
 Click on Competition Rules, then click on Rally. Standard Zone 8 Rally Classes.

NOVICES: No experience required. Good stuff to bring: Navigator, time-of-day watch, clipboard, paper, pencil(s), water bottle. You will have fun, even if you leave any of the above at home. You must have a driver and navigator.

INFO: Joe @ 805-931-0990 for additional info and/or rally rules. Or email: jorally@aol.com

This event is hosted by the Santa Barbara Region of the Porsche Club of America. You do not have to be a PCA member to participate. We welcome all cars with a driver and navigator, regardless of make. Bring a friend.

PRE-REGISTER -----



To Save \$5.00, pre-registration MUST be received by April 22, 2006. (Make checks payable PCA/SB)
 Send this form to Zone 8 Rally, P.O. Box 1185, Nipomo, CA 93444.

Driver: _____ Navigator: _____
 Address: _____ Address: _____
 City, St., Zip: _____ City, St., Zip: _____
 Phone: () _____ Phone: _____
 Class: _____ (see web site) Email Address: _____

We'll send a copy of the Rally Rules on request.

A Time/Speed/Distance Rally
2006 PCA Zone 8 Rally Series

Porsche Club of America, San Gabriel Valley Toys in Sping III A Zone 8 Concours at The Nethercutt Collection Saturday - April 15

Cost: Pre-Registration: \$40.00 (\$45.00 postmarked after April 1)
 Display Only: \$20.00 (pre-registered)
 Lunch: \$9.00 (pre-registered only)

Location: The Nethercutt Collection, 15181 Bledsoe St, Sylmar, CA 91342
Directions: From Orange County: I-5 north, exit Roxford St, left to San Fernando Rd, right to Bledsoe, left from Bakersfield/Santa Barbara; I-5 south to Roxford, left on San Fernando Rd, left on Bledsoe
 From San Gabriel Valley: I-210 to Roxford, left to Bradley, left to Bledsoe, right to address

Schedule: 6:45 am: Car placement starts, 9:00 am: Judging starts, 2:00 pm: Awards Ceremony
 10:00 am: San Sylmar Tour RESERVED for SGV/OCR guests (50 max), no jeans or T-shirts

CONCOURS DIVISION	STREET DIVISION	WASH & SHINE DIVISION
C-1 356 (closed)	S-1 356 (closed)	WS-1 356 (all)
C-2 356 (open)	S-2 356 (open)	WS-2 911, 912 (65-83), 914
C-3 911, 912 (65-73)	S-3 911, 912 (65-73)	WS-3 911 (64-68)
C-4 911, 912 (74-83)	S-4 911, 912 (74-83)	WS-4 924, 944, 928, 968
C-5 911 (84-89)	S-5 911 (84-89)	WS-5 Boxster, 996, 997, GT2, GT3, Cayenne, Cayman S
C-6 911 (90-), 89 CA, GT2, GT3	S-6 911 (90-), 89 CA, GT2, GT3	
C-7 Boxster, Cayman S	S-7 Boxster, Cayman S	
C-8 914	S-8 914	
C-9 924, 944, 928, & 968	S-9 924, 944, 928, & 968	
C-10 Special Interest, Curr Comp, Limited Production	S-10 Special Interest, Curr Comp, Limited Production	
C-11 Cayenne	S-11 Cayenne	

UNRESTORED DIVISION

- UR-1 356 (all)
- UR-3 911, 912 (65-73)
- UR-4 911, 912 (74-83)
- UR-5 911 (84 Y-10)
- UR-8 914
- UR-9 924, 944, 928, 968
- UR-10 Special interest, current competition, limited production all water cooled



Name: _____ PCA Region: _____
 Phone: _____ Street: _____ Class Entered: _____
 City: _____ State: _____ ZIP: _____
 E-mail: _____
 Porsche Model: _____ Body Type: _____ Year: _____

Concours fee \$40.00 (late registration \$45.00) — postmark after April 1
 Display only fee \$20.00
 Lunch \$9.00 (pre-registered only)
TOTAL CHECK AMOUNT INCLUDED \$ _____

Mail check and form to: **PCA/SGVR % Phil Millard**
 P.O. Box 2215, Whittier, CA 90610
 562.773.4159 philmillard@hotmail.com

Grand Prix Region Porsche Club of America

presents

Spring "Day Away from Work" Zone 8 Autocross Monday, May 15, 2006 at Streets of Willow Raceway

3 practice sessions of no less than 20 minutes plus 3 timed laps. Run groups determined by experience and performance. Instructors available and required for all student drivers. Helmets and long sleeved, natural fiber shirts or jackets required. Shorts allowed. Some license helmets available.

Each entrant will receive:
 Custom event T-shirt
 Goodie bag
 Lunch
 Water
 (and lots of track time)

For entrants driving up the night before, reduced rates are available at the Park Plaza Hotel, 4916 10th St, Lancaster (801-945-2061). Mention "Willow Springs" when making a reservation to obtain the reduced rate of \$60.00 (single occupancy). There are many restaurants of all types within 15 minutes of the hotel.

Tech inspection and track walk will begin at 7:15 am.
 Mandatory drivers meeting at 8:30 am.
 First run group on track will be no later than 9:15 am.

For more info contact
Michael Dolphin
 Camera3@msn.com or
 (213) 248-4743

To avoid late registration fee, mail completed form and entry fee by April 24
PCA GPX %Suesan Way, 362 N. Westwind Dr, El Cajon CA 92020 (check made out to PCA GPX)

Driver Name: _____	PCA instructor?: Y N	Shirt Size: S M L XL XXL
2nd Driver Name: _____	PCA instructor?: Y N	Shirt Size: S M L XL XXL
Email address: _____	PCA Region: _____	
Address: _____	City/St./Zip: _____	
Phone (best): _____	Experience at Streets: None Low Medium High	
Car and Model: _____	Year: _____	Zone 8 Competition Class: _____

Entry Fees:

	Early registration	postmarked after Apr 24	Notes
Driver	\$100.00	\$25.00	Drivers not pre-registered on day of event will be charged \$50.00 above the early registration fee
2nd driver	\$75.00	\$25.00	
TOTAL AMOUNT ENCLOSED \$ _____			

My Experience Testing the Cayman S

By Bev Giffin-Frohm



noon. I know you want to hear about the Cayman S, so I will not go into details about the training. What I will tell you is that Porsche does an excellent job of training their teams for a new model launch – I was very impressed. Porsche took us to the Pomona Fairplex, where most of the car related activities were to take place. My first assignment was for the street experience,

automobile. This is not just a hard top Boxster; the design in different areas reminds you of Porsche racecars like the 959 and the Spyder. The rear fenders have these beautiful curves that pictures just do not do justice. The roofline is sloped back to integrate into the hatchback. The Cayman's look from the front exudes attitude, the air intakes, grill, and fog lights design give you that feel. Inside the car, the amount of storage space is impressive; 14.5 cubic feet combined front (5.3) and back (9.2).

As soon as I started the engine, I had a large smile on my face. The en-

(Continued on page 9)

I had a wonderful opportunity to participate in PCNA's Cayman S Sales and Launch training in December. Although this meant working late nights for my day job, I could not say no!

I checked in at the headquarters in Ontario, CA. Julie from PCNA met me and gave me my schedule. It looked like there was a lot of classroom time, but Julie let me know that I was going to test out the new Cayman S that after-

which was a tour up to Mt Baldy driving the Cayman S. We selected a team member so one will drive up the mountain and the other person would drive back. I teamed up with Janice from PCNA and drew the straw to drive the Cayman S up the mountain—now this is the way to start some training.

The first thing I noticed walking toward the car were the lines of the Cayman—it is a sexy sophisticated

Membership Report

By Neil Masco — Membership



It appears that the PCA national office is moving, so I have not received all of the membership spreadsheets as of this writing. The

good news is that the new database management software appears to be in place to make it MUCH easier for members to update their records. I was also very pleased to find that I have better access to membership information as well. The records indicate a current primary membership count of 94.

Welcome new members:

- Max Flinkenberg, 1987 944
- Robert Morris, 1985 944

Anniversaries for April include:

- Boris Iliev; 1 year, 1989 964
- Frank & Joni Jackson; 21 years(!), 1969 912 targa
- Peter & Kim Latrigue; 8 years, 1983 911
- Chad Metten; 3 years, 1974 914
- Todd Schultz; 3 years, 1973 914
- Fred Weinmann; 2005 Cayenne



Vehicle Aerodynamics Seminars

By Aerodynamicist, Paul T. Glessner, M.S.

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"While I am not an engineer or a major technical type, I enjoy the discipline of aerodynamics and was pleased at how Paul was able to explain its intricacies to individuals like me." - Jay Leno, Tonight Show Host.

"The amount of info in one day was 'unexpected.' This in-depth class answered a lot of questions; every racer needs to hear this." - Patrick Sallaway, Senior Instructor - Bondurant School of High Performance Driving.

"Learned far more than I thought before the course. I will definitely apply what I have learned today to my racers." - Warwick Bryan, V.P. of Vintage A.R.A. ?

"Excellent Seminar!" - Bernard Juohil - Chief Mechanic for Jay Leno's collection.

Organize 15+ people and Paul will come to your location. That organizer will only pay \$100 instead of the \$300 per person seminar fee.

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Secretary's Report

By Janice Witteried — Secretary



California Inland Board Meeting
March 14, 2006. The meeting was called to order at 6:30 p.m.. In attendance: Greg Reed (President),

Mary Ann Paré (Activities Chairperson), Rich Paré (Past President), Neil Masco (Membership Chairperson), Herman Rijfkogel (Treasurer), David Witteried (Newsletter Editor) and Rich Bessette (Autocross Chairperson). I was not able to attend the meeting so I am doing my column from the notes that my darling husband who so kindly agreed to take them for me, please forgive any omission I might make.

Old Business:

- Goal is to be incorporated by the end of the year.
- There is a price for maintaining a non-profit status.
- The California Festival of Speed was discussed. About six members have volunteered to help Rich Bassett with the Autocross tech inspection at the event.
- The details for the rally on March 18th were finalized.

Treasury Report: Herman Rijfkogel reported on the status of the treasury and requested that one of the board members perform an audit of the books to check for errors.

Membership Report: See Neil's report

Newsletter: Due to the increase in printing costs our newsletter expenses have gone up. We are in need of some new advertisers to help offset these costs. We need a sales person to go out there and sell our newsletter. Any volunteers?

Activities Chairperson Report: Mary Ann needs some one to lead the PCNA tour on April 8th. Volunteers are needed to help on the committee to plan the Twentieth Anniversary Party. Kings Canyon tour still not finalized. A tour to a local winery is being worked on. Shirley Bumgarner has volunteered to work with Mary Ann on the Region Anniversary Party, more volunteers are

needed. Paul Guggenbuehl suggested a tour to Mammoth in June.

New Business: New chairperson for competition events, Chad Metten was suggested as a possibility. The \$2 surcharge at the Greenhouse Café and several member's thoughts, ideas, and suggestions were discussed. Most popular idea suggested was to move weekend to 2nd Saturdays to use a separate weekend from the motorcycle club which also meets on the first weekend of each month. This would free up the

Greenhouse staff to be able to serve our members better. It was also noted that the \$2 change will only apply if no food is ordered.

The meeting adjourned at 8:00 p.m.. 🏠



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FMC Loan Pros presents: "Carving the Cones at the Speedway" (Event #2 of OCR's 11 event championship series!)

WHAT: PCA ZONE 8 – Orange Coast Region - Auto-X
WHEN: SUNDAY-APRIL 9, 2006 –Tech Inspection opens at 7am
WHERE: CALIFORNIA SPEEDWAY – LOT 12 (The Big Lot)
9300 Cherry St Fontana, Calif. 92335

REGISTRATION INFORMATION WILL BE AVAILABLE AFTER March 15th at www.PCAOCR.org see "Autocross Information" for directions, dates and locations of Orange coast Region's 11 event Championship Auto-X Series!. Come join the FUN!!!!

COST: \$60 FOR PRE-EVENT REGISRTATION RECEIVED 4 DAYS B/4 THE EVENT (IF YOU CANCEL OR DO NOT SHOW YOU ARE NOT CHARGED) AND \$75 FOR ENTRY AT THE EVENT. PCA ZONE 8 rules apply (may be viewed at www.pca.org/zone8)

Event Master: Steve Eguina e-mail address: seguina@cox.net

Cayman S (Continued from page 7)

gine's sound is throaty, not too loud, but enough to let you know it is ready for some fun. When we took off, we were the 6th car in line out of about 20. After acclimating myself to the essentials of driving, such as the 6 speed shifter - we took off. I could immediately tell this was going to be a lot of fun. The sight of 20+ Caymans touring together certainly drew a lot of attention from others on the road. We had a man in a BMW SUV ask us many questions when we were at a stop light. Others on the tour had similar experiences; it was certainly a remarkable sight.

The road to Mt Baldy is challenging and a great road to test out the responsiveness of the Cayman. The minute we started up the hill, I was impressed with the way the car handles. The tight hairpins were easy to navigate; you could still carry some speed

and downshift easily when needed. The power of the Cayman was impressive and by the time we got to the top, I was exhilarated. Janice and I were like kids in a candy store with this car. Once we reached Mt Baldy everyone had similar



comments about the cars handling. Janice could not wait to get behind the wheel and drive down the hill back to the Fairplex. We talked non stop about how the Cayman could handle the curves.

The next day we were ready for

some more fun both in and out of the car. We went through classroom material that covered most aspects of the Cayman S. The trainers were great and even made the spot quizzes fun. The part of the training I was most looking forward to was scheduled in the afternoon. This was the competitor comparison test and autocross. If you know me, you know I love to drive on a track and this was an opportunity to compare 5 automobiles for handling and responsiveness.

The comparison test was from the following four competitors: BMW M3, Corvette Coupe, Mercedes SLK350, and the Nissan 350Z Grand Touring Edition. We were to drive each of these automobiles on a course designed for handling. There was the slalom, lane change, hairpin, straight away and hard stop. We were teamed up with a partner, where one will drive while the other observed from the passenger seat

(Continued on page 10)

Cayman S (Continued from page 9)

while on the course. Then we would switch, so each of us could rate the car from both positions. My partner for the comparison drive was Theresa from PCNA. The first competitor we tested was the Mercedes SLK. This is a stylish car and I thought it would handle well. However, I was disappointed with the responsiveness on the slalom and lane change. Through the hairpin, the car leaned heavily to one side. The braking was poor; it felt like the car was jumping a little as it tried to stop. Next up was the Corvette, I had a good idea how this would handle as my ex husband and I had an early Vet. The newer Corvette handled a little better than the earlier Corvettes, but as expected, it is more about horsepower than handling. You do not do a hairpin very quickly in a Corvette. The brakes were not that great which was surprising, but better than the Mercedes. I felt the Nissan 350Z was difficult to handle. The responsiveness was poor and cornering was not good at all. I felt like the car was trying to change lanes without me. Braking was scary; I felt it took excessively long to stop the car. Next up was the BMW M3 – this is a big car in comparison to the others, but a fun car to drive. It did handle and respond well on the course. The braking was very good and I felt this was the best of the four competitors. Of course, you save the best for last. I got into the Cayman and floored the accelerator the responsiveness was immediate. As I started through the slalom, the handling was fantastic. I had the car in second gear and accelerated out of the slalom into the hairpin. I took the hairpin quickly; the Cayman handled this with ease, even when I kept pushing it. The braking on the Cayman S was very impressive. I have driven many cars,

Porsches and other makes, but the stopping power on the Cayman S really impressed me.

Next was the autocross course. The team put together a course that had speed plus challenging turns. The Cayman S is a mid-engine model, so you know it should take corners with more ease than its rear engine cousins. The Cayman has a 3.4-Liter engine weighing in at 2,854 lbs. The cars we were using had the Sport Chrono Package installed. This meant that the dash is a little different, a driver selectable sport mode which adds a performance edge to the throttle control and PSM (Porsche Stability Management). I am not going to get into the details of the



Cayman's specs as I am not that technical. However, on the course, the Cayman was exhilarating to drive. As I stepped on the accelerator for the straightaway, we could hear this wonderful throaty response from the engine and exhaust. I loved the sound the Cayman made. The car has 295 horsepower and can do 171 Mph, we were not going to get any where near its limits, but the course gave us a sample of what could be done on a larger track. The shifting is very responsive approaching the straightaway, downshifting was smooth as we began our approach to the hairpins. As we moved through the decreasing radius turn, the car was easy

to handle. The structure and suspension made it feel steady in the turns and I didn't feel I had to work very hard when navigating out of the turn. We put the cars through their paces, I am sure they went through many tires after we finished testing them. Everyone had big smiles on their faces as they came off the track.

There are other things that I like about the Cayman. As a tall person, it was easy to get in and out of the Cayman S; in addition, there was plenty of headroom. One of the people on our team was 6'3" tall; he said that the headroom was not a problem. The legroom for both the driver and passenger is also compatible for people of height. The seats are also very comfortable; my back has been bothering me for the last few months and I did not feel any back stress even when on the track.

At the end of the training, there was a test given to ensure the participants understood the materials that covered during the training sessions. I was not required to take the test, but I wanted to see how much information I had absorbed. I am proud to say I passed the test and received my Cayman S training certificate.

You're probably getting the idea I like the Cayman S, you are right. Having had the opportunity to drive many different Porsche models over the years, I have to say Porsche has a winner on their hands. The look and sound are sexy. To me the Cayman S shows some attitude. Add the handling and power of this car – it is very impressive.

I want to thank my friends from Porsche, for giving me this wonderful opportunity to learn about and test drive the new Cayman S. I met some wonderful people and had fun. The Cayman S is a fabulous car! 🏁



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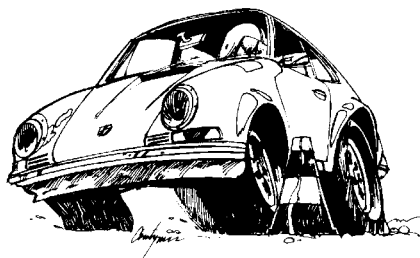
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What is an Auto-X?

By Steve Eguina, Pandemonium, March 2006

As autocross season is getting up to speed for 2006, I thought I would give you the answers to many of the questions I frequently get from new and old members alike. Just remember seat time, coaching, and the desire to improve, will result in becoming a better driver. The best part is you meet a lot of neat people with similar interests!



Q. What is an Auto-X?

A. An Auto-X is an exhilarating fun and competitive event. Most Auto-crosses are held at large parking lots or open paved areas.

Q. What training do I need?

A. Don't worry about any advanced driving skills being needed! We'll have an instructor help you get comfortable with your car and how you'll be using it. You'll be amazed at how much you'll learn and how much more comfortable you'll become with your Porsche in just one or two auto-crosses!

Q. What should I bring?

A. Bring a small cooler with drinks and snacks. You won't really have time to leave for lunch. And don't forget the sunscreen! Also, see items covered in the following questions.

Q. What class does my car run in, what modifications are permitted?

A. Several classes exist for each model Porsche. These range from totally stock to highly modified. The Zone rules have a check list to help you determine your class. Complete it to the best of your ability when you register and we will answer any questions online or at the event. If you are new at this sport, you will not likely be competitive at first, nor will your car be prepared according to any particular rules. Just allow your car to be classed. Tell them you are a novice, and be

ready to learn a ton about driving!

Q. Do I need any special equipment in order to compete?

A. No, You can Auto-X any Porsche providing that it meets the minimum safety requirements and is in good working condition. Make sure that you have good working seat belts, that your battery is properly secured, and that you have all lug nuts on your wheels. Also, check your tire pressure and add a couple of extra pounds. You will need a helmet (see rules for requirements). If you do not have a helmet, they usually have some loaners. Also keep in mind that most of our venues have a 95 db sound limit which we must monitor.

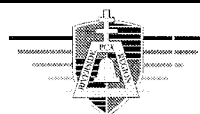
Q. I am at my first event, what do I do now?

(Continued on page 12)

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PCA Riverside Region
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 Present

Porsche Club of America Zone 8

Palm to Pines Run
 A Time-Speed-Distance Rally

- WHEN:** Saturday, 1 April 2006
 Registration: 9:00 AM. First car starts at 10:01 AM
- WHERE:** Desert European Motorcars Ltd, 71-387 Highway 111, Rancho Mirage, CA; 800-347-4709
 Exit Interstate 10 at Monterey Ave; Continue on Monterey Ave South through Palm Desert, 4.0 miles; turn right on Highway 111, 2.0 miles; Look for Desert European **Porsches** on your left.
- COST:** \$20.00 per car at the start, \$15.00 per car if you pre-register by 10 March 2006.
- EVENT:** Under 3 1/2 hours. Great roads, beautiful scenery, challenging for the expert, fun for the novice.
- CLASSES:** Novice, Tour, SOP, NAV, Expert. See <http://www.pca.org/zone8/>
 Click on **Competition Rules**, and then click on **Rally**. Standard Zone 8 Rally Classes.
- NOVICES:** No experience required. Good stuff to bring: Navigator, time-of-day watch, clipboard, paper pencil(s), water bottle. You will have fun, even if you leave any of the above home. But, you must have a **Navigator**.

INFO: Call Michael Lovett: 760-323-4850 for additional info and/or rally rules.
 Or email M.Lovett@verizon.net

This event is hosted by the Riverside Region of the Porsche Club of America. You do not have to be a member to participate. We welcome all cars with a driver and navigator, regardless of make. Bring a friend.

*****Pre-Register*****

To Save \$5.00, pre-registration MUST be received by March 10, 2005. (Make checks payable PCA/RR)
 Send this form to Zone 8 Rally, c/o Michael Lovett 1070 East Deepak Rd, Palm Springs, CA 92262.

Driver: _____	Navigator: _____
Address: _____	Address: _____
City, St. Zip: _____	City, St. Zip: _____
Phone: _____	Phone: _____
Class: _____	Email Address: _____

Autocross (Continued from page 11)

A. When you get to the event, the first thing that you should do is go to registration. Hopefully you have pre-registered online. Be sure to tell someone you are a novice and would like some guidance. At registration, you will also need to sign up for a work group if one has not already been assigned. After registering, prepare your car for TECH INSPECTION; remove all loose items from your car, hubcaps should be taken off of your wheels, then go to TECH. They will inspect your car for the safety items mentioned above.

Q. What is a work assignment?

A. While you run, there will be others that watch the course, pick up cones, keep track of cars in pre-grid, and watch the entry gate. In return, you must do these items for them.

Q. Is Auto-Xing Safe for me and my car?

A. Yes, although any competitive driving event does have an element of danger, Auto-Xing is a safe sport. You are responsible for providing a safe car and driving in a controlled manner. You should check you car over the week before the event. If it's ready for a long weekend outing, it is probably in shape to Auto-X. Make sure you have ample tread on your tires. Check the oil etc. When working the course, the first rule is to be safe and always keep your eyes on the cars on the course. Auto-Xing is generally not hard on your car and one of the purposes of Tech Inspection is to see if there are any obvious concerns.

Q. I'm new to Auto-Xing, can I get help?

A. Yes, instructors will be available. You just have to ask!

Q. Should I compete for a year end championship trophy if I'm new?

A. Why not! Many new Auto-X competitors have won their class in their first year of competition. You will be amazed at how fast your driving skills and car control improve in a short period of time.

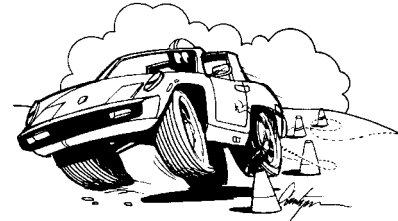
Q. Where can I read about the rules?

A. Regions "generally" follow the Zone 8 Auto-X rules which can be found on the Zone 8 Web page.

Q. Will there be a year-end championship award?

A. Yes, the Zone has a year-end presentation of class winners. In order to qualify for a year-end award, you must participate in at least 51% of the Zone events held.

So come on out and HAVE FUN!
Steve Eguina – Friend of the "CONE"!



**Porsche Tech Q&A,
Boxster (986 And 987)
Child Safety Seat**
By PCA National Tech Committee

Q: Is it true that the passenger side air bags in the Boxster can only be deactivated with the purchase of the Porsche child car seat? We recently had a child and I am looking forward to taking him for some nice drives, however I was dismayed to hear that the only way I can bring him in the car is to purchase a -\$500 car seat from Porsche. I did a great deal of research on the infant car seat before we selected one for my wife's car. I would like to use that same seat in my Boxster but need to deactivate the air bags first.

A: Unfortunately, you cannot deactivate the air bags without using the factory seat. There is a deactivation bar that is installed that has a buckle receiver and the seat has a buckle on it. So that when you install the seat and buckle it up, the airbag control unit sees that a child seat is installed and turns off the front and side air bags on the passenger side. - Peter Smith, PCA Website.



Editor's Bench (Continued from page 2)

nical sessions, food and fun for all! Mark your calendar and be sure to be there.

Well it is that time a year again to put together the national newsletter contest entry package. I will be submitting two of our newsletters from last year to the contest and I am interested in hearing your advice as to which issues you think should be submitted. So if you have an opinion, and everybody has one, please call or e-mail me and tell me which issues you think are worthy of submittal.

See you on the road!



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914 Parts for sale, Rich Bessette, 661.944.1024, richs914@direcway.com.

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F/G front bumper	125.00
F/G rear bumper	125.00
F/G front hood shell only pins req'd	100.00
F/G rear trunk shell only pins req'd	100.00
Used racing seat	25.00
Fuchs rims 7&8	700.00
Strip 74 roller body	200.00
Kerry hunter headers and stainless Supertrap	300.00
5 lug rear hubs	Sold!

(Continued on page 13)

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<http://www.pca.org/zone8>

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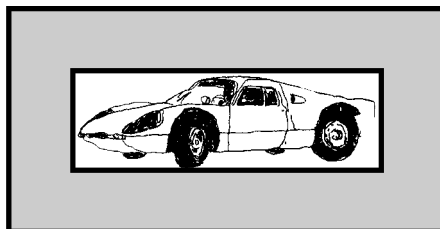
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Ad includes a banner ad & link from our web site at www.pca.org/cai.

Deadline for submitting new ads or for making changes to existing ads is the first of the month preceding the month of publication.

We reserve the right to refuse to print any ad deemed inappropriate.

Send ads to:
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witteried@charter.net



Classified Ads

No charge to PCA members.

Ads will be left for a reasonable amount of time. However, please let us know when the item has been sold.

Non-member ads:
\$25.00 for each 25 words (per issue).
No extra charge to include photo.

Ads are automatically included on our region web site.

We reserve the right to edit or refuse to print any ad.

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California City, CA 93505
witteried@charter.net



For Sale...

(Continued from page 12)

Trailer arm boxes	Sold!
Chassis stiffing plates	50.00
44 Weber/w linkages and intakes	300.00
180lbs rear spring	50.00
MSD ignition box	75.00

Self adhesive wood veneer for dashboard (never used) fits early 944 or 924. \$50, Jim, 661.821.3805.

1987 Porsche 911 Turbo (930), 49,000 original miles, red with tan, concourse condition. One of my Porsches has to go. Sacrifice \$34,700, Marshall Deems, 818.519.7193, Mission Viejo, CA. *(Photos on web site)*

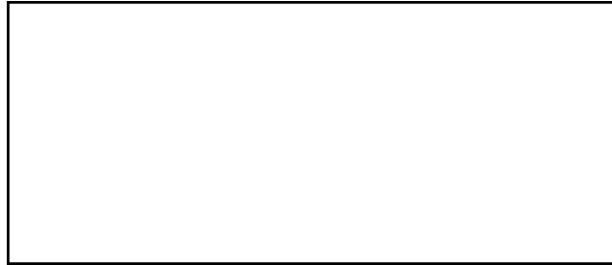
1992 968 Cabriolet - Cobalt Metallic Blue w/Pearl Interior. This rare car is gorgeous, hard-to-find color option, in top mechanical shape. Lots of recent additions, restoration, and extras. Too much to list here, too pretty to not have a look. \$18,900 obo. For full details and picture gallery please go to <http://mguthrie.net/interests>.

PUT YOUR AD HERE!



Winding Roads

California Inland Region, PCA
David Witteried, Editor
9900 Susan Avenue
California City, CA 93505



Our Next Event...

April 1st

Breakfast Meeting

9:30 a.m. at the Greenhouse Café in Lancaster.

April 1st

After Breakfast Tour to Descanso Gardens

See ad on page 3.

