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Other Car Autocross
Mind Over Motorsports Tech

February 2006



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WINDBLOWN WITNESS

Porsche Club of America, San Diego Region

Volume XLVII No.2

Editor

Greg Phillips *editor@pcasdr.org*
707 Palm Ave., Imperial Beach, 91932
619.429-7700 619.429.7703 (fax)

Assistant Editor

Tom Brown

Photo Editors

Ted Witte Paul Silver

Writers

Greg Phillips Bev Giffin-Frohm
John Straub Margi Knight
Michael Harris Mike Mansolino
Ted Myrus Skip Carter
Paul Davis

Photographers & Artwork

Greg Phillips Ted & Jon Witte
Paul Silver Skip Carter
Mark Mitchell Bev Giffin-Frohm

Advertising *witnessads@pcasdr.org*

Gary Peterson 858.535.1800, Ext. 118
Chris Huck 760.731.2503
Bruce Gardner 760.207.4972

Billing *WitnessBusiness@pcasdr.org*

Royce Ann Myrick 619.475.1199

Printing

Vanard Lithographics 619.291.5571

Proofreading

Margi Knight Martha McGowan



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SAN DIEGO REGION CALENDAR

Check www.pcasdr.org for last minute changes

Web Sites:

San Diego Region: <http://www.pcasdr.org>

PCNA: <http://us.porsche.com/national/>

Porsche AG: <http://www.porsche.com>

Zone 8: <http://www.pca.org/zone>

PCA National: <http://www.pca.org>

For email notification of events please contact: Charles Becker becker@BravuraNetworks.com

February

1	Wed	SDR Monthly Meeting, Ibbetson home,
4	Sat	PCA National Board meeting, Phoenix, AZ
5	Sun	SDR Autocross, West Lot (page 63)
15	Wed	SDR Tech Session Hoehn Porsche (page 35)
18	Sat	SDR Valentine's Social (page 21)
18	Sat	SDR Autocross, West Lot (page 63)
25	Sat	LA Literature and Toy Swap meet
26	Sun	SDR Tour (page 7)
26	Sun	All Euro Swap Meet
28	Tue	SDR Last Tuesday Social (page 6)

March

1	Wed	SDR Monthly Meeting, Myrus home (page 59)
4-5	S/Sun	Z8 Arizona Region Club Race
11	Sat	Z8 Concours/Judging School
12	Sun	SDR Autocross, SE Lot (page 63)
15	Wed	SDR Tech Session
17	Fri	SDR Social, St. Patrick's Day Party (page 6)
18	Sat	Z8 Rally, Cal Inland Region
24-26	Fr-Sun	Z8 Festival of Speed (page 19)
28	Tue	Last Tuesday Social

April

1	Sat	SDR Rally, April Fool's Rally (page 15)
1	Sat	RIV Z8 Rally
5	Wed	SDR Monthly Meeting San Diego Auto Museum
7-9	F/Sun	SDR Performance Driving School (page 9)
8	Sat	PCNA Warehouse Parts Tour (page 15)
9	Sun	Z8 Autocross, Orange Coast Region
15	Sat	Z8 Rally, Riverside Region
15	Sat	SDR Autocross, West Lot (page 63)
22-23	S/Sun	SDR hosts Z8 Time Trial (page 63) Streets of Willow
22	Sat	Z8 Concours, San Gabriel Valley Region
25	Tues	SDR Last Tuesday Social
29	Sat	Z8 Rally, Santa Barbara Region
30	Sun	SDR Tour

May

3	Wed	SDR Monthly Meeting, Szielenski home
4-6	F/Sun	Z8 Cinco de Mayo- Arizona Region
13	Sat	SDR Autocross, West Lot (page 63)
13	Sat	Z8 Autocross Santa Barbara region
14	Sun	SDR QDE West Lot (page 63)
15	Mon	Z8 Autocross, Gran Prix Region
17	Wed	SDR Tech Session
20	Sat	Z8 Autocross Golden Empire region
21	Sun	Z8 Concours Grand Prix Region
30	Tue	SDR last Tuesday Social

June

3-4	S/Sun	SDR hosts Z8 Time Trial (page 63) Buttonwillow Raceway
4	Sun	Z8 Concours LA Region
7	Wed	SDR Monthly Meeting Hoffman home
21	Wed	SDR Tech Session
24	Sat	SDR Rally, Summer Solstice Rally
24	Sat	Z8 Autocross, Riverside Region
27	Tue	SDR Last Tuesday Social

July

1	Sat	SDR Autocross, West Lot (page 63)
4	Tue	SDR Social, 4th of July Pool Party
5	Wed	SDR Monthly Meeting, Allen Home
8/9	S/Sun	SDR Social, Dana Point Weekend (Pageant of the Masters and 356 Club concours and car show)
14/16	F/Sun	Z8 Hearst Castle Tour, Orange Coast Region
15	Sat	SDR Autocross, West Lot (page 63)
16	Sun	SDR QDE, West Lot (page 63)
16	Sun	Z8 Concours, CA Central Coast Region
19	Wed	SDR Tech Session
25	Tue	SDR Last Tuesday Social

AT THE WHEEL

by Margi Knight, President



The Club's annual charity event, A Road For Everyone, brought in 190 members and guests on January 7 at the Rancho Santa Fe Golf Club. Thanks to our Gala chairs Kathy Alnwick and Paul Davis for working long hours putting this event together. Many people told me that the cuisine was the best ever. Thanks to R.J. and Kendra Correia for inviting us to use the golf club.

Congratulations to the Charity team of Bob Lemke and Bob Brand who drove the extra mile to assure the success of another fund raising event. They worked diligently collecting and organizing over 90 donations. Thanks to all the donors who were so generous in their giving and to all of you who bid and won on both the silent and live auctions. The proceeds of over \$10,000 will be donated to Children's Hospital and the Armed Forces YMCA.

Pioneer Centres', General Manager Mark Smith, presented a check in the amount of \$47,000 to Children's Hospital representative Carol Damon-Scherer. The incredible sum was raised through Pioneer's \$100 donation for every Porsche sold. The year 2005 was very successful for both Pioneer Centres and Children's Hospital.

Michael Harris had a very real challenge at the Gala as he had to deal with a defective PA system as well as a very enthusiastic crowd. I hope those of you who attended were able to hear his comments. He expressed his sincerest gratitude to all the 2005 volunteers who helped him achieve one of the most successful years for our club. Thanks to Susan Harris and the rest of the Harris family for supporting Michael. It was wonderful to have them in attendance and to hear Vicki give a moving tribute to her father.

I want to congratulate those individuals recognized by 2005 Board for their outstanding volunteer service. Gary Burch was selected as our Bill Myrick Enthusiast of the Year. Gary is one of those people who has devoted time and effort in making the AX program successful. He did this with enthusiasm and humor and we all know humor is a necessary ingredient when organizing the AX program.

For exceptional volunteer effort, we honored Kim Crosser, Martha McGowan, Mickey Walker and Bill Hartsock. These individuals not only did a terrific job this year but also have been here year after year supporting the Club. I could not find anyone more enthusiastic than these folks. In addition, we honored Dick Hofland for all the years he has devoted to this Club. He has sold his precious car but he still attends many events and maintains close relationships with several members. Thanks Dick for being here.

I would like to say a special thanks to Bill Allen. Bill and I met in 2000 at a Performance Driving School. We were both new members and we talked about how lucky we were to be having so much fun driving Boxsters. We went on to become active in the club and to form valuable friendships. Bill is finally getting a much-needed break after spending three years on the Board. First he was Treasurer, then President and the last year was our valuable Advisor. Thanks Bill for stepping up as a great leader and for continuing your support of the Club.

As to planning for 2006, the Board has established goals for the year. In an attempt to expand our volunteer base we will encourage our new members to get actively involved. Additionally, we will promote participation in our DE and TT programs; endeavor to increase the Club's visibility in the community and work to find an alternative sight for driving events staged at Qualcomm Stadium. I would also like to hear from you, our volunteers, on what other initiatives might be pursued. Event planning has begun in earnest and I would like our new chairs to contact Keith Verlaque, Sponsor Liaison, if a sponsor is needed for an event.

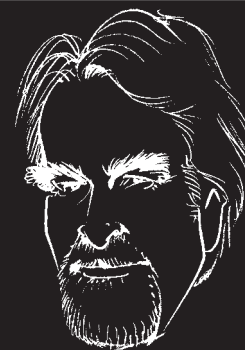
Volunteers are key to the Club and I would like to give them the recognition they deserve. I am initiating a Volunteer of the Month Program where I will recognize individual effort on behalf of the Club. Please email me your recommendations of Club volunteers and why you think they should be recognized. The "winners" will be announced in my monthly column.



UP FRONT



(WHERE THE ENGINE BELONGS)



Another month has passed and it is time to write this month's column. With any luck this issue will be out a little earlier than January's did. Apologies for the delays are in order, along with needing to give credit to Michael Harris for last month's Road & Track tech session article and to Paul Silver (and myself) for the photo credits.

I am just back from a great weekend at the Willow Springs Time Trial, where we had almost perfect weather and an impressive turnout of drivers. Look for a full report in next month's issue, along with the January autocross.

This month's issue covers the December Other Car Autocross as well as the Charity Gala Banquet. Both events were well attended and a lot of fun. We also had the Mind Over Motorsports tech session on the Boxster and another Cayenne Off-Road tour into the back-country of San Diego. Along with the Charity Banquet we also had the Children's Hospital Toy Drive report and pictures. Check out Santa's new sled.

I also wanted to give thanks and a shout out to Import Tire at 771 13th St. in downtown San Diego. Joe and Don run a great tire shop on the corner of 13th & F Street. I have had great service for mounting and switching my track tires over the past years. They have had very good prices on the tires they carry but they have also been kind enough to mount and balance the track tires I have obtained elsewhere. They are conveniently located for me downtown and around the corner from Dieter's. Thanks guys!

We have another busy month coming up for the San Diego Region, so check the schedule and flyers along with the website at www.pcasdr.org for updates. If you have not been on the website recently, you should check out the new design that was released at the end of December and designed by the La Jolla Group. So point your browser in our direction and check it out. And while you are there, just a reminder that the Wind-

blown Witness is also available on the website in Acrobat PDF form each month. We often have the web version up before the printed version is mailed if you just can't wait (or we get delayed again).

We are still looking for a new editor for the Witness, but could also use more writers and reporters for any of our Region events. If you are attending an event, feel free to write an article about your experiences of the event and send it to editor@pcasdr.org. We thank your for your support.

Speaking of support, we need to send ours to the Ewbanks family. Bud Ewbanks of the Santa Barbara Region, who was also well known and liked throughout the Zone passed away in early January. Our condolences to his wife Carolyn and the rest of his family. See page 7 for Mike Mansolino's remembrance of Bud.

ON THE COVER

This month's cover was from the Coronado Historics this past fall of the Jagermeister 911 in the pits.

Greg



February Last Tuesday Social

February 28, 2006, 6:00pm

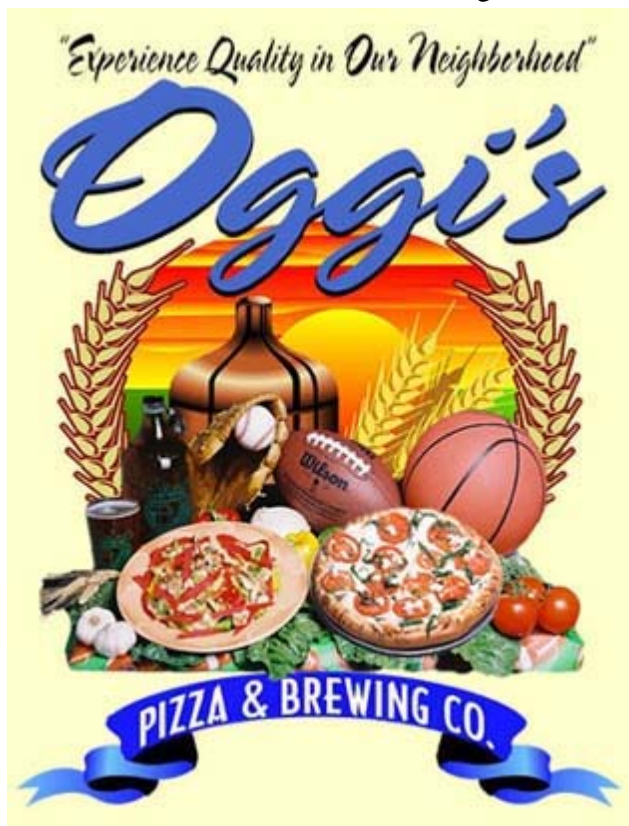
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From the south, exit I-15 at Ted Williams
Turn Right, take the ramp to Sabre Springs Pkwy
Turn Left at light, Right into parking lot

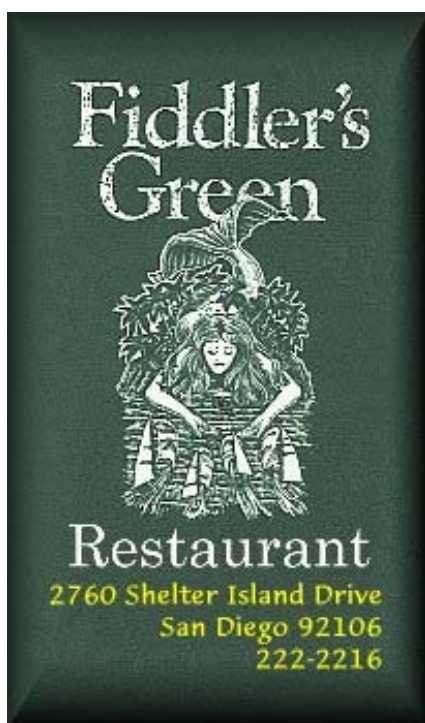
From the north, exit I-15 at Carmel Mtn. Rd.
Turn Left, then Right on Rancho Carmel Dr.
Turn Left at last light before Ted Williams,
Right into parking lot



Reserved Porsche Parking available!

For information contact Kathy Alnwick, imthekaps@yahoo.com, Phone: 619-229-1515

PCASDR St. Patrick's Day Celebration



Friday March 17th, 2006, 4pm to ?

Fiddler's Green

2760 Shelter Island Drive
San Diego 92106
Ph: 619-222-2216

\$20 per person includes complete dinner
(salad, cornbeef, cabbage, carrots)
No Host Bar

Limited tickets available, so reserve now!

Send check (payable to PCASDR) to:
Kathy Alnwick
7961 Laurelridge Rd.
San Diego, CA 92120

4pm for preferred parking, and for the REAL Irish

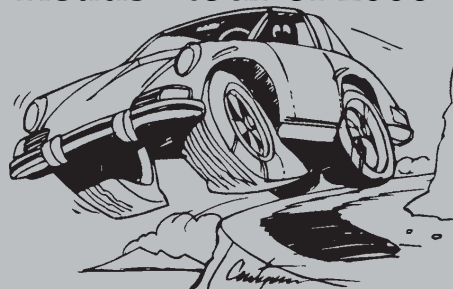
For information contact Kathy Alnwick, imthekaps@yahoo.com, Phone: 619-229-1515

It's time to get your **PORSCHE** out for a spring drive at PCA-San Diego Region's first "Back Country Roads" tour of 2006

Sunday February 26th

Meeting at 7:30 am in the parking lot of Steele Canyon High School

12440 Campo Rd, Spring Valley, CA 91978



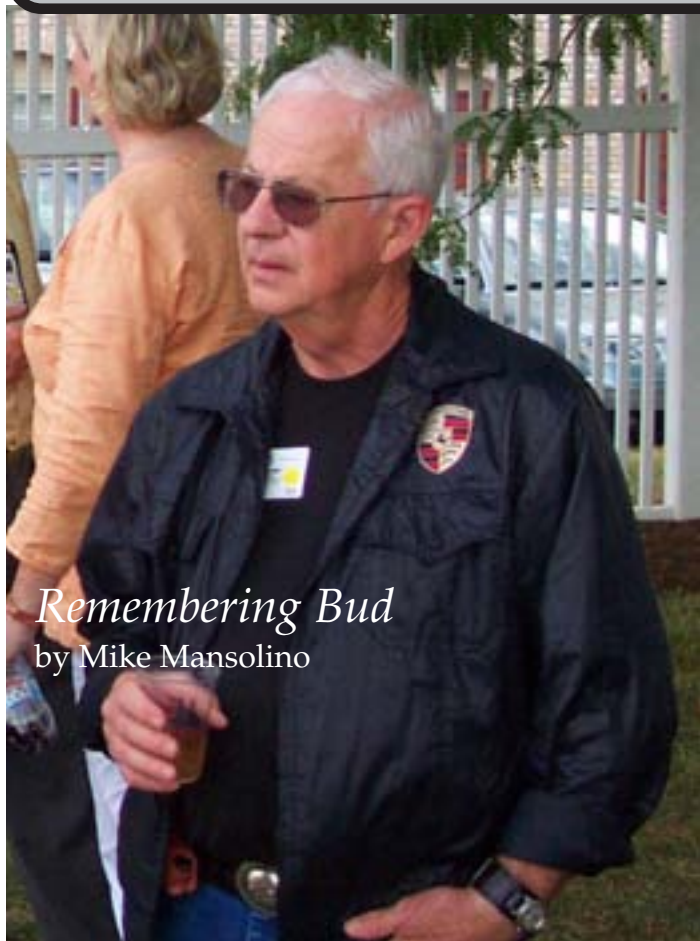
Drivers' meeting at 7:45 - departing at 8:00 SHARP in an attempt to avoid the usual Sunday drivers!

This is a chance to explore back country roads that you would otherwise have no reason to drive.

The tour will finish with lunch in Julian at around noon, leaving you Sunday afternoon to get ready for work.

If you have a FRS two way radio (Motorola etc.) please bring it along and tune it to channel 9 -11.

If you have any questions call Keith V on (619) 817 5446



Remembering Bud
by Mike Mansolino

You may have heard of the recent passing of Eldon "Bud" Ewbank. For those associated with Concours or Rally, you certainly will recall the beautiful 924, or the equally stunning 928 he and Carolyn campaigned for the past several years. Those fortunate enough to know Bud encountered a man of considerable wit, charm, and warmth. His impish smile and the twinkle in his eyes were visible clues to the character lurking beneath.

Bud was instrumental in the creation of the "Tour" class in Rally, and his insightful recommendations helped to improve and advance the Concours series. His ability to establish a relationship with Rusnak Porsche helped set the benchmark for Zone Concours festivities. His energy, and that of Carolyn, was largely responsible for the significant growth of the Santa Barbara Region and the numerous national awards that region received.

Bud's memorial service, or better stated, Bud's celebration of life, was a tribute to the impact he had on the lives of those he touched. The minister at that service said that we all enter this life with a name, but it is the name we have when we leave this life that matters. Bud will be missed, and the indelible imprint he left on the lives of those who knew him will cause his name to be long remembered.





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

This three-day school, for only **\$275**, consists of:

Friday – Apr. 7th 6:00 pm – 9:00 pm	Saturday – Apr. 8th 7:00am – 5:00pm	Sunday – Apr. 9th 7:00am – 5:00pm
Black Forest – Engineer Rd	Qualcomm Stadium West Lot	Qualcomm Stadium West Lot
“Chalk-talk” in a classroom environment	Driving exercises Many performed on a skid pad	A non-competitive autocross for instructional purposes

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

For further information, contact PCA-San Diego Region Joint Chief Driving Instructors: cdi@pcasdr.org

Gary Burch 619-582-7608, Dan Chambers 619-222-3266, or Carl Scragg 619-226-6025

Applications will be accepted on a first-come-first-served basis beginning February 24, 2006

Applications must be sent by regular mail – no metered mail – no express mail

Applications postmarked prior to Feb. 24th will be returned

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

PCA-SDR Performance Driving School, P.O Box 7485, San Diego, CA 92167

Student Driver

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

2nd Student Driver (same car)

Name: _____
 Address: _____
 City: _____ ZIP: _____
 Phone#: _____ Shirt Size: _____
 Porsche model and year: _____
 PCA membership # _____
 *e-mail: _____
 2nd driver Yes / No
 2nd driver Yes / No

***NOTE: All data pertaining to the PCA-SDR school will be distributed by e-mail so applicants need to ensure the e-mail address given above is both current and regularly monitored.**

2005 Gala/Charity Banquet

by Michael Harris
Photos by Paul Silver & Greg Phillips

A funny thing happened at this year's Gala, held at the Rancho Santa Fe Golf Club. We planned on about 150 members attending and almost 200 showed up. Maybe we should consider holding more such events in the Rancho Santa Fe/Escondido area? Katherine Alnwick and Paul Davis led a hard working team of volunteers who put on the best Gala ever. Golf Club/SDR members Kendra and R. J. Correia enabled us to hold the event at the Golf Club. Thank you Kendra and R. J.! Hoehn Porsche helped us financially with the beverages and displayed a 2006 Cayman "S" in front of the Club. The grounds were pristine, the restaurant was

beautifully decorated, and the quality of the food and presentation was unsurpassed. Diners had a choice of a thick cut of Prime Rib that filled a large dinner plate or Mahi Mahi that was moist and delicious. We rocked until midnight to the sounds of Buzz Campbell's Hot Rod Lincoln, a rock-a-billy band that was a cross between Chuck Berry, Buddy Holly and the Crickets and Danny and the Juniors. We signed in at 5:30pm and found our tables. After shopping at the silent auction tables and socializing, we sat down for dinner at 7:00pm and the program commenced. This year's program reflected our theme, "A Road for Everyone." Truly, we had something for everyone. As is Club custom, the Gala serves a variety of purposes: to honor drivers for a year's worth of hard fought competition; to give thanks to some special sponsors for their long term support; to honor one or more long time volunteers with Special Recognition Awards for Outstanding Service; to thank and honor our outgoing Board, chairs and volunteers and introduce the new Team for 2006; to raise money for our charities and to announce the Enthusiast of the Year.

We created Special Sponsor Recognition plaques for 2005 to honor our generous and indispensable sponsors. Recognition commenced with Gary Peterson and Michael Harris introducing Pioneer Porsche's General

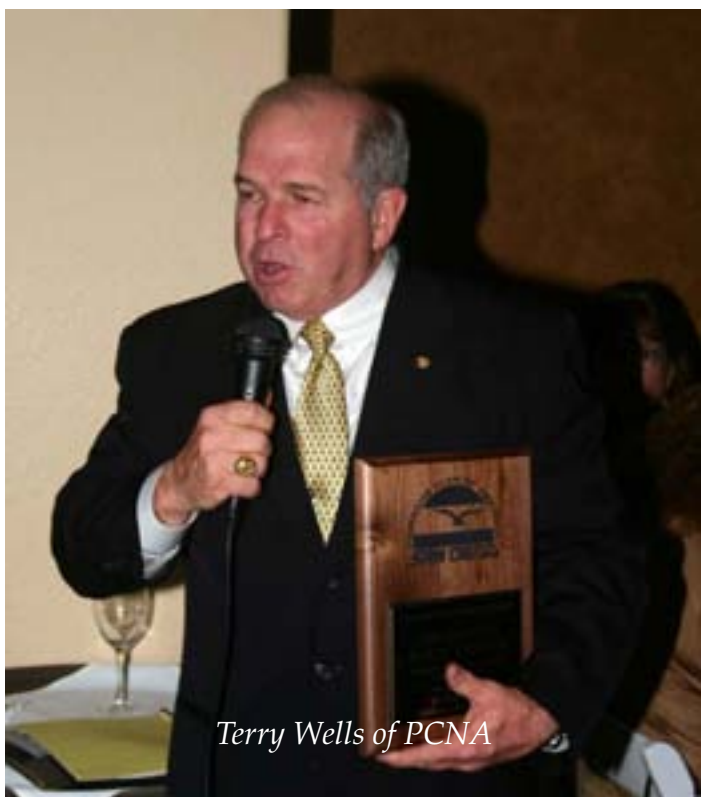


Checking out the Silent Auction



Gary Petersen, Michael Harris presenting to Mark Smith of Pioneer Centres

Manager Mark Smith, and thanking him for their events, and their generous financial support. Similar appreciation went to Hoehn Porsche and their Sales Manager, Sean Conner. Independent garages were also recognized with appreciation awards to John Rickard of Black Forest, Steve Grosekemper for Roger Castle and Dieter's, Wayne Baker from Personalized Autohaus, and Roberto Montoya from Mexi-Cocina. Our last sponsor "thank you" went to Terry Wells of PCNA. Terry has always seen to it that our Charity Team is well supported by PCNA in the form of many great auction items for both the silent and live auctions. Terry also reminded us of a special sale at PCNA's parts warehouse in Ontario on Saturday, April 8th.



Terry Wells of PCNA

Gary Burch and Denise Dente helped set the tone for the evening by offering some appropriate remarks to a large contingent of auto-crossers who were there to receive their awards. Twenty-six winners in all. Steve Grosekemper led the Time-Trial awards to the dozen Time-Trialers who were present. Paul Silver and Greg Phillips had taken lots of photographs of racing action and Chris Huck put it together on a compact disc so that we could watch the action from the pits (tables that is). With five Time-Trials and ten Auto Crosses for 2005, the competition was stiff. Congratulations to all the competitors.



Denise Dente & Gary Burch

Next was recognition of the over 70 hard working chairs and volunteers who helped the Club put on over 90 outstanding events in '05. Of these 70 members, over half were in attendance. Big applause for a terrific group who should be sincerely thanked by all members for the jobs they did, from the Adopt-a-Highway Program to our under appreciated Web Team. Thanks guys and gals.

Special Recognition Awards this year went to several members who perform critical functions behind the scenes. We honored Martha McGowan for her outstanding performance as Treasurer, and other behind-the-scenes jobs as A-X registrar, timer, and all-around helper. Her efforts have enabled the Club to increase its cash reserves, create a better system of record keeping and accounting, all in spite of some serious health issues. We also recognized Kim Crosser for his devotion to detail and constant experimentation to make corner



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working more fair and equitable for all. He concentrated on safety, and responded to commentary from the instructors. We also honored Bill Hartsock, an attorney and certified tax specialist who worked with the Board throughout 2005 to resolve some thorny tax issues. Despite hours of time spent, he did not charge us. The entire Board is grateful for his assistance. Another tireless volunteer is Mickey Walker, a Rancho Bernardo attorney who has been an outstanding volunteer and has provided countless free hours of legal services in updating our bylaws and articles of incorporation, and transforming custom and lore into operational procedures and rules that we can all understand and follow. All these tasks are not as much fun as throwing a track and "checking it out at speed" but are absolutely essential in running a Club of the size, complexity, and financial commitment that we have. The last Special Recognition Award went to Dick Hofland, a long time volunteer who has been an officer, board member, chair, driving instructor and volunteer who still attends most of our events and offers a willing hand of assistance. Thank you all.



In between the recognition awards, the Club Charity Team presented a live auction that had to be seen to be believed. This year we had a celebrity auctioneer all

the way from London, England, and no expense was spared. PCNA offered a limited edition, and expensive, photo book; Sue and Michael Harris donated a limited edition matted and framed autographed two photo array (1 of 150) of Mario Andretti and his World Championship Lotus F-1 car; Kinesis Motorsport offered a set of custom designed wheels; and Ruth and Paul Young offered a gourmet dinner for four, complete with Michelin three star service and wines. Celebrity auctioneer Keith Verlaque had the bidders at fever pitch, with each trying to outbid the other. The auctions raised over \$10,000 for our two charities. The Charity Bobs (Lemke and Brand) raised almost 100 auction items.



Mark Smith of Pioneer Centres presented Children's Hospital and Carol Damon-Scherer, Children's representative a check in excess of \$47,000. Great job Pioneer! Our Club's funds will be divided between Children's and the Armed Services YMCA. We all know





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Watch for more details in the March Witness

the wonderful work that Children's does for ill and injured children, but many were unfamiliar with the work of the ASYMCA. They provide emergency funds and counseling for young enlisted men and their families. With the war in Iraq, many men and women have faced multiple tours of the Middle East. For younger and lower grade personnel (E-1 to E-6) financial and social services are often limited. The "Y" can offer funds, food, service and counseling where needed. With the large number of Navy and Marine personnel in San Diego, the "Y" offers critical services. And we will help.



Michael Harris, Royce Ann Myrick & Dan Chambers

The highlight of the evening is the announcement of the Bill Myrick PCASDR "Enthusiast of the Year." This Award is named for one who epitomizes "all of the above." That is, enthusiasm, Porsche, and San Diego Region. Bill Myrick was all three. He was a man who always wore a smile on his face, had a good word for everyone, exuded boundless enthusiasm, and could always be seen at Club events. Bill had been President, chair, a driving instructor, and in so many volunteer positions it was difficult to keep track. For such a man, our award is named. Royce Ann Myrick was present to

help present the award with past recipient Dan Chambers, and Michael Harris. The 2005 EOY went to a member who has been a fixture at the "Q" and the first to arrive over the past several years. A member who has refrained from displaying his driving prowess in order to help others become auto-crossers, a member with a smile as big as Texas, a well deserving Gary Burch.



Gary Burch & Jamie Ehleridge

After the applause died down and the lovely cut crystal vase presented, we turned to recognition of the 2005 Board. First, our Advisor and Past President Bill Allen. As a past CEO of his own successful company, Bill knows how to read a financial statement, is a wizard with computers, and is a guy who gets things done. He was always present at all Board Meetings, was knowledgeable on financial and tax issues, and was very helpful in making our Club financially sound. Vice President Dan Chambers is a go to guy who has led our Club in many areas and has always been a strong



Gary Burch



Carl Scragg & Steve Grosekemper



Martha McGowan- Treasurer

supporter of our Club. He has good ideas, is well tuned to members' needs, always willing to help, is enthusiastic and a leader. Martha McGowan was our CFO and an outstanding one. She is a strong volunteer who has offered her services again for 2006. Director Denise Dente was an outstanding CDI/Board member, who with husband Steve helped put together two of the best Driving Schools we have ever had. Director Carl Scragg was last year's CFO, an extremely bright guy who has always been a voice of reason and support on our board. He is also hugely responsible for the financial soundness and liquidity of our Club. Also an extremely talented driver, I have to believe that Carl will be happy to get back to paying more attention to his driving. New Director Bob McLaughlin is another quiet but hard

working leader and behind the scenes volunteer who gets things done. As sparkplug on the Board and Tech Session Co-chair, Bob is always volunteering for new jobs, despite all his other time commitments. Last, but certainly not least, is our '05 Secretary and 2006 President, Margi Knight. Margi is thoughtful, organized, and a bulldog at getting things done. In addition to all her Board duties, she has been the one consistent leader with the Social Team over the past three years. Some of the more unusual, and enjoyable, social events in recent years have resulted from her leadership, from Mystery Weekends to The Jay Leno Tour, and up to and including this year's Gala, all have had Margi's input and direction. To our 2005 Board, thank you! It could not have been done without you.

The evening's business was concluded with introductions of Margi Knight, and the 2006 Board. She has a strong cast of officers, board members, chairs and volunteers. We know that they will continue with the strong programs and great events that our Club is famous for. The program was completed in exactly two hours. All retreated either to the bar for espressos and flavored coffees, or a cordial or glass of wine, or to the dance floor. Hot Rod Lincoln played until midnight, and many couples danced until the last note was played. It truly was a magical evening. Sorry some of you missed it. Better luck next year. Get your reservations in early.



Margi & Michael



Margi Knight- Incoming President



Sean Conner of Hoehn Porsche



John Rickard of Black Forest



Kim Crosser



Wayne Baker of Personalized Autohaus



Steve Grosekemper of Dieter's

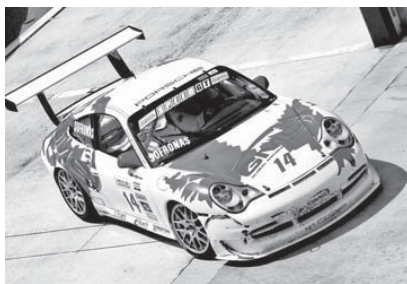


Michael Harris with daughter Vickie Brosnan



*Gary Burch
Enthusiast of the Year*

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2006

FRIDAY - SUNDAY

PCA Zone 8 Time Trial

PCA Club Racing

POC Racing

Vendor Row

Lunch Time Track Tours

SATURDAY

Sprint Races

Zone 8 Concours

Concours hosted by:
Riverside Region

Driver's Dinner

SUNDAY

Sprint Races

PCA/POC 1-Hour Enduro

Zone 8 Autocross

Autocross hosted by:
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Tom Gould, Bev Giffin-Frohm & the Knaufs



Mark & Katie Kinninger



John & Monique Straub



Cecelia, Ted, Vince, John & Paul (no Ringo)



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Waiting to start the dancing



*Dwight & Nellie Ritter
with Sue Harris*



The John Simone Posse



Nancy Lemke & Monica Bockman



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Inca & Ziggy Szielenski



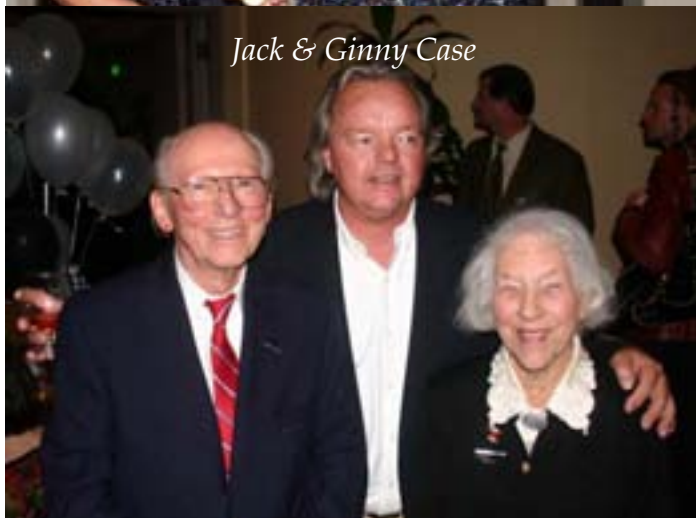
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The Other Car Autocross



By Greg Phillips

Photos by Paul Silver & Greg Phillips

The end of the year driving event was The Other Car Autocross. As the short days make it difficult to drive in the dusk and get timing done, we have switched to a non-points fun event in December. Although many still brought out their Porsches, or another Porsche, many took the opportunity to bring some more unusual automobiles (and trucks too!).

Part of the fun is cruising around during tech inspection and through the pits to see what people have dragged out of their garages for the day at the track. They range from the sublime of Burl East's BMW Z8 or a Maserati to the ridiculous of an early Mini or Ford SVT Lightning pickup with 380 horsepower from a supercharged V8. In between we have Ferraris, a BMW 2002ti, new Mustang GT or Corvette, Tom Tweed's Formula racer with a Kawasaki engine, a couple of Nissan 350Zs or Honda S2000s (one was my other car entry), Suzuki Swift GT, a Mazda Miata, Subaru WRX and Volkswagen Jetta along with a Lotus Elise in a pear tree.

Some were not quite set up for an autocross (see Ford SVT Lightning), while others were set up just for that. James Gunn-Wilkinson's Honda Civic SCCA autocross machine was being dialed in for later events and was turning very fast times. The SVT Lightning did have a lot of fun spinning their tires and making tire smoke, something I also find to be enjoyable. But once the laps started, everyone was having fun and working on their best times.

I started out with my student who was sharing his friend's RS America. We went out in my Honda S2000 for our practice laps. The track was kept fairly tight to keep speeds down with the eclectic group of cars but did have a nice open corner to allow some drifting fun with pitch and catch if you hit it right, which took a few times until I got the hang of driving the Honda with its 9000 rpm redline! Although there were no official times, the clock display was up and running throughout the day for bragging rights. My first few laps were around 1:35 on my OE Bridgestone tires.





Mini Madness

With 240 HP (at 8300 rpm) and 2800 pounds, it has almost the same power to weight ratio as my 928's 288 HP and 3400 pounds. But the difference in torque is another story. The 928 has 302 lb/ft at 3000 rpm and the Honda has 153 lb/ft at 7500 rpm! Revs are your friends in the Honda.

Next we were heading out in the RS America. First lap was going well until he was caught out by the off camber section and around we went for a quick spin with both feet in. Unfortunately we had stalled but it fired back up and we were back on track to finish our run. The next couple of laps were better, but the last lap of the session included another spin. The RS America was not handling like the go-karts he was used to. Unfortunately, they later had a mechanical problem with the transmission and were unable to finish the day.



Comeau RSA in spin

Between run groups was a good time to shoot some of the other cars on track and see how they were handling the track and also compare some times. I was interested to see how the Honda compared to the Boxster and I was watching their times. They were also running in the mid 1:30's at the start of the day, but started to come down into the low 1:30's through the day.

Soon it was time for my next run session. I was better prepared for the track and able to keep in the right gear to keep the VTEC system working and the power up.

Previously I had found that if I let the rpm's (and power) drop, I did not have enough power to shift the weight back and "catch" the drifts. This time it worked much better. I could downshift at the open gate and pitch the Honda and then have enough power to catch it and power out in a fun drift up to the next turn. My times did come down some, a 1:33 and then a 1:31 was my best in that practice session.



Bob Gagnon's 350Z

Next up on my agenda was corner working. Now I could get a closer look at some of the cars. The Civic was impressive in its stealthy speed. It accelerated quickly and then would not slow down. It would hit the rev limiter near the top of the hill just before the turn and then it was through and accelerating out again. It was running times in the 1:26 range on Kumho tires, V710 I think. Another fun car to watch was the Tom Tweed Formula racer squirting rapidly between the



Civic Si of James Gunn-Wilkinson

cones. Almost as funny was Tom's color matched spray bottle he was using to cool the tires down between runs. He looked like an exterminator killing bugs! Carolyn Torbert-Hayes was running her new Mustang GT on Nitto tires and having a lot of V8 fun. Bob Gagnon brought his Nissan 350Z for him and his son to wear out some of the tire tread. The Cayenne and SVT Lightning looked a little tail and ungainly on the tight

AX track, but were still turning in some respectable times.



The Brand's WRX wagon

The Lotus Elise of Robert Bazier was also running some quick times. Going from his awd 911 Turbo to the Elise is much like my going from 928 to S2000; from Turbo grunt to high rpm power and lightness. Another awd machine was Bob Brand and his wife Marissa running their Subaru WRX. Bob was getting concerned as Marissa's times were ahead of his for awhile, yes bicycle racers understand the line also. And speaking of Turbos, Tom Brown had brought out his Arena Red Turbo to run for the first time in quite awhile (ever?). Another interesting twist came with Ted Witte and Paul Silver trading cars for the day with Paul in the 996 and Ted in the Boxster. More bragging rights were at stake in this one and I think Paul ended up on top with the best time. There were several other German cars, including BMW's from 3 series mild to Z8 wild and including an early 2002. Paul Young, Jr. was out in his VW and having fwd fun.

After my corner working I had one last run group to



Tom Brown's Turbo



James Wilsons' Suzuki Swift



Mustang Carolyn

try and drop my time a little more. I did get down to a 1:30.18, but could not below that with my 3 year old OE tires. How do they last so much longer than my 928 tires? It was their last legs, as the fronts were chunking on the outer edge and would be replaced after the event.

At the end of the day and after track cleanup it was quickly getting dark as we were just days before the winter solstice. We were still able to enjoy a cold beer and wine and compare times and swap stories in anticipation of another fun track year in 2006. No ribbons, just the reward of another fun day with Porsche people and their other cars.



Greg Phillips



Jad Duncan & Student



Honda S2000



Magnum PI Ferrari



Jerry Griffin's Corvette



Charles Sharp AX chair



Tom Tweed

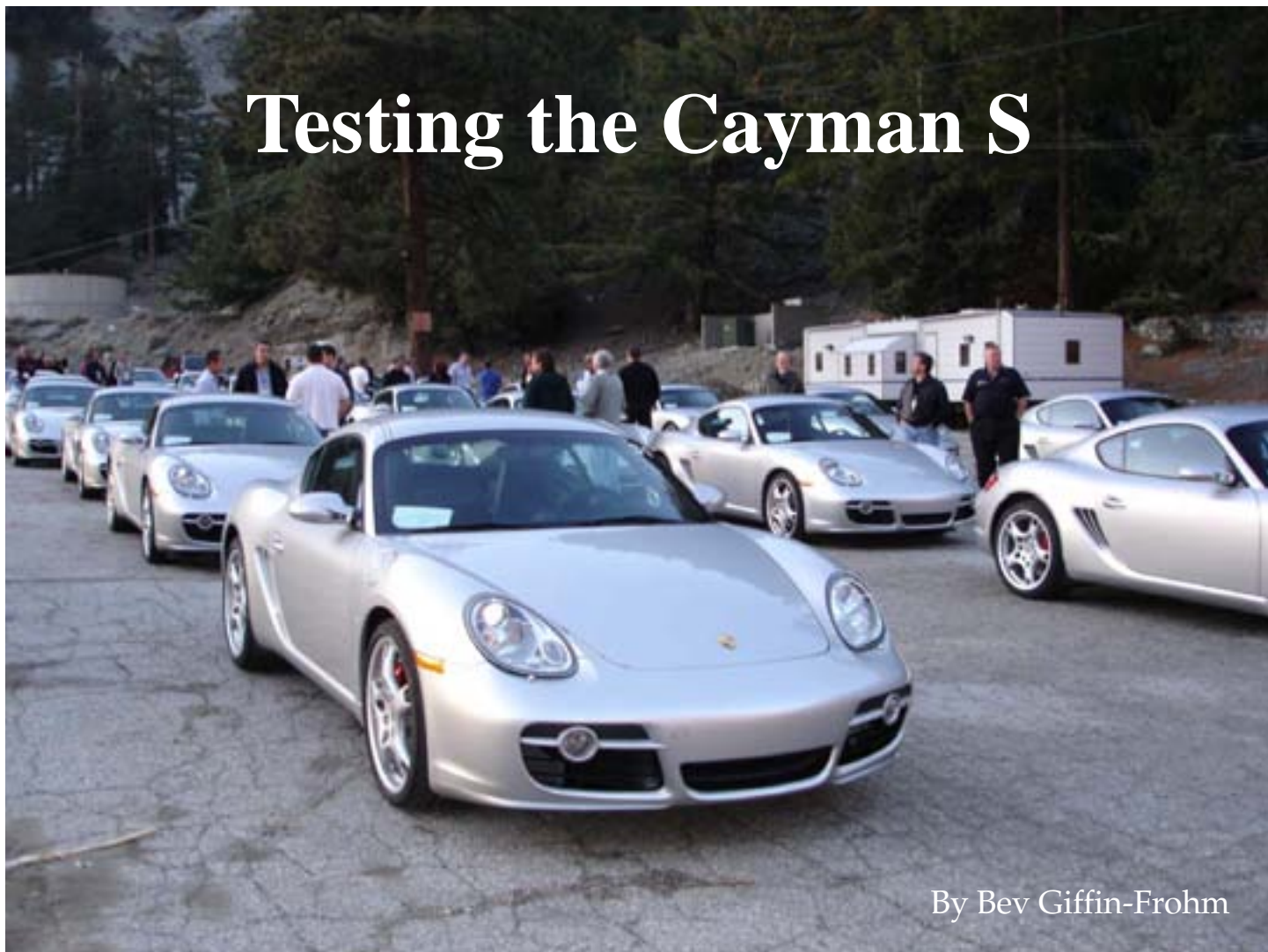


Watching the action



Clockwise from above: Robert Bazier's Lotus Elise
 Bob Gagnon's 350Z
 Mark Wichman's 911
 Burl East Z8 and Z3 in background
 Al Slocum with Dick Schroeder and Doug Briggs
 Lost BMW
 BMW M3
 Clark Miata
 BMW 2002 tii

Testing the Cayman S



By Bev Giffin-Frohm

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 afternoon. 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, 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 I 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 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 the 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 engine'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 group of us headed up toward Mt. Baldy – 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



Bev is all smiles in the new Cayman S

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 S 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 while on the course. Then you would switch, so each of you can 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 tool 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, we took the Cayman S on an autocross course.

I reviewed the layout and 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 2854 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 Caymans specs as I not that technical. However, on the course, the Cayman was exhilarating to drive. As you stepped on the accelerator for the straightaway, you hear this wonderful throaty response from the engine and exhaust. I loved the sound the Cayman made as it responds to your demands.

The car has 295 horsepower and can do 171 Mph, we were not going to get any where near its capacity, but the course gave you a sample of what you could do on larger track. The shifting is very responsive approaching the straightaway, downshifting was smooth as you began your approach to the hairpins. As you moved through the decreasing radius turn, the car was easy to handle. The structure and suspension of the car made it feel steady through the turns and you did not feel you 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 of other things that I like about the Cayman as well. 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 feet 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 informa-



tion I had absorbed. I am proud to say I passed the test and received my Cayman S training certificate.

I think you are 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 at this training event. The Cayman S is a fabulous car and a lot of fun to drive.



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TECH SESSION

The New Porsche Cayman S

The Cayman S has arrived accompanied by rave reviews written by members of the automotive press. Spend an evening with friends getting acquainted with this fabulous new Porsche. Service Manager Matt O'Berry and Terry Wells from PCNA will give us a thorough introduction of the development history, specifications, and performance of the car. Arrive early and enjoy some food, beverages, and camaraderie with friends.

When: Wednesday, February 15, 2006

Where: Hoehn Porsche

6800 Avenida Encinas

Carlsbad, CA 92009

800 607-2225

Time: 7:00 pm



Directions: : I-5 to Poinsettia Lane

Go west on Poinsettia Lane to Avenida Encinas

Turn right on Avenida Encinas

For further information contact : Your 2006 Tech Session Committee, Jason Mills, Joe Hofmann or Rocky Kuonen at techsessions@pcasdr.org

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SDR- THE WAY WE WERE

John Straub, Archivist

This month in the History of San Diego Region, we're going to cover the last half of 1971.

The big talk in the region at that time was how well SDR members did at the July Porsche Parade in Sun Valley. San Diego was well represented with 22 cars. At the Parade there were outdoor barbecues, cocktail parties, an ice show, tech sessions, the new Steve McQueen movie "Le Mans" and the great Victory Banquet served on the terrace of the Sun Valley Lodge.

The Concours at the Parade had Pat Scanlan, Tom Hauseur, Mike Long, George Thwing, Joe Ramos, Ernie Paschoal, Lee Hurty, and Dave Hamren all bringing home awards. Believe it or not, 17 SDR members entered the Concours! It would be great to see that kind of turnout again!!!

At the Parade Autocross Lee Hurty, Joel Naive, Jim Douthit, Tom Hauseur, George Thwing, Carole Jewell, Wally Jewell, Diane Hamren, and Dave Hamren all bringing home awards. But that was not the best; Dave Hamren had TTOD at the Parade for SDR.

That year, at the Parade they also did a Hillclimb Janet Grimsman, Wally Jewell, Bob Brown, George Thwing, Joe Ramos, Lee Hurty, Tom Hauseur and Dave Hamren again bringing home awards. The TTOD at the Parade Autocross was not however good enough for Dave Hamren, he also got TTOD in the Hillclimb!!

In total, SDR members brought home 40 pieces of hardware from various events. The Parade in 1972 was going to be at the Playboy Club in Lake Geneva, Wisconsin.

Back in the Region, the month of August had a Mexican Fiesta planned at the Hauseur house at the beach. The cost was \$5 per person with Margaritas, beers, and a hot Mexican dinner.

In September, we had a Fun Rally and Ranch Bar-B-Que put on by Rug Cunningham and Dave Hamren. Imagine that, we had two driving event people put on a Rally! Twenty-six cars drove the rally ending in Julian at

the Cunningham Ranch. This was an econo-rally with the winning car calculating the correct cost of gas to be used. Ed Thompson finished first, just .01 off.

October, we had our Holtville Time Trial Event. Two days of driving for \$2. Hmmm. The sponsor of the event was Truman Motors. What a progressive idea. Just a bit of trivia for you drivers in the club now; the hot tire at the time was a Michelin XWX 185-70x15, used with not much tread. So used Michelins were in high demand and could be gotten for about \$15 each at tire stores. They had a really stiff sidewall and worked well.

In Concours events around town Pat Scanlan took first in class at the Jaguar Concours at the San Diego Hilton (this is where we had our "92" Parade Concours), and the North American Rockwell Concours. He was becoming unbeatable with his 1968 911L.

November, we had a Photo-Rama Rally. This was a bunch of people, in a bunch of cars, following a bunch of pictures to an unknown rendezvous. Tom Hauser Jr. put this on. Tom and I were to become good friends in the future. Also that month, OCR put on a hillclimb in San Juan Capistrano with many SDR members, like Don Anderson, Rug Cunningham, Bob Brown, Roy Woodward, Dave Carsten and myself running the event. This was the last hillclimb that I know of in PCA in Southern California.

Our Christmas Dinner Dance that year was at the Imperial House put on by Dick Wozniak and Wally Jewell.

And before I end, SDR was going to have a first conning up in January of "72". We were going to host the National Board Meeting for the first time here in San Diego. I think we have only done it three other times sense.

See you next month.



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Bud F. Alles & Patricia

Fallbrook, CA

2000 996 Cab

James E. Barnum & Carol Dentz

Oceanside, CA

1988 911 Coupe

Bruce R. Brown

La Mesa, CA

1974 911S Coupe

Tom Brunkow & John P.

San Diego, CA

1988 924S Coupe

Scott Craig & Elana Levens-

Craig

Santee, CA

1989 944

Les S. Delos Santos & Mary

San Diego, CA

1969 911E Coupe

Gary R. Diefenderfer & Emma

Escondido, CA

1995 993

Brian D. Drache

Carlsbad, CA

1996 993

Scott E. Folck & Forrest

Santee, CA

1972 911T Coupe

Maria M. Frase

San Diego, CA

1997 993 Cab

Ken Garnett & Monica Calleja

San Diego, CA

1959 356A Coupe

Mouayed Ghazal & Chris

Garmo

Spring Valley, CA

2001 911

Ted E Gildred & Lisa Chaves

Solana Beach, CA

1957 356

Victoria E. Grotewold

San Diego, CA

1998 Boxster

Jim C. Hicks

San Diego, CA

1987 924s

Duncan Ho & Bentia Hui

San Diego, CA

2003 911 Coupe

Daniel P. Huck

San Diego, CA

2001 911

Peter T. Hum

La Jolla, CA

2006 997

Miles Kirby & Bethanie

San Diego, CA

2005 Boxster S

Nancy L. Klamer & Dale

Encinitas, CA

2005 Cayenne Turbo

Michael H. Knapp & Cindy L.

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2001 Boxster

Steve Laub

La Mesa, CA

2002 911

Carol Laulom & Danny

Encinitas, CA

2001 Boxster S

Ysmael Ochoa

Chula Vista, CA

2002 911s

William Otoole & Debra

San Diego, CA

2002 911 Coupe

Travis J. Pearson

San Diego, CA

1997 911 Cab

Leia Phillips

San Diego, CA

2000 Boxster

Richard H. Plotkin & Ryan

Patterson

Los Angeles, CA

1992 911

Leigh Rayner & Grant

Vista, CA

2002 Boxster S

Ryan M. Rodriguez & Jay

Carlsbad, CA

1984 944

James J Short

Fallbrook, CA

1997 911 Coupe

Michael F. Thomas & Betsy

La Jolla, CA

2004 Cayenne

Jan Tuttleman

La Jolla, CA

1997 Boxster

Ryan L. Tyson

San Diego, CA

1980 911 Targa

Joseph K. Weistroffer

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1989 911 Coupe

Mark Wells & Gayle

Solana Beach, CA

1999 993

Theodore L. Young

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1988 924S

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JAE LEE

MICHAEL STOLPER

15 YEARS ...

JOE PASQUARELLO
CHARLIE SOUGIAS
GERALD E UTTI
CARL WEISS

20 YEARS ...

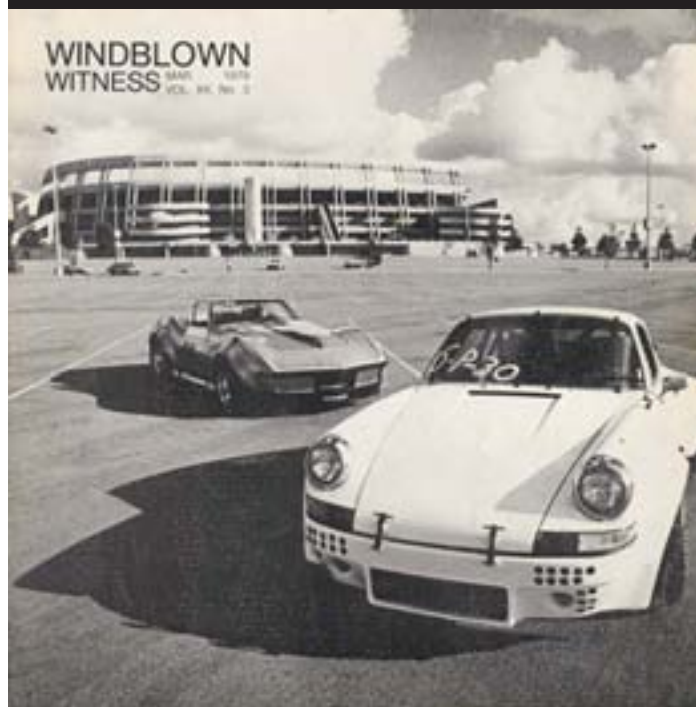
KATHRYN ANGELL
ROBERT FITZPATRICK

25 YEARS ...

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DAVID S GRAHAM

FIRST IMPRESSIONS

by Tom Brown



This cover shot, from March of 1979 is from the first Porsche-Corvette Challenge Autocross here in San Diego on Jan 28 of that year. The joint event had over 80 driver's on the 1.25 mile course at Qualcomm. Each club received points based on driver's times, however due to an unfortunate misunderstanding that resulted in several Porsche drivers being disqualified, the results came in at: Corvette 41, Porsche 39. However, to help save the day, top time of day was credited to Wayne Baker in his 914.



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Mind Over Motorsports Tech Session



By Ted Myrus & Brad Roberts
Photos by Paul Silver & MOM

Mind Over Motorsports hosted the December Tech Session. Fifty-plus club members were the guests of Tim Wiener and Dennis Carlo. Before the session got underway, everyone was treated to an outstanding buffet dinner that included garlicky pan roasted prawns (proved to be a favorite of Steve Dente), achiote steak quesadillas, Dungeness crab cakes, a cheese and cracker

assortment, antipasto with assorted breads, and a beef tenderloin platter of which James Gunn-Wilkinson was quoted as saying "this is the best beef I have ever had." To say the least, the food was 1st class. To help wash it down, the beverages included beer, soda and water. Oh, I almost forgot, they also served ten pizzas!

After everyone had the opportunity to finish their first serving, the evening began with a brief introduction by Dennis. He started by giving us a little background on himself, which includes many years of Biotech experience, one in which he was named Biotech Entrepreneur of the Year. He then went on to discuss the future vision he and Tim have for the shop. It was obvious with the presence of four lifts that their first priority is the everyday Porsche owner. They are well equipped to handle any problem a customer may have, from brake and suspension upgrades, to wheel alignments and complete engine rebuilds. The everyday Porsche driver is their bread and butter, and they are proud of their customer service. It was also obvious that racing and fabrication is a real part of their business. There were four GT-3's in the shop, one of which



James Gunn-Wilkinson at the buffet



Dennis Carlo

was re-fitted with a RUF carbon fiber hood, a RUF carbon fiber rear deck lid and wing, RUF fender flares, Europe exhaust system, Moton race suspension, DAS sport roll bar, and many extras, all of which were installed by Mind Over Motorsports. In addition, we saw the race car that they recently built. It had just returned from the 25-hour race at Thunder Hill. Their newly built 993 performed very well (fastest at qualifying in class and fastest lap times). At 19 hours into the race, they were in 1st place overall and 22 minutes ahead of the 2nd place car (even after 15 minutes of penalty time). Going into the 20th hour the transmission stuck in 5th gear and they had to retire the car. Dennis mentioned that the transmission was the only part of the car they outsourced. Other than that, the entire car was built by Mind Over Motorsports. In addition, we got to see their Boxster that they are preparing to race in the Boxster Spec Series. We were also very surprised to see a new 3.8 liter X-51 engine sitting in their shop. It is probably the only X-51 in San Diego, considering the small number being built. The X-51's home is a Cayman that the shop has recently ordered. We are all looking forward to seeing it

at the track and at our local autocross events. Mind Over Motorsports will be making a few modifications, which they are saying should give them over 400 hp to the back wheels. Looking at what they have built for themselves and their customers, that number is probably realistic. Dennis went on to say that advances learned at the track enable them to better serve their customers, i.e., building speed and reliability into the engine, and better handling into the suspension. We all know that equates to a better driving experience, and that is what Porsche's are all about.

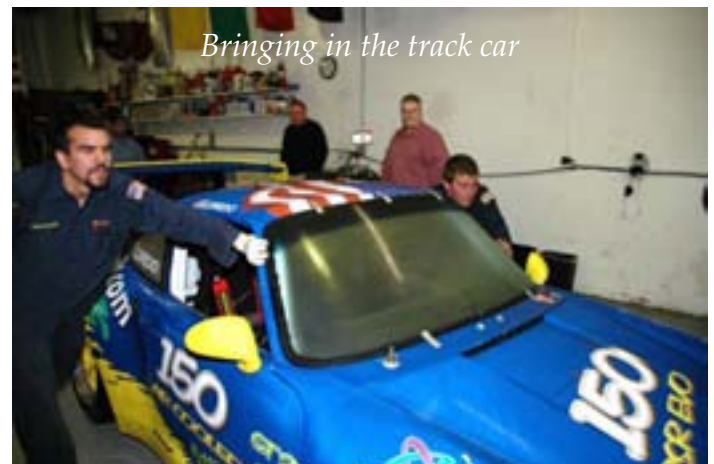


Brad Roberts

Dennis then introduced Brad Roberts, who gave an excellent in-depth PowerPoint presentation on the new Boxster Spec racing series. The Spec racing concept is not new and has proven to provide competitive and relatively inexpensive racing. Among the more successful are the Spec Mazda, Spec Miata, and the 944 Spec. The goal is to create a national Spec class for the Porsche Boxster (1997 to 1999), much like the GT-3 Supercup series in Europe. The cars will all be 2.5 liter 986's and would be eligible to compete in PCA, POC, NASA and SCCA. The Boxster was chosen because of



Jim Bohorquez checks out the X-51



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its modern design, its reliability and good performance, and it's plentiful (over 100,000 produced) and affordable. Brad spoke passionately about the development of the class rules. All parts must be factory stock from the eligible year model, and no parts may be updated or backdated. Modifications improving aesthetics, access to systems, and safety or reliability are allowed. Roll cages are required. One additional radiator is allowed. Boxster S or 996 center radiators are allowed as an addition only to the stock radiators. Basically, these are streetcars set up for racing. Mind Over Motorsports is in the process of building their car. In fact, we saw it with its new stealth black paint job. If you are interested in participating in the series and want to know all the necessary details, contact Brad or Tim. They are also more than capable of building a car for you, if that's what you prefer.

The evening ended with plentiful door prizes, including a wheel alignment, oil change, tire mounting, detailing, and assorted other gifts. Dennis kicked off our charity auction with the purchase of a set of rare Boxster posters donated by John Bell. Our thanks to Tim, Dennis and the staff at Mind Over Motorsports.

*Great turnout**RUF RGT conversion**Checking out the racers**MOM Spec Boxster**Thunderhill 25 hour race*

How Can I Let Myself Scratch a \$100,000 Porsche?



By Skip Carter
Photos by Skip Carter & Mark Mitchell

OK, I know the Cayenne may be (if I owned one I'd probably say IT IS) the best Sport Utility Vehicle you can buy... and I know that 99.9% of all 4-wheel drive vehicles never leave pavement BUT... if you haven't noticed, more and more PCA regions are putting on Cayenne Off-Road Tours. As of January 15th, San Diego has done two of these.

Cecelia and Vince Knauf have been putting on events for this club since 1986 (many of you will remember the 11 or 12 annual Deutsche Marque Weekends from a few years back, Breakfast Tours, Driving Schools, et al). Having bought a Cayenne Turbo when they first came out, it was their Black Forest friends, Bonnie and John Rickard, who introduced Cecelia and Vince to the Off-Road aspects of 4-wheel drive ownership. One good weekend in the desert had them hill climbing and mud puddle slogging. The Cayenne came back from Borrego so dirty, the car wash refused to run her through. However, the bug had been planted.

Vince promptly began amassing a library of off-road guides. The Nav system on the Cayenne became a much more valuable tool. At the 50th Porsche Parade last year, Vince heard about a Colorado region putting on a Cayenne event. Well, put two and two together and... you get Cayenne Off-Road Tours in San Diego.

It ends up that a lot of PCA members own 4-wheel drive vehicles. Some of them act as tow vehicles for race cars, others for running kids to school... you name it. To attend these Cayenne events you do need to pre register, but mostly just need to show up with a 4-wheel drive vehicle. As you see from the pictures, members (and friends of members) came in a wide variety of shapes, makes and models. The most interesting non-Cayenne was certainly Mark Mitchell's Unimog. In addition to several Cayennes, there were Jeeps, Xterras, a Titan pickup and others (I borrowed my daughter's Xterra for the adventure).



We met at Dudley's Bakery in Santa Ysabel at 9:30 Sunday morning. A short trek up the road through Julian and down Banner Grade, and we make a right onto a dirt road. Everyone switched to 4-wheel drive, lo-range, and off we went. A recent rain kept the dirt down nicely. I brought up the rear. Having several club radios made it even more fun. The beauty of the San Diego backcountry is simply awesome. I can't wait until later this spring when things are more in bloom. By the way, you can always tell how well an event is going by the level of excitement and the breadth of smiles. This one did fine.



The variety of landscape was amazing - from cactus to creeks, from dirt to sand to rocks. We started off in Chariot Canyon, near the gold rush town site of Banner, into Oriflamme Canyon, past Rodriguez Canyon and past the Golden Chariot Gold Mine (still active). We stopped for lunch break under the Fremont Cottonwood trees at a creek where many of us took short walks, and found morteros. Ask me what these Indian



artifacts are sometime. The Eagle Scouts with us fired up a camp stove and had a hot meal (OK, hot water and noodles). Nice going guys!!!

After a tour of sand washes, we hit asphalt sometime after lunch, making our way to Yaqui Wells where we headed off on another off-road section. Grapevine Canyon was another and different view of the variety of plants to be seen. We ended up about 3:30, with plenty of time to get home before dark.

Most of us might hesitate to grab our 4-wheel drive vehicles and just take off on some dirt road... for good reason. You can certainly get in trouble out there, especially if you are not experienced in handling yourself and your vehicle in these conditions. I can't think of a better way to break in to this sport than doing it as a group with some well thought out and well planned events. For most of us, it's a whole new way of having Porsche fun (never made Paris-Dakar myself).

But... the question still remains... If most Porsche owners hate seeing their cars get dirty, how in the world would they risk scratching (or worse) a \$60-100,000+ Cayenne? Most of us believe that Porsches are made to be driven. Certainly, some of them are garage queens, but owning one of the best high performance sports cars in the world, and never getting a chance to experi-





ence what it was designed to do so well is, somehow, a tragedy. At the same time, no one wants to damage these expensive toys. There's a risk in everything, even just backing out of your suburban garage. Taking your Cayenne out into relative wilderness is also taking a risk. But, how else are you going to experience any of this magnificent vehicle's capabilities. Vince carries a small limb saw and hedge trimmers... and, they get used. He'd rather spend a minute or two widening a path than having to turn around; or risk a big scratch on your Cayenne.

When I was younger I ran dirt bikes and dune buggies. Flying up hills, through riverbeds and over dunes was a big part of the fun. I'm glad I did it, and even more glad that I always came back in one piece (two guardian angels being mainly responsible for that one). These days, the "gentleman's off-road experience" has more appeal (although it hasn't been that long since I had my Ford F-150 going sideways at speed in Fish Creek Canyon... and loving it!). At any rate, the Cayenne Tours are designed for the "gentleman's" tempo. Like our other driving events and tours, safety is paramount. Coming back incident free is at the top of the list of priorities.

I can't encourage you enough. If you own virtually any 4-wheel drive vehicle, contact Vince so he can let you know the next time one of these Off-Road events takes place (Vvince@aol.com or 619.287.4334).

Before I sign off, I want to also thank Scott Cairncross of La Jolla Audio. Not only was Scott one of our adventurous lot, but La Jolla Audio sponsored the event and is the reason there was no cost to the participants. It was also nice to see some of the work La Jolla Audio has done on the Knauf Cayenne, especially how the Radar Detector had been integrated into the dash.



PCASDR Charity Toy Drive



By Paul Davis
Photos by Paul Silver

The 2005 Charity Toy Drive concluded with a bang this year. As always the members of the Porsche Club of San Diego showed their generosity and love for the kids by donating cars loads of toys.

at Mexi-Cocina Restaurant & Tequileria owned by Robert Montoya one of our long time members. The final collection took place the morning of the delivery, Sunday December 11.



President Michael Harris

The toys were donated and collected at the Board meetings, Autocrosses, Rallies and other events held in November and December. A significant collection of toys took place at the Last Tuesday Social, held this year



Boxster Sleighs

HO, HO, HO,!!!!!! This year's delivery was quite the event combining a wonderful breakfast at "The Original Pancake House" with a parade of members cars packed with presents to Children's Hospital being led by Santa Claus himself accompanied by his favorite Elf driving a wonderful blue Convertible D sleigh followed

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*Santa with Bill Allen*

by the Boxsters, 914's, Cabriolet's, warm hearts and beautiful smiles.

Upon arrival at Children's Hospital Santa Helpers were met by Carol Damon-Scherer who is the Hospital liaison to the Club as well as a member. As we unloaded the gifts for the children, we were visited by several of the young visitors to the hospital. Seeing the bright eyes and wide smiles of the children makes us all remember what Christmas is all about. The little ones were ecstatic to see Santa and the older kids were happy to see the cars. What a great morning!

The presents were delivered and the greetings given to all. The members gathered up in their sleighs and off we went with promises to be back again next year. A hearty thanks to all who participated and contributed toys to this marvelous event. Let's make next year just as fun as this year and continue to share our good fortune with the kids at Children's.

Santa and his Friends

*Santa and the children**Santa has a nice sled*

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Last Tuesday Social

Photos by Paul Silver



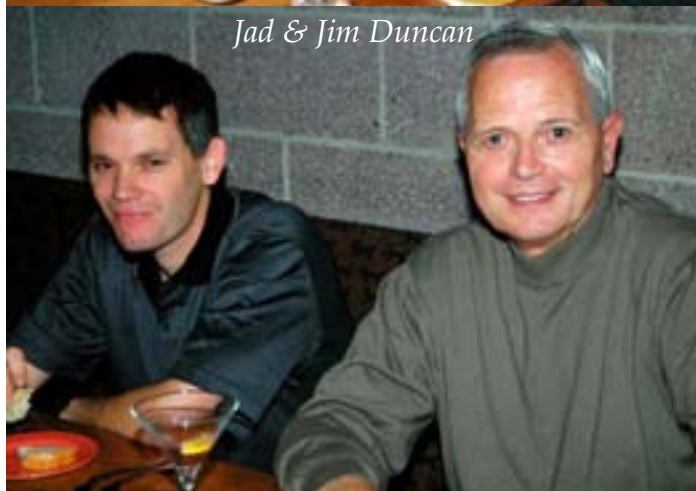
Paul Davis & Robert Montoya



Checking out the cell phone



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\$25 per car at the start, \$20 per car if you pre-register by March 11, 2006

EVENT:

Under 4 hours. Variety of Los Angeles and Kern County roads: fun for all.

CLASSES:

Novice (E), Tour (D), SOP (C), NAV (B), Expert (A). 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 at home. You must have a driver and navigator.

INFO:

Richard @ 661-816-8667 for additional info. Or email: rmapare@yahoo.com

This event is hosted by the Cal-Inland 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 March 11, 2006. (Make checks payable PCA/CAI)

Send this form to Zone 8 Rally, 3460 Granite CT, Rosamond, CA 93560.

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

12/20/05

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BOARD MINUTES

Greg Phillips, Secretary

Called to order January 4, at 7:11.

Calendar for January:

4 SDR Monthly Meeting,

McLaughlin Home

7 SDR Installation Dinner and

Charity Banquet

8 SDR Social — Golf Outing

14 Z8 Awards Banquet

15 SDR Autocross, Qualcomm

West Lot

15 - SDR Cayenne Tour

18 - SDR Tech Session, moved to the 25th

21-22 - SDR hosts Z8 Time Trial,

Willow Springs Raceway

25 - SDR Tech Session

31 - SDR Last Tuesday Social

Minutes Approval: **MSP**

Treasurer Report: Submitted by treasurer. Reviewed procedures for budget requests and check requests, \$75/mo per committee chair are allowed.

President's Report: Happy New Year to everyone and look forward to a great year. Cell phone procedures reviewed for meetings. The President will recognize outstanding volunteer members each month. Agenda to be distributed by the eMaster.

Las Vegas Region will be holding a four event DE Series this year on March 4/5, May 13/14, September 16/17, October 14/15. The events are at the Spring Mountain Track, using the 3.1 mile course.

San Diego Region is hosting a Time Trial at Willow Springs, January 21-22. The registration deadline to avoid late fees is January 6.

Bill Allen reported on the San Diego Reader of Dec. 22 and his reply to the publication.

Chair Reports:

Archivist: John Straub reported that storage cost has increased.

Martha will review the notification.

Autocross: Chuck Sharp discussed

AX & DE Dates for 2006,

Reconciliation for Dec. 18 AX

showed \$4200 income, \$1980

expenses and a \$2220 profit.

Budget request for Jan. 15 AX

\$4200 income, \$2180 exp, \$2020

profit MSP. Changed AX date

from April 16 to 15 to avoid Easter,

and moved to SE lot. Ted Myrus

led discussion regarding donation of the Snell rated 95 helmets.

Determined that it is ok to donate

with a waiver. Ted Myrus & Chuck

Sharp will look into donating

helmets. **MSP**

Auto Museum: No report, but

feedback on the San Diego

International Auto show event was

favorable

Charity: Bob Lemke reported on

Toy Drive for Children's Hospital.

Charity Auction for Gala, working

with Chris Huck & Gary Peterson

for Witness advertisers to assist in

obtaining donations.

CDI: Driving School Dates of April

7-9 conflict with the PCNA

Warehouse tour, which cannot be

avoided. Budget request for Spring

PDS with expenses of \$11,200 and

income of \$15,625 and profit of

\$4425 **MSP**

Concours: No Report

Corner Working: No Report

Equipment: No Report

Goodie Store: Gary Samad reported

that sales are on hold until March

due to his move. A year-end

reconciliation was reported, sales of \$8780 and profit of \$3635

Insurance: Transition report from Bob Lemke to Tom Golich. Kudos to Bob Lemke

Legal Liaison: No Report

Membership: 1498 primary &

1137 secondary

Budget request of \$350 for

Directory & Bylaws printing **MSP**

New Member: No Report

Parade: Paul Young scheduled a

meeting for Parade staff on 1-28.

Paul & Ruth are going to a

Portland Parade meeting in March.

Planning Witness articles for

Parade.

Rally: Tim Errington reported two rallies are scheduled:

April 1 April Fools Rally

(gimmick format of some type)

June 24 Rally School and Summer

Solstice Rally (trap-less timed)

Rules: Steve Grosekemper reported

that Tech sheets are up on the

website. SDR DE rules need

updating and he will submit to the

Board for review. It is planned to

have the Board consider the new

rules at the next meeting. Website

has been updated.

Safety: No Report

Social: Kathy Alnwick reported on

the final Gala Planning

Feb. 18 Valentine Party - Get

signed up now.

New Member Event – Considering

February 5 at the autocross,

discussed options for a fair event.

Due to needed lead-time for

Witness ad will look at later dates.

Calendar date Requests:

March 17 - St. Patty's Party

May 6 - 7 or May 20 - 21, Mystery Weekend

June 18 - Father's Day Brunch and Tour

July 4 - Fourth of July Pool Party

August 26 - Progressive Dinner

October 28 - Halloween Party

November 4 - Cooking Extravaganza

January 6, 2007 - Annual Charity Gala

Sponsor Liaison: Keith Verlaque reported that the new member liaison will coordinate member contacts with our sponsors. He requested that members should contact him when a sponsor is needed for a Club event.

Tech Session: Note change from Jan. 18 to Jan. 25

February will be at Hoehn on the Cayman.

Time Trial: Willow Springs Jan 21&22

Timing: No Report

Tours: Keith Verlaque requested dates for tours.

Feb. 26: April 30 & June 18 with is the Father's Day

Tour & Brunch. Vince Knauf discussed the off-road

tour for Jan. He requested Cayenne Events Coordinator title.

Vintage Racing: No Report

Web Team: Tom Brown & Chris Huck reported on new website. La Jolla Group designed the new website. Issues of design were discussed.

Witness: Greg reported that January is pending, working on February issue. March issue will promote the Z8 Speed Fest.

Witness Business: Martha to inform Board of check issue per Royce Ann.

Witness Sales: Royce Ann Myrick submitted an accounts aging report of Witness advertisers with no problem accounts noted.

New Business:

Zone 8 Speed Festival Report - Vince Knauf (Discuss March Witness as Zone 8 Speed Festival) Budget reviewed \$1000 MSP (previously)

Also, rental of radios and headsets at market prices (TBD) MSP

Donation to American Heart Association in Bud Ewbank's name for \$200 MSP

Discussed mailing archive issues to John Straub.

Discussed Qualcomm parking lot pavement issues and Car Clubs, stadium redevelopment.

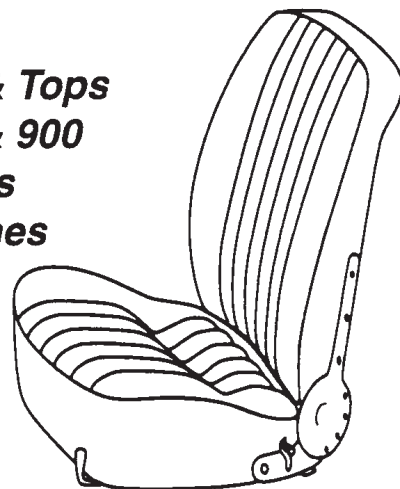
Old Business:

Adjournment: 9:14

Next Meeting: The Ibbetsons in February



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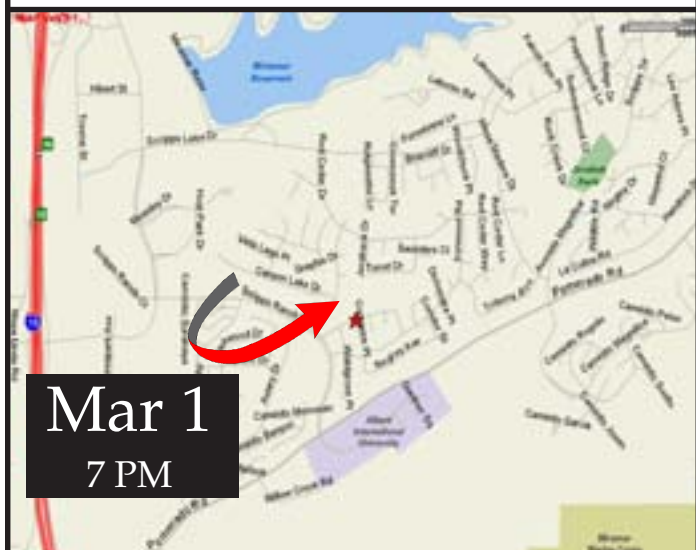
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San Diego, CA 92131-1829 858-566-5039

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Head East onto POMERADO RD.

Turn LEFT onto SCRIPPS RANCH BLVD

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7 PM**



RENTALS

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 Rent a 944-spec car for local AX. Arrive and drive, my instruction included for \$250. Cars also available for big track DE's and TT's. These cars are easy to drive and a blast! Tim Comeau 619.994.0919.

STREET CARS

1978 930 Turbo, new condition, one owner, collector car, 15,000mi, concours potential, sunroof, sport seats, CD, headers, euro lights, tensioners, momo, all original parts, must see, \$38,000 OBO, 760-943-1000

1987 911. Custom 74 RS look. New head studs, paint, RS interior, sport seats, recent clutch. Lightened. Extensive records/receipts/pics from 2 yr resto. 136k mi. \$23,900 obo. Jason (951) 852-2719

1967 912 Coupe - Red 1720 cc new engine/trans by Dieter's, new tires, muffler, carpet, bottom pan, alarm. It has race suspension, lowered, turbo torsion bars, special sway bars, S trim, Fuchs, Recarro seats. Engine runs strong. \$20,000 - Jerry (858) 452-7226

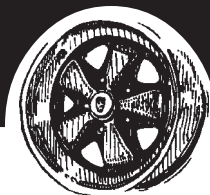
1973 914 2.0 New paint, tires, clutch. Little or no rust. Original rims. Looks and runs great. \$4,250. Bob (858) 488-4884

1973 PORSCHE 914, 1.7i One owner, low mileage (just over 79K); all original, always garaged up until two years ago, covered since, needs some tlc, new tires, runs fine, cracked windshield, silver, \$3,500 (619) 298-1141

1974 914/4 2 liter \$6500 Very well sorted, most major mechanicals and engine redone (by Black Forest) in last 10K miles. Set up for street and autocross. Lots of upgrades. E-mail or call for details. (760) 944-9576

1980 911 SC Metallic blue/Blk, Sport seats, Limited slip, A/C, CD, Bare metal exterior restoration, interior perfect, engine perfect, Cleanist you'll find \$22,000 (760) 436-1807

CLASSIFIEDS



1985 Porsche 944 Guards Red, Tan leather interior, 97k miles \$3,750.00. Ask for Tom at 805-644-4949 or email to: rehtiag@aol.com. (805) 644-4949

1989 CARRERA CONVERTIBLE Diamond Blue Metallic, Blue Leather, Blue Top, rare color, perfect paint, 65k original miles, always garaged, non-smoker, 5 spd, new tires, beautiful, \$28,500 obo. (858) 335-7419

1990 Carrera 2 3.6L, 178,000 miles on car motor rebuilt and new clutch at 130,000 New brakes, Chip, Cat by-pass, H & R Coilovers \$17,500 (619) 507-3822

1995 993 coupe speed yellow, perfectly maintained, xInt condition, many extras, big red brakes, other improvements, no dents or scratches, the best driving 993 anywhere! 51,000 miles. \$45,000. Steve (619) 851-5852

1995 carrera coupe 47k miles, light damage fixed, straight car, needs some assembly, must sell fast, stick shift, artic silver, clean, needs tlc, salvage title, 26k invested, for quick sale, \$20k..714-883-6171 (714) 883-6171

1995, 993 25k Original milles Must sell, Black, Tan int, standard trans, power everything, excellent condition, maintenance records. \$46k (619) 301-9172, AJ

1996 993 Targa. Low Mile/Price 43k miles. Showroom condition. Rare Black on Grey. 18" wheels. Lowest priced targa out there \$38,990. email me@paulkramer.com for pics (714) 596-4777

1999 Carrera Tiptronic Coupe Silver, black leather sport seats, 94,000 Silver console. 17's, S02's. New pads, rotors. Call and I will e mail pics. (619) 284-6610 \$30k

2001 911 C4 Prm Ocean Blu 11,500 miles 6spd man, technic pkg, Lo-jack, Lots other extras \$59,000 email 4 pics dawnnakao@yahoo.com or call (760) 751-9813

2002 911 Turbo Coupe 415 HP Twin Turbo, AWD, Tiptronic trans, 18" Turbo Light Wheels with new Continental

ContactSport Tires, Porsche Stability Management System, Full Leather Interior, Full Leather Sport Seats with Porsche Crests, Bose Stereo, Rain Sensing Wipers, Pristine SOCAL 911 Turbo Coupe, finished in stunning black with grey leather interior. Car has clean car fax, no accidents, paint work or title issues. We have documentation of all Porsche Dealer performed service including recent 15K service. Only 20K miles on this dream car, priced aggressively at just \$79,900 OBO. Trades are welcome and we have low financing rates. To see more pictures of this fine Porsche and to find out more about us, visit our website at www.belloffmotorworks.com. (760) 522-7327

2002 996 CABRIOLET Seal gray/ black leather, 6-speed. PORSCHE CERTIFICATION TO 100K! 18" alloys, PSM, Litronics, Parking Assist, heated seats, windstop, Sirius radio, new P-Zeros. 3.6L, glass rear window. 32K miles. \$54,900. (760) 737-8971

2002 996 Twin Turbo 1400 miles Garaged until 2005. \$150k new. Perfect condition, 1,400 miles \$95k Steve sgerken@ucsd.edu (858) 663-7861

2002 Boxster S Arctic Silver Metallic with Black Partial Leather interior. Offered at \$31,900. Senior owned and driven 22,000 pampered miles, always garaged, dealer serviced, a pristine Ventura County car with optional Sport Package, Heated Front Seats and Black Mats with Porsche lettering. This car is an excellent value in today's market, and will reward some lucky owner with years of driving enjoyment. Contact broker Bob Campbell, 661-251-3500, or bob@356sales.com.

2003 911 Cabriolet Stunning Artic Silver Cab w/6 speed. 18" Lt Carrera w/ new tires. 25K miles. Digital Stereo. One owner CA car w/ bal of warranty. \$62,900. Trades/ financing. (760) 522-7327

2004 911 Cabriolet Artic Silver/ Black Cab with only 6800 mi. 6 speed, Removable Top, 18" Turbo 2 alloys, Pwr/memory seats, Bi-Xenon, CD changer, aluminum dials/sills. One owner car, Gorgeous. \$69,900. Trades/ financing. (760) 522-7327

2004 Boxster S - 550SE Anniversary Special no. 142/1953, no AX or DE, garaged, GT Silver/ Cocoa, fully loaded, 9300 miles, excellent condition, VIN:WPOCB298X4U66O914, \$47,500 (619) 231-7472

911 Carrera Targa '88 Blk int/ ext. Car looks good and runs strong. K&N filter, weltmeister chip, turbo tie-rods.\$15,000 obo (619) 818-6694

'67 912 RESTORED Coupe Red, new engine, rebld. trans-Dieters, Fuchs, S trim, new tires, muffler, carpet, remainder recently replaced Rustfree - \$20,000-OBO. Jerry 858-775-2561 (858) 452-7226

'70 914/6 2.4 motor, Webers, Drilled Rotors, "S" Calipers, Scheel Seats, RaceMark Steering Wheel, Euro tailites & Turn Signals, Lowered, Sports Exhaust, Powdercoated Fuchs Wheels, more. \$18,500 (760) 580-8952

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PARTS

FORSALE 1986 3.2L engine Engine features SSI's, backdated heat and stainless muffler. Runs perfect, in car for PPI. Click doug@cerebralconnections.com (Encinitas) (760) 487-1323

Race parts sale I/ OPort adjustable seat back brace \$60. 1 yellow, 1 blue, 2 red quick release Sabelt 3" 5 point harnesses. Make offer. Various 944 brake pads. Make offer. Brand new Gforce 2" tieback straps \$20. Ray cell (949) 244-5740

944 parts Safety Devices bolt-in roll cage \$700. Weltmeister harness bar \$100. 4 7x15 cookies (3 black, 1 blue) OK shape \$250. Ray (949) 244-5740

BBS wheels 7 x 15 gold basket weave. Fits early offset 944, will probably fit most non-ABS 911's. \$300/ trade for 944 parts. Tim 619.994.0919

911 harness bar For sale, for a 911 coupe. Installed in RS America and removed to buy a roll cage. \$80.00. (new \$130.00). Tom (619) 460-2312

944 parts 924/944 roll cage. Autopower, bolt-in, 1.5 inch tubing. Hasn't been drilled yet so can be welded in -\$700. Seat covers, black, like new-\$40, Center console, brown vinyl, like new \$75. Bilstein 944 front shocks, like new-\$175. Many other 944 parts from A/C, heating systems, interiors, etc. Tim 619.994.0919

1975 911 FUEL PUMP NOTHING WRONG WITH THIS...I CHANGED MINE. \$250.00 (619) 287-2783

FUCH Wheels and Tires Two 15x7 and two 15x8 Fuch wheels with Yokos. Removed from 1986 944. Polished rims with white centers. \$750 858.792.0276

996 HARDTOP- FITS 1999-2005 (760) 505-5761

Big Red Brakes: rear set, calipers, rotors, and pads, in excellent condition. Will fit 993 or 964 as is. Asking \$350. (760) 943-0703

911 Wide Body Fiberglass Parts Hood with racing pins. Front fenders. Front bumper and spoiler. Rear bumper. Rocker panels. Headlights and tail lights. Parts are very high quality lightweight from Getty. Painted in Guards Red with beautiful finish. Will accept offers, all or part. (760) 943-0703

911 Carbon Rear Deck/Wing Brand new carbon rear deck lid and wing (from Getty). GT2-style with side air scoops. Will fit any 911 body through 1994. New cost \$1300. Asking \$800. (760) 943-0703

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911 camber strut racing dynamics alum. strut - used. \$100 (858) 586-9036

bolt in 911 roll bar autopower, excellent condition \$200 (858) 586-9036

944/924S Doors-Red (1 complete, 1 gutted), Hood-Black, misc. used race tires, SA2000 open face helmet (size L), make offers email: theaddys@san.rr.com (858) 715-1465

swaybar seats Rear swaybar from 1974 Porsche, \$80. Two front seats ragged leather (must be replaced) but good frames, \$80. Call Don 951.313.8424 (951) 313-8424

944 parts Personal walnut steering wheel \$60, Fuchs-15"7's&8's \$550, MOMO Race seat, Misc used race tires, FREE-stock pass seat, make offers (858) 715-1465

914 parts Special Edition Spoiler-new \$50, Personal Walnut SW \$50, rear bumper, 2.0L cylinder set, front calipers, Bra, jack, ashtray, tires, make offers (858) 715-1465

FS: tan/camel leather seats Fits all '74-'94 911/912/924/928/944, from 931 Turbo. Near perfect. Best offer, will separate, view at Dave Turner Motorsports. -James (858) 268-2244 (858) 268-2244

Kinesis K28 wheels 18" - 8" & 10" mesh spoke design. Will fit 993, 996 narrow body, 997 (not the S), Boxster w/ 1" spacers, 964 w/ 1/2" spacer. Standard grey finish with polished lip. offsets F-52mm, R-64mm \$3000 call Chris 619 339-7688

17" Boxster Wheels For Sale 7's & 8.5s looking for \$500 for all 4 — 858-245-7002

tires 4 good year slicks 85% \$75.00 each 75% \$50.00 each 25.5x12.0x164 hoosiers NEW \$200 each 275x45x162 hoosiers (3 auto-x laps) \$175.00 each (858) 273-7367

WANTED

944 racing parts Wanted: Any 944 racing parts, but especially- 944 adjustable Koni's, Welt sway bars, Camber plates, 8" Eibach, Hypercoil, etc springs. 300-400 lbs. 7 x 15 cookie cutters and phone dials, don't have to

be pretty, but must be straight and true. Tim 619.994.0919

Toddler carseat: Looking for a used toddler porsche carseat for boxer or carrera 4S. Please contact Molly Merritt @ (760) 929-9856

Wanted 1986 Porsche 944 Engine Need 1986 944 engine or newer motor. Engine must have less than 120,000mi and have excellent compression (140-150psi). (619) 934-6466

WANTED: Porsche 911 Track Car 1969-1989 based 911 race car, track car that can be registered for the street. Reasonable prices please, call Dan (408) 483-5224

MISCELLANEOUS

Custom Sheepskin Seat Covers. Fits 78-83 911 for sure. Possibly newer 911's. Made in Brazil. Peles Polo Norte LTDA. \$100.00 obo for pair. (619) 447-4709

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PCASDR AUTOCROSS QUALCOMM-WEST LOT

Sunday Feb 15 (Must show proof of membership)

Stadium Schedule

6:30-7:30	Tech Inspection
6:45-8:00	Registration
7:25	Track Walk
8:30	Driver's Meeting
9:00	First car out

Autocross

Curt Yaws
Charles Sharp
David Kochanek

Time Trial

Jack Miller
Robert Baizer
Mike Dougherty

Check the San Diego region website for more info: www.pcasdr.org
Save \$20 by pre-registering (AX Registration \$60 at track)

For more information, please contact the SDR Autocross team at ax@pcasdr.org

Stadium Policy

1. Car must be completely empty, tires changed and ready to go when you arrive at the Tech Inspection line
2. You will be assessed a \$10 Late fee if your car is not in tech line by 7:30 AM
3. You will not be allowed to register if you do not show proof of membership or if your car is not in the Tech Inspection line by 8:00AM
4. All cars must have car numbers and class designation on both sides of the vehicle at all practice and timed laps. Shoe polish not allowed.
5. Snell SA 95 or M95 or newer helmets required

Check www.PCASDR.org website for complete rules

Driving Event Calendar

Feb 5	Autocross	West Lot
Feb 18	Autocross	West Lot
Mar 12	Autocross	SE Lot
Mar 24-26	Zone 8 Time Trial	California Speedway
April 8-9	Driving School	West Lot
April 15	Autocross	West Lot
Apr 22-23	Zone 8 Time Trial	Streets of Willow
May 13	Autocross	West Lot
May 14	QDE	West Lot
Jun 3-4	Zone 8 Time Trial	Buttonwillow
July 1	Autocross	SE Lot
July 15	Autocross	West Lot
July 16	QDE	West Lot
Sep 30-1	Zone 8 Time Trial	Spring Mountain

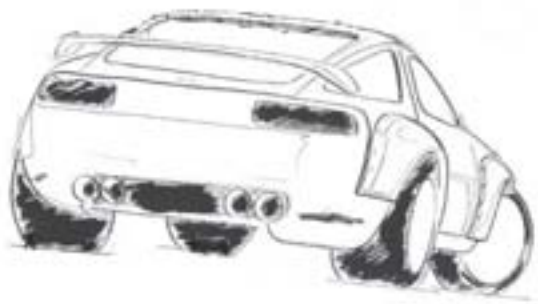
Classified Ad Policies

No charge to PCA San Diego Region members for up to 25 words of text to advertise to buy, sell or trade specific items. Member ads over 25 words \$.20 per each additional word.

Non-member, business, or commercial ads \$.40 per word.

To place ad, go to the website:

<http://www.pcasdr.org/classifieds/index.html>



Commercial Ads

Full page	(7.5 x 9.5)	\$200 /month
1/2 page	(7.5 x 4.5)	\$125 /month
1/4 page	(3.5 x 4.5)	\$75 /month
Business card	(3.5 x 2)	\$50 /month
Key position		\$250 /month

Ad includes free banner ad & link from our website:

Material Submission: It is preferable that materials are submitted electronically in either .JPG, .TIF, .EPS or .PDF format. Photos will only be returned if accompanied by a stamped and self-addressed envelope. We reserve the right to edit or refuse to print any ad.

Deadline for submitting new ads or making changes to existing ads is the 10th of month preceding the month of publication.

Business Manager
Royce-Ann Myrick
619.475.1199

WitnessBusiness@pcasdr.org
Imperial Beach, CA 91932

Artwork & Photos to:
Greg Phillips, Editor
707 Palm Ave.

Editor@pcasdr.org

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WINDBLOWN WITNESS

Greg Phillips, Editor

PERIODICALS



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