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July Autocross
Dana Point Weekend
4th of July Party

August 2006



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WINDBLOWN WITNESS

Porsche Club of America, San Diego Region

Volume XLVII No.8

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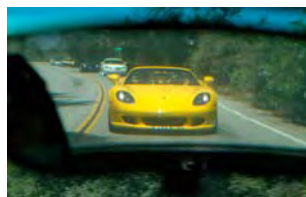
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SAN DIEGO REGION CALENDAR

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: emaster@pcasdr.org

August

2	Wed	SDR Monthly Meeting, -moved to July 26
4/5	F/Sat	Z8 Rally to the Parade
6/11	S/Fri	PCA Porsche Parade
16	Wed	SDR Tech Session, Pioneer Porsche (page 35)
18/20	F/Sun	Monterey Historics
19	Sat	SDR Autocross, Qualcomm West Lot (page 63)
26	Sat	SDR Social, Progressive Dinner (page 24)
26	Sat	John Simone Garage Sale (page 19)
29	Tue	SDR Last Tuesday Social (page 6)

September

3	Sun	SDR Magical Mystery Tour (page 6)
6	Wed	SDR Monthly Meeting, Brown Home (page 59)
9/10	S/Sun	Ventura Show (page 11)
10	Sun	Z8 Concours, Santa Barbara Region
12	Tue	SDR Chick Chat-Autocross Basics (page 38)
15/17	F/Sun	HSR Races at California Speedway (page 30)
16	Sat	SDR Autocross, Qualcomm West Lot (page 63)
17	Sun	Z8 Rally, San Gabriel Valley Region
20	Wed	SDR Tech Session
22/24	F/Sun	SDR Z8 Concours Weekend
26	Tue	SDR Last Tuesday Social
30	Sat	SDR hosts Z8 Time Trial, (page 23) Spring Mountain

October

1	Sun	Z8 Autocross, Riverside/Orange Coast Regions
1	Sun	SDR hosts Z8 Time Trial, Spring Mountain
4	Wed	SDR Monthly Meeting, Straub Home
7	Sat	Z8 Concours, Golden Empire Region
7	Sat	Z8 Rally, Golden Empire Region
8	Sun	Z8 Autocross, Golden Empire Region
8	Sun	SDR Tour to the Historics
7/8	S/Sun	Coronado Historics (page 47)
9	Mon	Z8 Autocross, Gran Prix Region
13-15	F/Sun	SDR Performance Driving School (page 63)
15	Sun	Z8 Concours, Riverside Region
18	Wed	SDR Tech Session, moved to Oct. 21
20	Fri	Z8 Tour to ALM, Orange Coast
21	Sat	SDR Tech Session
28	Sat	SDR Social, Halloween Party
31	Tue	SDR Last Tuesday Social

November

1	Wed	SDR Monthly Meeting, Scragg/Seitas Home
4	Sat	SDR Social, Cooking Extravaganza
4	Sat	SDR Rally
4	Sat	Z8 Concours, Arizona Region
5	Sun	Z8 Autocross, Arizona Region
10	Fri	SDR Autocross, Qualcomm West Lot (page 63)
11	Sat	Z8 Presidents meeting
12	Sun	Z8 Rally, Orange Coast Region
15	Wed	SDR Tech Session
17/19	F/Sun	Palm Springs Revival
24	Fri	SDR DE, Qualcomm West Lot (page 63)
25	Sat	SDR Autocross, Qualcomm West Lot (page 63)
28	Tue	SDR Last Tuesday Social

December

6	Wed	SDR Monthly Meeting
10	Sun	SDR Tour
16	Sat	SDR Autocross, Qualcomm West Lot (page 63)
20	Wed	SDR Tech Session
26	Tue	SDR Last Tuesday Social



Parade Portland

Portland, Oregon; Aug. 6-11, 2006



AT THE WHEEL

by Margi Knight, President



The month of July has been, and continues to be, very busy. For the remainder of July, we have an Autocross, a Driver's Ed, a Last Tuesday Social and the August Board Meeting. The great news for all of us is that the Club schedule for the next several months appears to be equally as exciting. Club volunteers really do accommodate all of the varying member interests. We all cannot thank the Chairs enough for the time they donate in planning for all of the fun events.

I just returned from another memorable Club weekend event that was planned and executed by Kathy Alnwick, our Social Chair. She combined a weekend of art and concours that was so exciting. I had never been to see the Pageant of the Masters and I must admit my preconception of it was that it all seemed rather silly. After all, people just standing still - and I belong to a car club? Well, it was really amazing, as these volunteers did not move other than the barely noticeable movement of their chest inhaling and exhaling. In addition, the art that was depicted was truly remarkable.

The 356 Concours was a display of perfection and love. These Porscheophiles displayed the best and most unique of 356 models I have ever seen. Colors, styles and numbers were presented on the lawn of the Dana Point Marriott that overlooks the ocean. How sweet it was!! For those of you who could not attend, if you see this repeated next year, do not miss out!!

In this edition of the Witness, you will find the bios of our candidates for the 2007 Board of Directors. Our candidates are: Gary Burch, Jack Case, Christy Copeman,

Jim Duncan, Dave Gardner, Kent Lewis, Martha McGowen and John Straub. These are all very well-qualified individuals and dedicated to making this Club great. The election ballots will be mailed in September and I will announce the winners by September 30. The 2007 Board will then meet and elect officers.

Please take the time to read the candidate bios and vote for four candidates. The last few years, we have received approximately 300 ballots returned. This is rather distressing given our membership is about 2600 strong. Make your voice heard and have an impact on the agenda of the club. Vote for your favorite candidates!!

You will also find volunteer cards with the ballot you receive. Please let us know what you would like to do next year. One of the first things the new board will do is to select volunteers for the Club's committees. We are only as successful as our volunteers. If you want to continue having the fun we have, please send in your volunteer card.

By the time you receive this edition, I will be attending the Portland Parade. I reviewed the schedule and I find I will have more to do than I have time. I will report more in the September Witness.

October 7 & 8 will be the Coronado Classic Speed Festival. Planning for this great, local event has started. I have hopes that the Club will sponsor a membership tent where we can meet and play host to potential new PCASDR members. In addition, I am looking for sponsor(s) who could help us in this endeavor. Contact me if anyone is interested. Keith Verlaque is also planning a tour and brunch on Sunday, October 8. The Porsches will then caravan into the Club's parking corral at the Speed Festival.

This month's volunteers of recognition are the Tech Session team. Jason Mills, Joe Hofmann and Rocky Kuonen started off the year with a bang providing members with interesting and useful information for techies. As it does happen, Joe got a new job and is now very busy. Rocky has moved to Arizona to be with his fiancé (imagine that). And Jason now is doing his best to hold it all together. Thanks to all of you for doing the best you can and to Jason for continuing to set up tech sessions for the Club.



UP FRONT



(WHERE THE ENGINE BELONGS)



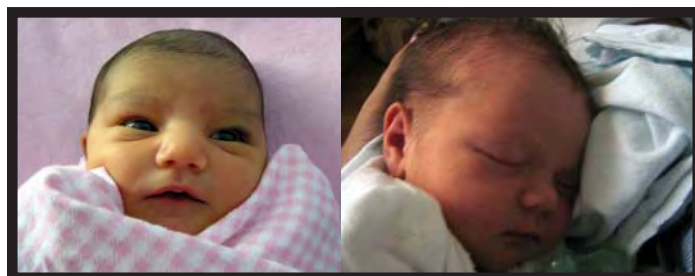
July has already been a busy month, and the summer is just getting started. The Portland Porsche Parade will be her before I know it, and then the San Diego 2007 Parade planning goes into high gear. Hopefully the weather next year will be a little cooler.

I have been working on the Witness the past few days and they have been record highs with a temperature of 99 degrees at Lindbergh Field yesterday. Without air-conditioning, my computer room in Coronado has been hot and humid!

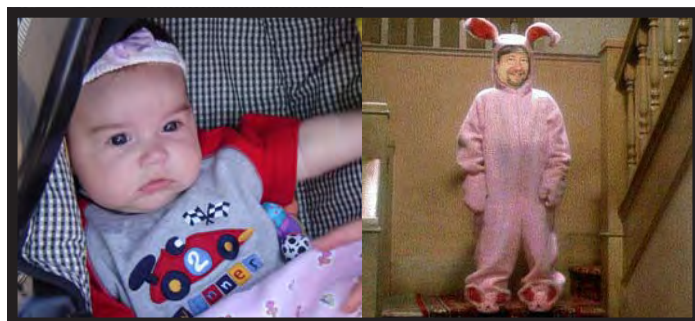
It was also warm at the Q this month for our autocrosses and DE. The July 1 autocross and DE reports are in this issue and check out next month for the July 15 autocross report. But we are not alone in the heat, at the ALMS race in Portland today it is 98 degrees. I hope there is a cooling trend before their Parade. Thankfully Dieter's has just gotten my AC fixed in the black 928 and updated to the R134 and it is blowing nice cold air again. I will need it on the drive to Portland.

Casey Corwin has a new article on Ed & Bill Bohorquez this month. And she was right, I did find out some new things. I did not know that they were twins! I knew that along with their older brother Jim I was often confused as to which one was which. At that time, Bill had a beard and another member told me to relate the length of their names with their amount of facial hair. Ed was clean shaven, Jim had a moustache and Bill had a beard! It worked for me and even though Bill is down to a moustache I can usually keep them straight.

The time trial season is on a summer hiatus, waiting for the tracks to cool down, but now is the time to start planning for our last event at Spring Mountain in Pahrump, Nevada. By the end of September the weather should be cooler and we will be able to try out the new long course configuration this year.



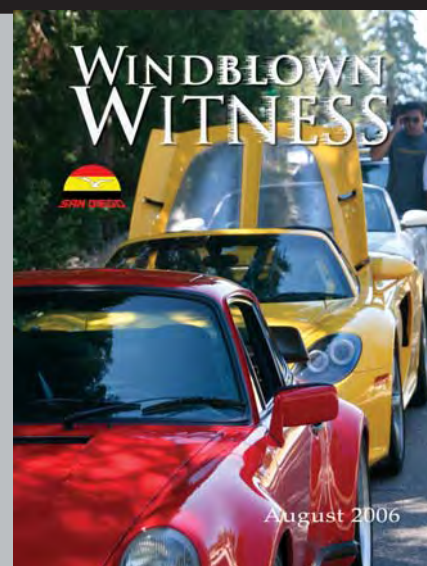
*Which picture does not belong?
(see page 56)*



ON THE COVER

This month's cover was shot on the recent Father's Day tour at the top of Palomar Mountain. Yes, a Carrera GT will still draw a crowd.

Greg



August Last Tuesday Social August 29, 2006 at 6:00 pm



8111 Mira Mesa Blvd.
San Diego, CA 92126
(858) 578-7892



For info contact Paul Silver, psilver@san.rr.com or 858-481-8646
Or Kathy Alnwick, imthekaps@yahoo.com or 619-229-1515

Join us for a PCASDR "Magical Mystery Tour"
on Sunday, 03 September
We'll know where we are when we get there!



One half day of driving some of the most mysterious and forgotten roads in Southern San Diego! Followed by lunch at one of the least known eateries in town.

We will rally at the Pacific Southwest Railway Museum/La Mesa Depot at 8:30 AM Sharp! (Located at the intersection of La Mesa Boulevard and Spring Street) in La Mesa.

**RSVP to Bill Marsh at wemarsh@san.rr.com or 619.881.7028
.....just so I can get an approximate head count for lunch.**

PORSCHE CLUB of AMERICA – SAN DIEGO REGION

and



present

Fall 2006 Performance Driving School October 13th, 14th & 15th

This driving school is a chance to safely learn the limits of your Porsche in a controlled environment with the guidance of experienced instructors. *“Sometimes, in order to find your limits you have to exceed them”*

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 – Oct. 13th 6:00 pm – 9:00 pm	Saturday – Oct. 14th 7:00am – 5:00pm	Sunday – Oct. 15th 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 September 15, 2006

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

Applications postmarked prior to Sept. 15th 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 # _____

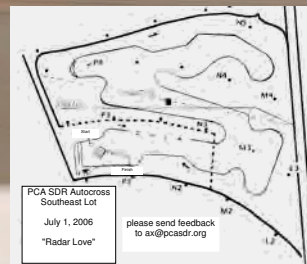
*e-mail: _____

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.**

July 1st Autocross



By Greg Phillips
Photos by Paul Silver & Greg Phillips

It turned out to be another hot July day and we were in the smaller SE lot, so I slept in again. Turns out I missed another fun day of autocross at the Q. I did make it down in the afternoon and took a few pictures as they were finishing up timed runs. It turned out to be another interesting day in the top ten drivers.

Mark Kinninger ended up on top with a quick 68.3 in his AM 911, but Erik Kinninger was running this event in the LP Mind Over Motorsports Boxster and ended up in 4th place at 70.2. Second went to Chris O'Connor's MI 993 at 69.13 and another MI 993 was 3rd with Glenn Marlin at 69.93. John Straub's AM 914-6 was next at 70.36 and he was followed by Peter Milliken's JI 911 at 70.52. The KP crew was led by Jad Duncan's 944 Turbo at 70.84 and then Jim Binford's KI RSA at 70.97 (welcome back Jim). Rounding out the top ten were David Quesnel's HI 911 at 71.17 just ahead of Bill Ibbetson's KP 968 at 71.19.

The initial timing reports had Jennifer Reinhardt's LP Boxster at 71.15, but the results were questioned by Martin Reinhardt. Couldn't have been because his best time in the KP 911 was 71.38?

In the 944 Spec class Jacki Corwin ended up on top with a 75.17 ahead of Charles Sharp at 75.49 and John Kinkaid at 75.88. In GS Thomas Hofman nipped Ted Dracar and Doug Briggs, 77.43 to 77.55 to 77.61. In IS Paul Young managed to stay ahead of Paul, Jr. 74.49 to

Class	Car Number	Name	Car Year	Car Model	Best Time
AM	95	Kinninger, Mark	1984	911	68.3
MI	513	O'Connor, Chris	1995	993	69.13
MI	257	Marlin, Glenn	1996	993	69.93
LP	295	Kinninger, Erik		Boxster	70.2
AM	65	Straub, John	1970	914-6	70.36
JI	178	Millikin, Pete	1986	911	70.52
KP	83	Duncan, Jad	1988	944 Turbo S	70.84
KI	14	Binford, Jim	1993	911 RSA	70.97
HI	279	Quesnel, David	1975	911	71.17
KP	491	Ibbetson, Bill	1994	968	71.19

74.65 and then Don Middleton at 75.63. In ISS, Ryan Tyson's 78.21 beat Michael Monaco's 79.95 and then Rick Korfin's 81.79 (welcome back Rick).

In LSS Kim Crosser stayed on top with a 73.54 to beat Charlie Kleinhans at 75.02 and Ted Witte at 78.32. In MS, Russell Shon had a 73.41 to beat Al Slocum's 73.83. In MSS Steven Kinnison's 75.78 was just enough to beat Kevin Adair's 75.88. In NS Steven Weiler's C4 turned in a very quick time of 72.25 to beat John Ross's 993 at 76.26. In NSS, the old technology of George Bollendorf's 1982 Turbo was enough to beat Kevin Morse's 1989 Turbo and Mark Vaden's Cayman 75.93 to 77.42 to 78.11.

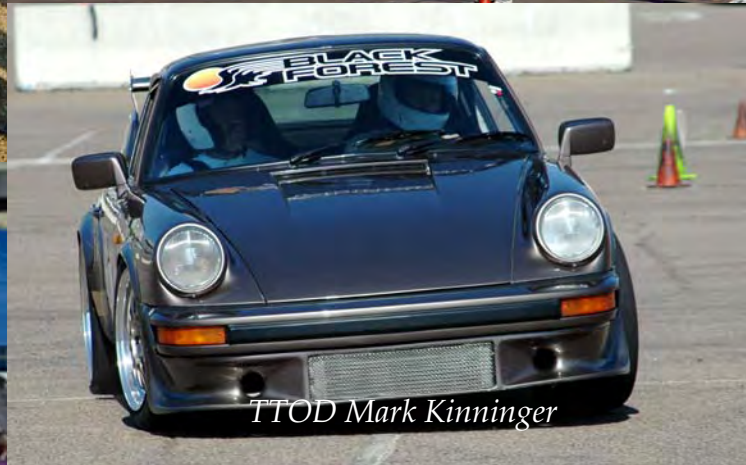




Herb Meeder at tech inspection



Track walk



TTOD Mark Kinninger



Tammi Ibbetson & Jackie Lu



Henry Walker



*Timing Chick Bill Ibbetson
& Stephanie Steiner announcer*



*Dan Chambers &
Monica Bockman*



Crazy Dan

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all PORSCHEs invited

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PEOPLE'S CHOICE CONCOURS

PCA ZONE 8 JUDGED CONCOURS

FOR SALE CORRAL

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EVENT ENTRY & EXHIBITOR INFO:

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Email: info@german-autofest.com

Please visit our Web site for all information and entry forms.

WWW.TheVenturaShow.com



*PCA San Diego Region & Pioneer Centres
Present*

CONCOURS BY THE BAY

Saturday, September 23rd at Mission Bay, San Diego

Site: Sunset Point Park --- 1710 W. Mission Bay Drive - A perfect site for a concours --- on the grass --- by the bay. Close to downtown. *Lots of good restaurants in the area for dinner.*
Take I-5 south, take Sea World Drive exit-Exit 21-toward Tecolote Rd. Turn west onto Sea World Dr. stay straight to go onto ramp, merge onto W Mission Bay Dr., turn slight right onto ramp, merge onto W Mission Bay Dr., turn sharp left to stay on W. Mission Bay Dr.

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

Food: German Bratwurst, German potato salad, chili, green salad, sweets & sodas.

Accommodations: Hotel The Dana Inn 619 222-6440 www.thedana.net (Reservations)
Discounted rates have been given to SDR- Premium suites \$199.00
Luxury suites \$149.00 **The password is Porsche.**
Hurry! Limited rooms available. *Informal get together on Fri. evening at Inca's room. Optional dinner on Sat., (RSVP).*
Join us for brunch on Sunday at 10:00 a.m. by the pool.

Questions: **Inca Szielenski** 760-212-3693 esinca@hotmail.com or ziggy928s4@hotmail.com
Steve Lopez 619-533-3188 slopez930@aol.com

CONCOURS DIVISION

C-1 All Closed 356's
C-2 All Open 356's

C-3 911-912 (1965-1973)

C-4 911-911 Turbo, 930, 912E (1974-1983)
C-5 911-Carrera and Turbo (1984-1989)
C-6 911-Carrera Turbo (1990-present)
including 1989 C-4 Carrera
C-7 Boxsters
C-8 914-4, 914-6
C-9 924, 924S, 924 Turbo, 944, 944 Turbo, 928,
928S, 968
C-10 Special interest, Current Competition.
Limited Production
C-11 Cayenne

STREET DIVISION

S-1 All Closed 356's
S-2 All Open 356's

S-3 911-912 (1965-1973)

S-4 911-911 Turbo, 930, 912E (1974-1983)
S-5 911-Carrera and Turbo (1984-1989)
S-6 911-Carrera & Turbo, (1990-present)
including 1989 C-4 Carrera
S-7 Boxsters
S-8 914-4, 914-6
S-9 924, 924S, 924 Turbo, 944, 944 Turbo,
928, 928S. 968
S-10 Special interest, Current Competition,
Limited Production
S-11 Cayenne

WASH & SHINE DIVISION

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

UNRESTORED DIVISION

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

DISPLAY (not judged)

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

Please Print

Name _____ Phone _____

Address _____ City _____

State _____ Zip _____ Region _____ Porsche Model _____ Year _____

Body Type _____ Color _____ License No _____ Class _____

Concours \$50 per car & lunch before Sept. 16 = _____

\$60 per car & lunch after Sept. 16 = _____

Display only \$20 per car = _____

Extra Lunch \$10.00 x _____ = _____

TOTAL = _____

Please make your check payable to "SDR/ PCA"
and mail with this registration form to
Inca Szielenski, 3272 San Helena Dr.
Oceanside, CA 92056

356 Concours & Pageant of the Masters



By Curt Yaws
Photos by Greg Phillips

The San Diego Region of the Porsche Club sponsored a very fun weekend of art and early Porsches over July 8th and 9th. Organized by Kathy Alnwick, a group of 50 members and guests attended the 20th Annual Dana Point Concours d'Elegance sponsored by the Porsche 356 Club, as well as the Pageant of the Masters in Laguna Beach.

Saturday morning the group gathered at 9 am at Hoehn Porsche in Carlsbad for the trip to Dana Point. After a short drive up the coast, we arrived at the Harbor Inn at the Dana Point Harbor. There was a lot

of meeting and visiting as we waited to get rooms and pick up vans to take us to Laguna Beach. Around noon we left Dana Point for Laguna Beach, and had the afternoon to sightsee and have a cold beer. Several of us took the free trolley up and down the PCH to visit art galleries specializing in early California plein air painters, and we capped it off with a visit to the Laguna Beach Art Museum. For dinner the group gathered at the Cedar Creek Inn Restaurant for a feast of filet





356's have arrived

mignon and prime rib as well as assorted other taste treats.

After dinner we walked to the Pageant of the Masters. Started in 1932, the Pageant is 90 minutes of "living pictures," faithful art recreations of classical and contemporary works with real people posing to look exactly like their counterparts in the original pieces. An outdoor amphitheater, professional orchestra, original score, live narration, intricate sets, and sophisticated lighting made this event a must see.



Dinner awaits

Sunday morning we met at the Dana Point Yacht Club for a delicious brunch with omelets and the full range of healthy breakfast fare. The blueberry blintzes



John Rickard Vince & Cecelia Knaut



Brunch

seemed the healthiest, though the thick farmer cut bacon was a close second. The view of the ocean and the sail boats in the marina was almost as good as what came next.

From brunch we departed for the short drive to Lantern Bay Park high above the marina and the 20th Annual Dana Point Concours d'Elegance. The sight of row upon row of 356s overlooking the ocean was one to be savored. A matching pair of red 1955 and 1956 cabs with tan interiors looked fetching, but there were far too many great cars to pick just two. A large turnout of 912s was also on hand. Two attention-getters were a 904 GTS and a 959.

San Diego Region members who showed their cars included Skip Shirley with his 1957 Speedster and Wayne Baker with his 1959 A Sunroof Coupe. Past President Michael Harris entered his 1965 C in Street class. Michael's car was built in October of 1964 and registered as a 1965. It was originally sold by Brumos



Michael Harris's 356 on the lawn



Skip's Speedster

Porsche in Florida. The car had three owners in Oregon and one owner in Orange County before going to the Harris garage. Michael has owned it for five years and it is mechanically all original down to the date stamps on the wheels.

There were 65 cars entered for judging and a total of about 130-150 cars at the park.

All in all, it was a wonderful weekend of art and cars.



Checking out the art



Ready for the vans



Sally Carrera's mon



*Michael Harris, Kathy Alnwick & Ted Myrus
with the goodie bags*



Gary & Ruth Samad with Carl Scragg & Pat Seitas



Concours inspection



4 Cams?



Early 904



R Gruppe



959 & Carrera GT



Porsche rethinks racing its diesels at Le Mans



Judge Henry Walker



Father's Day Tour

By Paul Davis

Photos by Paul Silver & Greg Phillips

The Father's Day Tour and Breakfast for 2006 was more than anyone had anticipated! This year's event was a record setter in many ways, especially in the category of fun. There were 48 cars in attendance on the tour, more than any tour held previously. There were 68 enthusiasts in attendance for the Father's Day brunch in Borrego, more attendees than any prior brunch. Upon leaving brunch, we were all greeted by temperatures over 100 degrees, a new high for a drive home temp.

disguise came along just for fun.

The large group proceeded North on 15 to some of our favorite twisties in the back country of San Diego. Through the hills, past the water storage, into the avocado groves, down Couser Canyon which has some of the tightest switchbacks in the county and into the valley below to re-group along the fence of Mr. Brown's field. From the re-group stop, we went up into the mountains with another stop at Mother's Kitchen atop



Ready to start

This year's Father's Day tour started in our favorite North County gathering location in the parking lot of the Macaroni Grill at the North County Fair. In attendance were many of our favorite Porsches including a Carrera GT, a collection of RS Americas, Boxsters galore, Turbos a plenty and Carreras of all descriptions. Then another interesting contingent arrived as they had been invited. The fiberglass V8's badged in Corvette



Kathy Alnwick hands out directions

Mt. Palomar. This is a great stopping point offering a few different comforts for a mid-drive layover as well as a cooling period for the now warmed up motors. Some of the motors seemed to warm up more than others. I guess that would explain the smoke and steam emitting from a couple of the cars.

After enjoying the smell of the pines, a quick snack, a cup of coffee or a bottle of water, and chatting about

Garage Sale !

LARGE SELECTION OF 911 PARTS

Here's your chance to score some really good new and used parts for your 911, for street or track, you'll find it here. John Simone is selling a huge stock pile of 911 parts that he has accumulated over the past 10 years over a wide range of model years with many parts being sold at reasonable prices. Here's some of what's being offered:

Interior parts of all kinds, seats & seat frames with sliders, door panels, dash covers, knobs, switches, etc. **Fuchs Wheels**, space saver spares, body panels including hoods, fenders, doors, bumpers and bumper extensions, rocker panels, lights, window glass, rear deck lids, sun roofs and related mechanisms. Complete running **2.7 Ltr engine**, one 915 **Gear Box**, clutch discs and pressure plates, Headers, mufflers, **suspension** parts, aluminum trailing arms, brake calipers & rotors, fuel tanks, wiper motors, electrical parts, wire harnesses, light weight fiberglass race doors & hoods, and many other misc parts. There's a good chance I'll have what you're looking for!

**This is a One Day Event Saturday August 26th
So Mark Your Calendars!**

Location: John Simone's house

251 Osborne St. Vista, Ca. 92084

Time: 8:30 AM until 2:30 PM

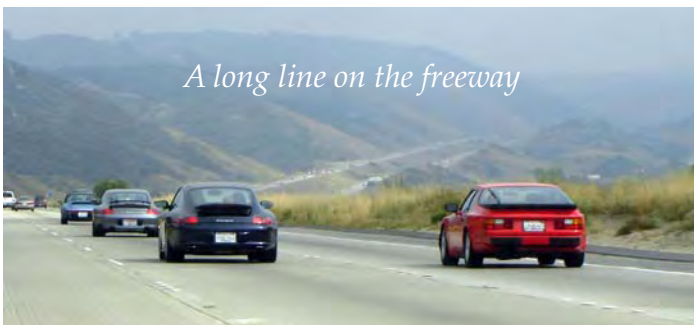
Suggest you get here early to get the best selection, Remember the old saying "**You Snooze You Loose**"

Bring your bathing suits and hang out by the pool with your Porsche friends! For more information call John @ 760-940-1244



the interesting roads we had traveled so far, the group headed back down the mountain on East Grade, around lake Henshaw, and down Montezuma Grade into Borrego Valley. The trip down the mountain was great fun, as always. The roads are usually empty with the motorbikes parked along side the road. The bikers watched in amazement as 50 four-wheel vehicles came down the mountain.

Going down the Montezuma Grade into the Borrego Valley is quite a treat. From the very start of the rapid five-mile descent, one can see the valley floor directly below and can't help but notice the vertical cliffs just outside the car door. The ride is quite exhilarating and the view for a hundred miles is truly spectacular.

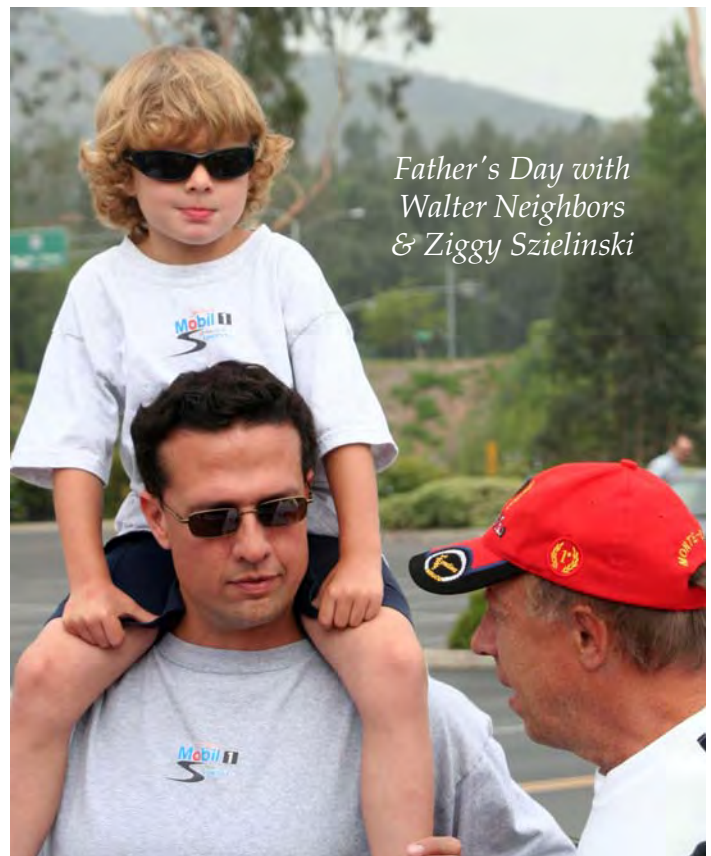


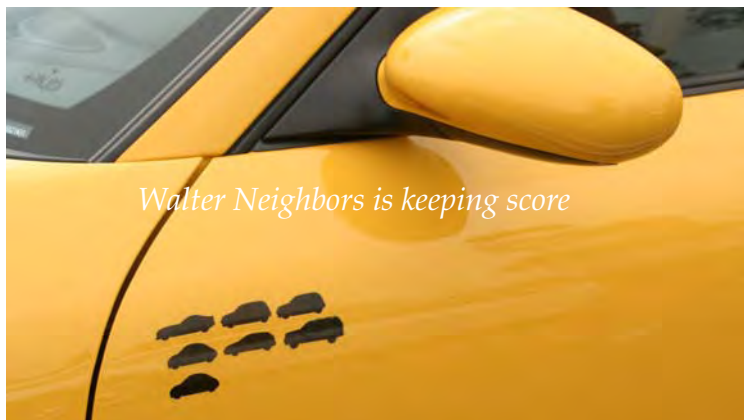
At the bottom of the grade is the small town of Borrego Springs. The Palm Canyon Resort was awaiting our arrival with breakfast or lunch to choose from. The food was excellent, with no shortage of fun things to eat, and the champagne was the best. The Father's Day Gift of bottles of "Dad's Old Fashioned Root Beer," provided by Katherine Alnwick our event organizer, was a big hit. This proved to be another social event planned by Kathy with a great turnout and tons of fun. The next time you see Kathy at one of our social events be sure to thank her for all her efforts in providing us with great times and memorable activities.

The ride home was very relaxing as we got to leave



the high temperatures and return to the mild climate of San Diego. Once we climbed up the windy road to the plateau above, the temperature went down and the drive became even more fun. Some drivers opted for the bread stop at Dudley's bakery in Santa Ysabel and then on to Ramona and home. Others chose the scenic drive by Lake Henshaw and down the freeway home. Every body said that they had a great time. Thank you to our membership for participating and I hope all had a great father's day. Thank you to Keith Verlaque for his unending contribution to leading, mapping and assisting the tours and other events we all enjoy. See you all at the next fun tour.





Walter Neighbors is keeping score



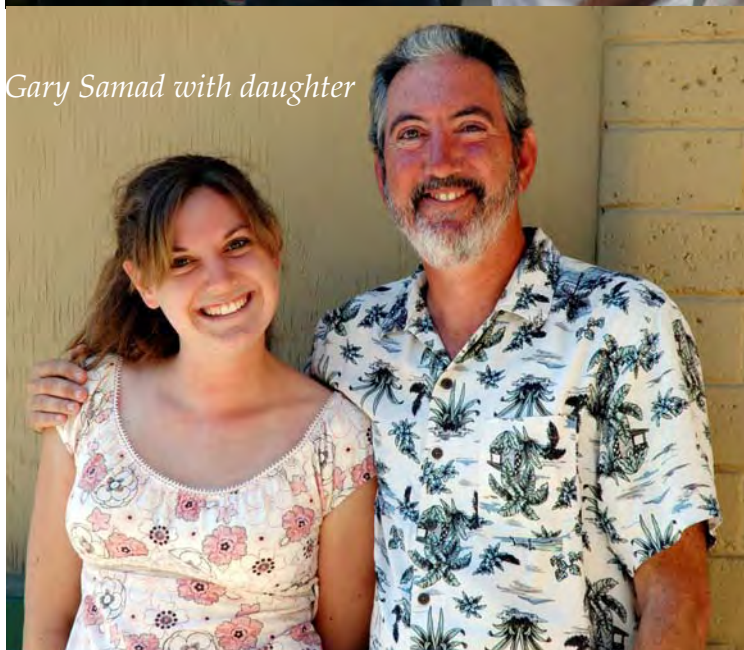
My new 928



Discussing the route



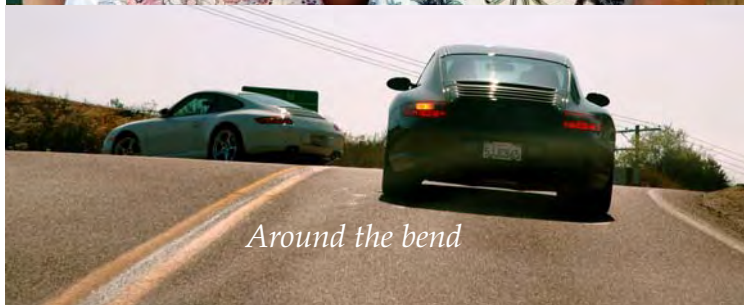
Too many photographers



Gary Samad with daughter



A family outing



Around the bend



It fits perfectly

PCA San Diego Region & Zone 8 Time Trial

Spring Mountain Time Trials • Sept 30-Oct 1, 2006



Same weekend as Pahrump Fall Festival and Rodeo. Fun for the whole family!

REQUIREMENTS:

- New Time Trialers and those with expired Zone 8 permits must purchase one at the track - \$10.00
- Snell 95 or newer helmet
- Proper fire extinguisher mounted in car.
- 5 points required for all drivers & passengers
- 2006 Zone 8 Comp Driving Rules apply, see www.pcasdr.org
- Participants without Time Trial Permit must have complete 6 Autocross type events or equivalent within the last 24 months.

Event Hotels

Pahrump Nugget • 681 S. Hwy 160 • Pahrump, NV 89048

Phone: 1-775-751-6500 or 1-866-751-6500

Room Rate: \$54 plus tax & utilities (\$3.50)

Best Western Pahrump Station • 1101 S. Hwy 160 Pahrump, NV

Phone: 775-727-5100 or 866-713-9688

Room Rate: \$73

Deadline for hotel Aug. 29, 2006 • Say you're with the Porsche Club

For more information contact Jack Miller at (619) 286-4419(h) or jmiller@PacificCollege.edu

For track information and directions: www.springmountainmotorsports.com

Sept 30 - Oct 1 • PCA-SDR & Zone 8 Time Trial • Spring Mountain Motorsports Ranch

Car Number _____ Car Class _____

Driver Name _____

Phone _____

E-mail _____

Member # _____ Region _____

Driver Status: ☐ Student ☐ Driver ☐ Instructor

Instructors, will you instruct? ☐ Yes ☐ No

Car Number _____ Car Class _____

Co-Driver Name _____

Phone _____

E-mail _____

Member # _____ Region _____

Driver Status: ☐ Student ☐ Driver ☐ Instructor

Instructors, will you instruct? ☐ Yes ☐ No

Do you have a 2006 Competition Permit? ☐ Yes ☐ No

Signed: _____

Do you have a 2006 Competition Permit? ☐ Yes ☐ No

Signed: _____

Car Year _____ Model _____

MAKE CHECKS PAYABLE TO PCASDR

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 drivers (who are PCA members) _____

Entry Fees at \$275 per driver: _____

\$25 Late Fee (postmarked after Sept. 15): _____

\$30 Transponder Rental: _____

Total Fees: _____ \$0 _____

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

**Mail to: Jack Miller
7695 Bromeliad Ct.
San Diego, CA 92119**

Or Fax to: 619-501-2871 (w/no cover)

★ **"Speeding Ticket" - \$10 - Anyone who fills out this form too fast so that it is incomplete, incorrect, or illegible such that it requires a phone call to clarify any info, will be charged \$10**

★ **Please bring a completed Tech form with you to tech inspection: www.pcasdr.org/forms/AXReg Form.pdf**



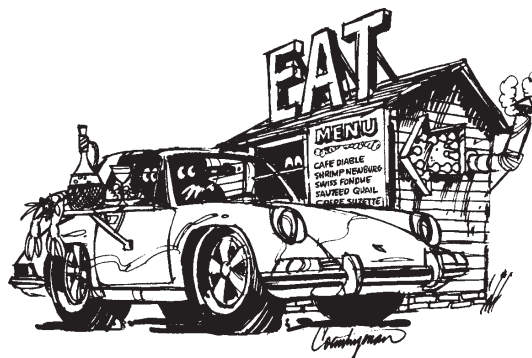
Progressive Dinner 2006 - Saturday August 26

Arggggh, shiver me timbers!

First port of call is ***Symbolic Motors*** at 4:30 pm for tapas and cocktails
7440 La Jolla Blvd., La Jolla
“Treasure Maps” will be distributed there
for the rest of the evening’s pillaging



Catering by Picasso’s



Cost is \$55 per person before August 19th, \$65 per person afterwards
Sorry, no refunds

Payment, payable to PCASDR, should be sent to
Kathy Alnwick, 7961 Laurelridge Rd., San Diego, CA 92120
For further info contact Kathy at imthekaps@yahoo.com or 619-229-1515



GARY
BURCH



JACK
CASE

About 6 months after joining the PCA I decided to volunteer. Thought I might do something that wasn't to complicated, just to help out and after all I was a rookie. Well, they made me an Autocross Chair. I accepted, because I didn't really have any idea what was involved and, also, because of the faith Lewis Wise said he had in me and my ability to do the job. I now realize, the projected faith you have in someone goes up dramatically when 1. they volunteer and 2. when they accept the job.

I had the Autocross job for 3 years. The normal tenure is 2, but, due to circumstances, I had to stay on for another year. Much to my surprise this led to the honor of being named the 2005 Bill Myrick Award/ Enthusiast of the Year. Currently, I am one of a trio of Chief Driving Instructors, Los Tres Amigos.

So now I am running for the Board. Amazing the way things progress. I used to think, "Who are those guys?" Now I might be one. Amazing.

Anyway, my qualifications should be listed here. I would say I have the best interests of the club in mind and am not promoting any specific agenda. Except one. I feel the people who participate in the driving events provide more financial support to the club than all other events combined. Therefore, I would like to see a Driver's Dinner reinstated as an end of the year driving awards ceremony. Not in competition with the Installation Dinner, but, as a part of a year end celebration.

On a personal level. My wife, Jamie, and I live out by San Diego State. We have 2 dogs, Sooner and Jack. I work as a boat carpenter, specializing in custom yacht interiors.

It's an honor being nominated. If elected, I will serve with the same dedication and energy I used as Autocross chair. With a little humor and sarcasm thrown in for free.



My first Porsche was purchased in 1954. It was a used 1953 356 "America" Coupe first sold in Germany. I heard talk about forming a club, so I joined as a Charter Member.

At a PCA Executive meeting in Willow Grove, PA, I was appointed Regional Director for forming regions in the northeast. There was much to do. Besides getting regions formed, bylaws plus rules and regulations were needed. All of that with manual typewriter and carbon paper. And National was incorporated.

Ten members met in our home in Levittown, PA to request that National approve us as Eastern Pennsylvania Region; later to become Reisentoter.

My employer transferred me to the Los Angeles area. So we drove west in our overloaded Speedster and checked in at the new Disneyland Hotel. I was appointed West Coast Coordinator and told "Sign up members and form regions." I also became Associate Editor of Panorama and obtained press passes for SCCA and Cal Club events.

I signed up Porsche drivers and helped them form regions, such as Golden Gate, Fresno, Monterey and Central Valley. As Executive Vice President, I presented the Charter to the new San Diego Region. At that time the region included six counties. Living in Los Angeles, I was a member.

Ginny and I have attended PCA tours to the factory in Stuttgart. In the '60 and '63 tours we picked up Porsches and drove to International Treffens, meetings of many Clubs. In later tours we were taken for rides on the test track at Weissach.

Similar to back east, at a meeting in our apartment, the Los Angeles Region was formed with me as president and Ginny as secretary. The region hosted the 1965 Parade in Santa Barbara, CA. I was on the board and became Competition Chairman. There was other work with the L.A. Region, but in 1988 we moved to the Ocean Hills district of Oceanside: back to the San Diego Region. The opportunity to run for board member is appreciated. I have attended most board meetings for years and am fully aware of the requirements. I believe that my previous experience in PCA could contribute to the continuing success of the San Diego Region. It will be a challenging year to maintain our club events as well as put on an outstanding 2007 Parade.



CHRISTY
COPEMAN



JIM
DUNCAN

I have been a Porsche enthusiast as far back as I can remember. My dad lived and breathed Porsches. I spent many hours in the garage watching him build engines and listening to his endless admiration of Porsche engineering and quality. He taught me how to change the oil, gap the plugs, adjust my Weber carburetors and set the timing (wish I could remember some of it now!). We started with the PCA in the 1970's. Our family did it all – we auto crossed, rallied, entered Concours and drove at Sears Point and Laguna Seca with the Golden Gate Region of PCA. My first autocross was at age 18, driving my dad's Porsche. Now, my son is enjoying auto crossing with me at club events.

I've met so many wonderful people in the San Diego Region. The volunteer force in this club is unbeatable. I am proud to be assisting Kim Crosser this year with the Corner Working duties and witnessing first hand the number of people it takes to successfully run an autocross event. My thanks to all the volunteers for their continued dedication and expertly run autocrosses, tours, off- road excursions, Concours and social events.

The San Diego Region of PCA has set high standards in its first 50 years, providing programs that offer something for everyone interested in Porsches. As a member of the Board, I will work to continue our fine traditions and serve the members of our club to help expand and secure a solid foundation for the future. I'm honored to have been nominated to run for the board and appreciate your consideration.

Thanks, Christy



I am Jim Duncan and was honored when the Nominating Committee selected me as a candidate for the PCA-SDR Board of Directors. If elected I will proactively reach out to our newer or less active members to encourage them to find and enjoy the "Porsche Experience" the club offers.

My first experience with the Porsche Club was in January 2001. After watching several autocrosses, my son Jad Duncan and his wife Amy insisted I drive their Porsche at a Qualcomm autocross. I was hooked.

The previous summer, my wife Penne and I bought a new 996 Carrera while visiting Jad and Amy in San Diego. We were lucky enough to be able to break our new car in during the PCA-SDR caravan of 30+ Porsches that drove to the Forty-Fifth Porsche Parade in Sacramento on our way to our home at the time in Northern California.

For the next five years, Penne and I would fly regularly from our home to San Diego and attended several PCA-SDR events, including socials, tech sessions, the Performance Driving School, rallies, autocrosses, and time trails.

In 2005, we moved to Carlsbad to be closer to our only grandchild Miles Duncan. This afforded us the additional benefit, as a family, to more actively participate and contribute to PCA-SDR. Since our move, I have competed in all autocrosses and time trails in the Region, as well as several other Zone 8 activities. I have enjoyed instructing at the last two Performance Driving Schools and all SDR autocrosses this year. Currently, I am serving the club as the Tech Inspection Chair (Time Trails). I have attended the majority of the Board Meetings and most socials and tech session events this year.

I believe this experience with a broad variety of the club activities will allow me to understand the needs and desires of the entire club, not just the social aspect or the driving aspect.

The San Diego Region is an effective and dynamic organization. I understand that its' greatest asset is the plethora of energetic volunteers. As a retired executive of a major corporation, I have both the experience from serving on numerous other boards and the time necessary to devote to the club.

Thus, I hope to be able to use my knowledge, experience and leadership skills to guide and benefit the club through the exciting and challenging times ahead. It is my desire to serve you as your Board Member. Thank you.



DAVE
GARDNER



KENT
LEWIS

I bought my first Porsche, a 914, in 1973 after watching the movie "Le Mans" with Steve McQueen. I was in love. There's something great and satisfying about a smooth and efficient machine. It's like art in motion. In August 2001, I purchased a 993 and joined PCASDR.

I was drawn to the club because of the cars, but I had soon built many life-long friendships. The greatest part about the people of the club is the variety of personalities. Everyone is interesting, professional, outgoing and united by a common enthusiasm for their machines. Our fun-loving group makes social events hard to pass up. I wanted to contribute to this great club. After being in the club for one and a half years, I became Safety Chair, and I have enjoyed this position for the last four years. After two years, I was approached to become a driving instructor.

This is a bit coincidental, because I am already a part-time teacher of database administration at UCSD extension. I'm a good instructor because I work well with other people and I'm a good listener. My real job is a full-time, fast-paced position as lead database administrator for a Fortune-200 company. In spite of all this responsibility, I don't get stressed out. Not only am I devoted to the club, but I am also well suited for a seat on the board. My equanimity, sociability, and communication and organization skills stand to benefit next year's PCASDR Board.

Hello, my name is Kent Lewis and I am a candidate for the board of directors.

34 years ago, I bought my first and only Porsche, a '68 912 Targa and it has been a love affair ever since. Four years ago, after retiring from a career in personnel management, I joined the Porsche club. (If I had known what a great bunch of people this club attracts, I would have joined years ago.) Since then, my wife Gloria and I have enjoyed many of the events put on by the club and met some really interesting people.

Soon after joining, I served as a chair on the Social committee and was involved in planning and implementing a number of social events and tours for the club. We then moved out of town for a couple of years, but maintained our membership so we could participate in club events when we were back in town for visits. We are now back home for good, with the time and desire to help out wherever we can.

I have both professional and volunteer experience in organizing, budgeting, and working with people to achieve results. I appreciate how much the club relies on the good work of its many volunteers, and I would like to do my share to help it remain the well run and successful organization it is. Besides, I like working with the kind of people this club attracts.

I would appreciate it if you would consider me for a position on the board.





MARTHA
McGOWAN



JOHN
STRAUB

Hello, my name is Martha McGowan and I am running for a position on the 2005 Board of Directors. San Diego Region of PCA has added a great deal of enjoyment to my life and I would like to volunteer my services to help with the management of our club. As a member of San Diego Region for 8 years, I have a good understanding of how our club works and if I am voted onto the Board, I am prepared to devote my leadership experience, energy and enthusiasm to continuing to improve our region.

I'm sure many of you drivers know me as I have been timing chair working the computer for the last four years and before that, I was writing your times on the scoring board. I continue to volunteer for the timing job because, for me, it's a lot of fun and I really enjoy it. It can be pretty stressful at times, but I guess that's part of the fun.

Over the years, I have participated in virtually every type of event that the club puts on. I've run and won rallies, I've driven many of the tours, I've attended numerous social events including progressive dinners and mystery weekends and I've donated to many of the charity events. I've even attended a few of the tech sessions. I am an autocross instructor and volunteer at our Performance Driving Schools.

I enjoy this club and I enjoy the people in it. I've met many new friends through SDR – friendships that I cherish and maintain outside of club events. I have great respect for all the people who are willing to volunteer their time and energy to make it possible for members to derive pleasure from the many different aspects of their Porsches.

As a good team member who is objective, ethical and fair, I believe my leadership experience and ideas will be a significant benefit to the management of our region. Therefore, I respectfully ask that you vote for me.

I feel that it is an honor to be considered for the Board of Directors this year.

An active member since 1968, I have had the pleasure of building many friendships, and seeing our region grow from 150 to 1500 members. During those years our region has continually reached a higher plateau through the work of many of you. Next year we are going to host the best Porsche Parade ever. I believe we need to set our sites on that goal, as well as continuing to keep our region vibrant. I would like to be a part of reaching that goal.

My participation in the following activities over the years, I believe would be a help.

1971 Windblown Witness Staff; 1972 Awarded Region Enthusiast of the Year; 1973 Awarded Region Spark Plug Award; 1974-75 Board Member; 1975-79 Region Activities Coordinator; 1976 Organized the first slalom points series; 1977 San Diego Region Parade Security Chairman; 1979 Region Vice President; 1980 Region President; 1981 Region Slalom Chairman; 1981-85 Windblown Witness Editor, Best Overall PCA Newsletter Award Winner 3 years, First in class 2 years; 1986-93 National Newsletter Chairman; 1988 Region Safety Chairman; 1989-92 San Diego Region Parade Executive Staff; 1994-95 Board Member; 2000 Region President. I am presently the Region Archivist, writing monthly articles for the Witness.

With over 38 years of active San Diego Region PCA membership, I believe my background and experience will be a positive benefit to the San Diego Region.

Thanks for your vote.



FONTANA HISTORIC RACES

At the California Speedway

On September 15-17, 2006

Featuring:

PORSCHE

Performance & Speed Challenge races

Inviting: all *PORSCHE CLUBS*

(Porsche Racing Club – Porsche owners Club – Porsche Club of America)

Historic Porsche 2.0 liter West Challenge.
Porsche Production cars up to 3.2 liter (incl. 944)
Porsche Production cars over 3.2 liter
Porsche Larger Turbo and Modified cars
Porsche Sports Racer cars.

Friday Test day!
One Hour Enduro
Garages to rent
Spectators welcome

Saturday welcome party.
Trophies for all race group winners
Lunchtime track touring available
Porsche coral for visitors available

Track: We are using the fastest infield track, the 2.8 miles Road course and oval combined. It is fast and exciting to drive on.

For information call: Ed Swart at (310) 530-9731 or fax (310) 530-9786
www.hsr-westracing.com

HSR*West*

TECH SESSION

Pioneer Porsche - Introduction of the new 997 Turbo

Pioneer Porsche will be unveiling the phenomenal new 997 Turbo during a special tech session in Pioneer's newly, beautifully remodeled showroom. Pioneer's new model introduction events are not to be missed not only to see new Porsche models but because the number of members that attend is exceptional, the refreshments are always special and they always provide a great opportunity to interact with this very supportive host of the club and the community. For information on the new 997 Turbo, go to www.porsche.com/models/911/911-turbo or www.pioneerporsche.com

When: Wednesday, August 16, 2006

Where: Pioneer Centres Porsche
9020 Miramar Rd.

San Diego, CA 92126

Time: 7:00 pm



Directions: From I-15 exit Miramar Rd, travel West approx 1 mi. to 9020 Miramar on the right.



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

SDR- THE WAY WE WERE

John Straub, Archivist

Well, here we are, the year 1974. This is what was going on in the Porsche and Region world the first half of that year.

The 911 was all new, and not to everyone's liking. Gone were the small "built in" bumpers. We now had the larger bumpers for parking lots. The engine was also enlarged to 2.7 (a good thing) and with it came the smog controls (a bad thing) which made them run hot. The 914 was still around, but only as a 4 cylinder. The 6 had been discontinued as of 1973.

As for the Region, the new President was Ralph Hurty (his son Lee is still a member), Vice President was Joe Payson, Secretary was Janet Grimsman, Treasurer was Chuck Dana, and board members; Don Anderson, Tom Hauseur Jr., and myself.

The Witness Editor was Ernie Paschoal. Membership Chair was Jim Douthit and we had about 375 members at this time, with Dieter Vongehr and Dennis Sherman as technical advisors. Wally Cole did the Goodie Store.

Our First event of the year was a "Hare and Hound" Rally. The chairs for this event were Jerry Freeland and Cliff Craig. This was the second year for Jerry and Cliff to put on that type of rally. As some of you may know, on a "Hare and Hound" Rally you follow the lime markers in the street. Well the first year Cliff was stopped by the El Cajon Police because they thought he was throwing heroin out the window instead of lime bags. The second year he had better luck with the event. Dean and Jan Spooner collected a wonderful trophy.

In February that year we had a "Blindfold Gymkhana" put on by Mike Thomas and myself. A Blindfold Gymkhana is where the driver is blindfolded and the navigator directs them through the course. It is a very low speed event and is extremely fun! We had about 30 cars compete and here are some of the members running; the Hauseurs, Steve Miller, the Paschoals, Bill Bartee, the Vongehrs, and Bob Muzzy. We had trophies for the first ten and a "Booby Prize" for the car with the longest time, that was a Porsche Bra (universal

size 48 D) purchased at Sears the day before; I made Mike buy that!!! The only dissenting note for the event came from Nat Hauseur who thought it was disgraceful that we did not offer Satin Pillowcases for the drivers to cover their heads. Everyone had a blast!

March saw a Ski Trip put on by Janet Grimsman, and Don and Art Anderson. This was a ski weekend at Mammoth Mountain. Also in March was our Holtville Drivers Ed. and Time Trial. Dennis Sherman, in his very fast 914/6, got TTOD just beating George Thwing in his 904/6. The Chair was Wally Jewell.

In May we had a Palm Springs weekend with about 30 cars. Tom Hauseur Jr. was the Chair. At Palm Springs we held a surprise "Pack Rat Concours." The winner was not the cleanest car, but the car that had the most junk in it! We gave points for bubble gum, matches, unused postage stamps, flashlights not working (working ones got no points), things like that. Alan Kruse got first, Joel Naive second, Joe Ramos third, and I got fourth. This was not the type of event you really wanted to win! Other members doing well were Chuck Dana, Steve Miller, Ted Witte, and Bill Haggerty.

Region members racing, Bill Koll and Dave Harmen ran the IMSA Event at Laguna Seca in their modified 1969 911S finishing in 4th in the under 2.5 liter class (this was the same car Dave had been driving and taking TTOD's at Holtville). And at Ontario they placed 3rd in class. The race was won by Peter Gregg in his Carrera.

In June of that year we got our second Porsche Dealer. Alan Johnson Porsche Audi had their Grand Opening at Rosecrans and Sports Arena Blvd. Alan went on to be a super supporter of San Diego Region.

See you next month.



CHICK CHAT

Chick Chat: The Autocross Basics

Pioneer Porsche will be the site for a special ladies session, concentrating on the basics of autocross, but covering any topics of interest for Porsche, autos and women. Gentlemen are invited, but the focus will be on the fairer sex. Speakers include Dick Hofland and Birgit Heinz to discuss preparations for autocross and review the different Porsche models. If you have a question about Porsches, or cars in general, this session is for you.

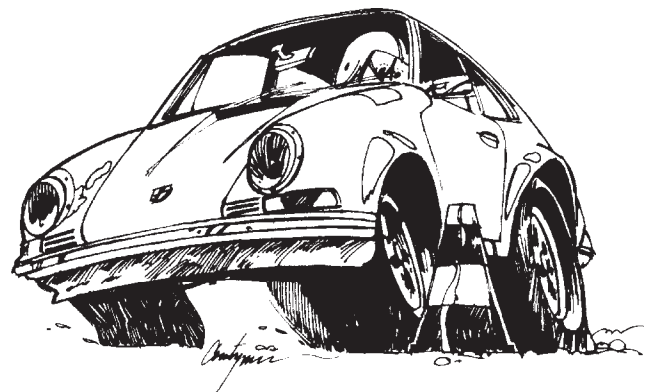
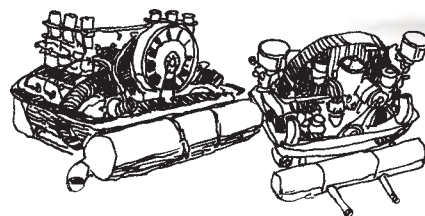
When: Wednesday, September 12, 2006

Pioneer Centres Porsche

9020 Miramar Rd.

San Diego, CA 92126

7:00 pm



Directions: From I-15 exit Miramar Rd.

Travel West approx 1 mi. to 9020 Miramar on the right.

For further information contact : Jackie Corwin

760-727-7716 secretgerlsclub@netzero.net

CHARITY REPORT

by Katina Gonzalez

I would like to invite all members to participate in giving to our charities, Rady Children's Hospital and Alta Vista Academy.

It's back to school season and winter's just around the corner. The Alta Vista teens are in need of warm jackets for the upcoming season. If you would like to provide a teen at Alta Vista Academy with a warm jacket, you may purchase a school jacket on behalf of a student by simply mailing a check, made payable to ALTA VISTA ACADEMY. Jackets cost \$23.00 / each. You will receive a "Thank you" in the mail and this can be used as a tax deduction.

Mail to:
Katina Gonzalez

Rady Children's Hospital, formerly known as Children's Hospital of San Diego, is in need of UNWRAPPED toys, games, books & music, arts & crafts, and gift cards.

DO NOT BE ALARMED, this is not the Holiday Toy Drive. The holidays are still a few months away. ;-) However, Children's Hospital needs items all year long. The toys are needed all year long to help make birthdays a little more special, rewarding a very patient sibling who endures the long hours spent at the hospital, and sometimes toys are used as incentives for children to do those "hard to do things" such as getting poked with a needle. OUCH!

Our Toy Drive will have two dates: August 19th and September 16th. However, feel free to bring gifts at any other events in between these two dates. Give your gift to me or one of our board members. Some of these events include:

Aug. 26th - Progressive Dinner
Aug. 29th - Last Tuesday Social
Sept. 6th - Board Monthly Meeting
Remember:

August 19th and September 16th- Autocross Toy Drive for Rady Children's Hospital.

These are just a few events in which we can help

support the children. Our biggest event, of course, is the Gala Dinner in January of 2007. All members that would like to donate items for the Silent and Live Auctions are invited to give. Also, I can really use 50-100 additional fingers... ;-) That is, I need a few more helping hands so that the night of the Gala, things can run smoothly. I may be contacted at:

charity@pcasdr.org

Thank you and all smiles,

Katina "Speedy" Gonzalez



Children's Hospital Wish List

Arts and Crafts

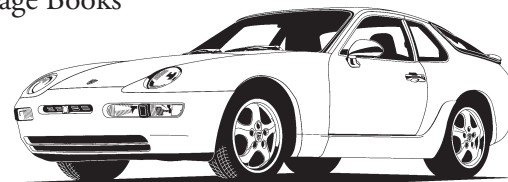
Crayola Crayons	Coloring books
Crayola washable markers	Colored pencils
Construction paper (white and colored)	
Craft Kits	Beads
Watercolor and Acrylic Paints	Markers

Toys

Barbie Dolls	Baby Dolls and Clothes
Bubbles - non-toxic	Cars
Crib Toys - Plastic and/or Musical	Mobiles
Doll House People	Medical Play Kit
PlaySkool or Fisher Price Play People	
Toddler Push & pull toys	Playing Cards
Puzzles	Rattles
Remote Control Cars	See n' Say toys
Shape Sorter Ball	Viewmasters

Books & Music

CD's and tapes of lullabies, nature sounds, show tunes, children's music
Musical toys/mobiles Books for teens & pre-teens
I Spy/Where's Waldo books
Musical Books Talking Books
Spanish Language Books



4th of July Social



Photos by Paul Silver



Summer DE @ the Q



Text & Photos by Greg Phillips

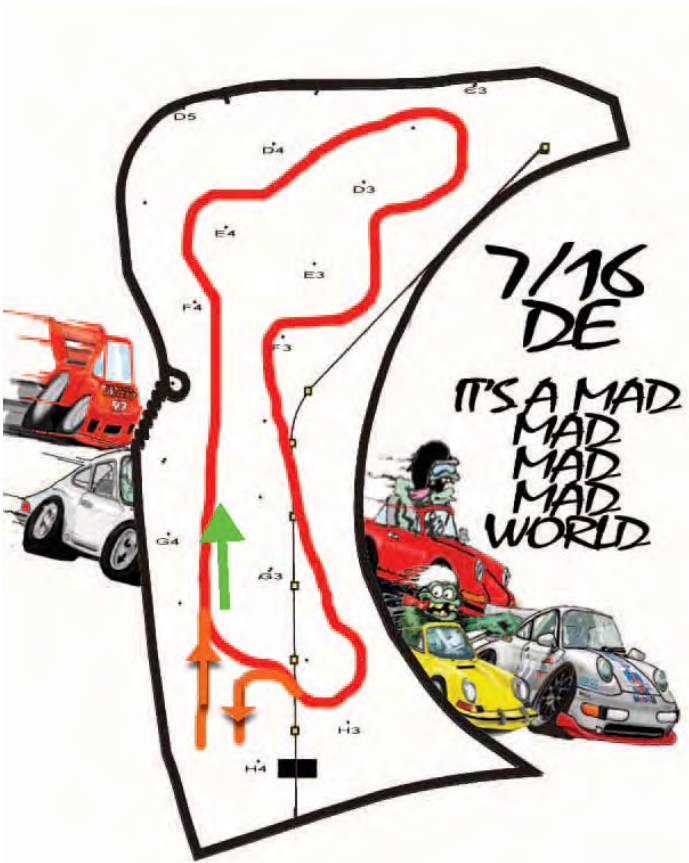
In July we were trying to make up for the lack of events in June and utilize our beautiful San Diego summer weather. And while the weather for the Sunday DE was warmer than usual, it was cooler than the previous day's autocross and much cooler than any of our usual desert racetracks! And the crowds were smaller than the previous day's autocross also. That left plenty of shade under the trolley tracks to park after tech inspection.

Although I was tired after the Saturday autocross (see the September issue for full report) I had changed tires for the DE. With no official times, it is a good opportunity to use up the old tires that have too much tread to throw out, but the grip has started to drop off. The tread will get used up at the Q.

The track looked like it would be fun and also incorporated some of the Saturday autocross elements. We did have a swale crossing as they have paved the swale and it is not nearly as deep. However as we found it in the first run session, it was still deep enough to bottom some of the track cars so the track was reconfigured and the swale crossing worked fine for the rest of the day. I was in the white run group so we were up after the red run group was done and the track reconfigured. I was in an eclectic run group that included several of the 944 Spec racers, the AI machine of the Bohorquez brothers as well as David Gardner's 993. My first run session was solo as my student Curt Yaws was working on the track reconfiguration. We headed out and after a couple of yellow flag laps started turning up the speed. The first uphill straight ended in a slight left kink in the braking zone at the top of the hill and then a sweeping right that headed across the top with only a slight left kink before ending up with hard braking for an off camber right at the NE corner. From here it closely resembled the previous day's track as I think they followed the tire tracks as they were throwing the track. After a short acceleration you had a sharp left and then right and finally another sharp left that took you onto the downhill straight. This straight also had a kink at the end in the braking zone and then a tight right



Bohorquez AI machine



where the swale crossing was reconfigured and then a left to take you to the final right turn onto the uphill straight again.

After my run session it was time to head out for Curt's run session. He was driving his Tiptronic Boxster and using the DE to add to his seat time. After a few laps to start learning the track, we started working on his line and concentrating on his unwinding the steering wheel as he accelerated out of the corners. He had been having some problems with power oversteer out of tight corners, and especially the off-camber corners from yesterday's track. And on today's DE track a couple of the corners were off-camber and his tail was swinging out.



Franken-Boxster lives again



Mike Gagen's new body

His session was soon done and we had a break to cool off, rehydrate and get a breakfast burrito from the lunch wagon. I also took a few pictures before the sun got too high and watched the other run groups have their fun on the track.

Several drivers were bringing out their cars for test and tune. Mike Gagen was shaking down his "new" car with the 993 RS body by John Simone and it was looking very good. He did have a little problem and lost it in the braking zone at the bottom of the hill with a big off as I was taking pictures. I only got a quick shot before he went behind the porta-pottie and hid.



Mike Gagen- cone killer

Steve Grosekemper and Hector Wilbur were also tuning and testing Hector's 911 and they were also having a lot of fun using up their tires throughout the day. Also using the local DE for test and tune were the Copp brothers. Michael Copp had recently purchased



Curt Yaws



Hector Wilbur & Steve Grosekemper

John Simone's orange turbo and Jim had bought a car in Chicago and they were still learning their new cars. And Ethan Dahlkamp took a short break from parenting duties to bring back the Franken-Boxster. It was back from the dead again. After getting T-boned at California Speedway he had fixed the suspension and put on a new fender and was back on track.

For my next run session, Curt rode along to see how I controlled my power oversteer. Maybe I am not the best role model for minimizing power oversteer. But I did try and show him how I could minimize the oversteer by straightening the wheels early in the acceleration phase out of the corners and onto the straights, even if the tail does come out some.

In his session we tried working on taming his oversteer and also worked on using his throttle to move his weight back to correct the oversteer from trail braking and rotate his car around some of the tighter turns. He did not always get it right, but his corrections were getting earlier and smoother as the day went on, and he had no spins during the day.

As the day progressed, the track temperatures went up, the tires wore out and the grip went down. Yes we were having lots of fun, just not going much faster and everyone seemed to be getting into the drifting spirit. The right turn at the bottom of the hill was a great spot to trail brake and rotate the car into a nice drift, plus everyone in the pits could watch. The 944 Spec boys (and girls) were also having a great time at this corner. At the end of the day, the final session was a 944 Spec only session and they had a good time chasing each other and following the drift angles through the turns until the final checkered flag fell and we went out to pick up the track. The drinks at the end of the day only reminded me how tired I was from two fun days at the Q. Check out the schedule for our next DE and come on down.



Smoke em if you got 'em



944 Drifting Team



WELCOME MAT



Samir Agarwal
San Diego, CA
2003 911C2 Coupe

Brian Leask & Alexander
Poway, CA
1981 930 Coupe

Gregory W. Taylor & Tammy
San Diego, CA
1978 911SC Targa

Bill A. Callegari & Violet A.
San Diego, CA
2002 C4 Cab

Maria C. Manning & Mark
Carlsbad, CA
2000 Boxster S

Philip F. Titone & Tammy West
San Diego, CA
1983 911

Chad C. Castle & Glenna
San Diego, CA
1971 911

Mike Morton
San Diego, CA

Michael E. Vernon
Del Mar, CA
2005 Boxster

Donald L. Cohn & Jonathan
La Jolla, CA
2006 Cabriolet

John R. Plavan & Pamela
Escondido, CA
1967 912

Lorraine B. Watson
Carlsbad, CA
1988 944

Patrick E. Courtney & Lynda
San Diego, CA
2002 Boxster

Mack Poor
San Diego, CA
1999 911

Gregory J. Wheeler
San Diego, CA
1975 911 Coupe

**Jarrold L. Gerardot
& P. Joel Pasion**
San Diego, CA
1998 Boxster

Martius Prado
Chula Vista, CA
2006 C4S Coupe

Daniel L. Wildermuth & Eric
San Diego, CA
1960 356

Craig Goodman
San Diego, CA
2005 GT3 Coupe

Dorothy Pratt & William
Fallbrook, CA
2006 Boxster

Charles A. Wilson & Donna
San Diego, CA
2006 Cayman S Coupe

Gary Johnston
San Diego, CA
1955 356 Speedster

**Kenneth C. Robbins
& Kathleen K.**
Poway, CA
2000 996 Coupe

Jeni Yeakel
Alpine, CA
1973 914 Targa

Michael C. Kaine
San Diego, CA
1999 Boxster

Lorri J. Scheussler
San Diego, CA
1980 911SC Coupe

Michael A. Kent & Lorraine M.
Rancho Santa Fe, CA
2002 996 Coupe

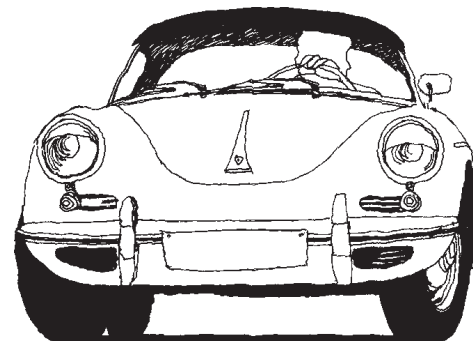
Gary P. Spoto & Susan
Poway, CA
2006 Carrera Coupe

Matthew B. Kogan
El Cajon, CA
1987 944 Coupe

Adam Stettner & Lisa
San Diego, CA
1995 993

Jerry Konchar & Marc
Temecula, CA
2001 996 Cabriolet

William C. Swift
Chula Vista, CA
1989 928S4 Coupe





Coronado Classic Speed Festival
Vintage Racing at It's Finest October 7th & 8th

Cunningham BMW of El Cajon cordially invite you to
attend the Porsche Club-San Diego Region BBQ Lunch
In The Pits

Saturday, October 7th— 11:30am to 1:30pm
Cunningham Racing Pit—NAS North Island in
Coronado

Each year, the Cunningham Family has hosted a BBQ
lunch for the BMW Club and Porsche Club members in
their large pit area. They have been very generous over
the years and their support is very much appreciated.

Burgers and refreshments will be made available to those
with lunch tickets. Saturday only from 11:30am to
1:30pm; seating is limited.

You must have a Race Event ticket in order to enter the
pit area and lunch tickets are limited to 100.

To obtain lunch tickets mail a S.A.S.E request to:
Porsche Club-SDR Lunch Tickets
Attn: John Straub
9215 Brier Rd
La Mesa, CA. 91942

Request must include: Full Name, Full Return Address,
Daytime Phone Number, Membership Number, Num-
ber of tickets Requested(4 Max) received by October
2nd and S.A.S.E

For more info or questions: 619/667-4423

AUGUST ANNIVERSARIES

5 YEARS ...

JAY ABRAMS
GREGORY DUPRAW
RICK W. JENNINGS JR
BILLY J. JONES
JOHN P. KNITTLE
JASON KREIDMAN
CHARLES A. KUNZE
RANDY PEACOCK
TODD SEROTA
BRUCE E. TABB
GREGG WARREN

10 YEARS ...

STEVEN C. GERKEN
ROBERT R. VOSE

15 YEARS ...

BONNIE RICKARD
MARCUS J. VITALE
ROY A. WOODWARD

20 YEARS ...

OTTO H. OBRIST
MARTIN F. SCHACHT
ROBERT YAHNE

30 YEARS ...

E WOODROW HUNT

45 YEARS ...

WILLIAM DEVIN



Last Tuesday Social Tom Ham's Lighthouse



Photos by Paul Silver



Ted & Eleanor Myrus



New members (?)



Jim & Penne Duncan are served



Andrew & Esta



Kathy & Bob McLaughlin



Dan Chambers, Monica Bockman & Jim Duncan

TECH QUIZ

1. In 1987, the 911 Carrera acquired a new transmission, what was the Type number?
 - a. 915
 - b. 996
 - c. G50
 - d. None of the above
2. Externally, the 911SC and 3.2-liter Carrera engines greatly differ because of:
 - a. Different filters
 - b. Supercharger
 - c. There was no difference
 - d. Different air intake/fuel injection system
3. With the 911SC Porsche used a breakerless electronic ignition system for the first time in a nonturbocharged production 911.
True or False
4. The new six-cylinder engine for the 695 prototype (early 911) was given project number:
 - a. 917
 - b. 930
 - c. 745
 - d. 951
5. The 3.2-liter engine of the 911 Carrera did not have new heat exchangers.
True or False
6. What was one of the most daring chassis features of the original 911?
 - a. Leaf springs
 - b. Torsion bars
 - c. All wheel drive
 - d. Strut-type front suspension
7. In 1975 the Targa was offered with a roof bar of brushed stainless or:
 - a. Body color stainless steel
 - b. Magnesium
 - c. Boron steel
 - d. Matte black stainless steel
8. The 1972 911's featured:
 - a. 2.7-liter engines
 - b. Six speed gearboxes
 - c. Type 915 transaxles
 - d. Litronic lights
9. One of the reasons for the delay in the launch of the 901 was the need to complete the production run of Porsche 904's.
True or False
10. In 1974 the Carrera line was split between pure racing models and a:
 - a. Rally model
 - b. Four seater
 - c. Touring Carrera built for the road
 - d. None of the above

1. C Porsche 911 Story, page 84-c
 2. D Porsche 911 Story, page 82-d
 3. T Porsche 911 Story, page 75-T
 4. C Excellence, 1st Ed., page 395-c
 5. F Porsche 911 Story, page 83-F

6. D Excellence, Vol. 1, page 345-d
 7. D Excellence, Vol. 2, page 672-d
 8. C Excellence, 1st Ed., pages 626-627-c
 9. T Excellence, Vol. 1, page 348-T
 10. C Excellence, Vol. 2, page 667-c

Something You Didn't Know About...

By Casey Corwin
Photos by Casey Corwin
& Greg Phillips



Ed and Bill Bohorquez

Even if you don't know the Bohorquez brothers personally, you most likely have drooled over their track toy, the impeccably hand-polished green 356 Roadster, class A-"eye," or their matching 993s. You almost never see one of the identical twins without the other, and that is how it has always been.

"We're like one person," Ed starts off the conversation. Recalling photographs of the brothers as young children, not even *they* can distinguish among themselves. Ed and Bill were closer than close all through childhood, school, and business. The twins grew up tied for second in a family of six siblings in Pasadena. The family as a whole was close-knit, but the bond between Ed and Bill was stronger. Because of their relationship, they were able to live a nearly self-contained life. When they were invited to hang out with friends, they often declined. They were perfectly happy in each others company. Teachers often tried to separate them, tried to tell them that they wouldn't always have each other. Ed and Bill proved them wrong.

Cars and machines have always been a big part of the twins' lives. Growing up, they shared a car. They worked on their automotive projects together, and it sometimes got them in a bit of trouble. When they were fifteen years old, they cajoled an elderly neighbor into giving them a 1939 Chevrolet four door. Some-

how, they brought it home and began to tinker. Their disbelieving father was a little upset when he found the brothers driving the Chevy through the neighborhood a week later. When their older sister got married, they persuaded their new brother-in-law to sell them his motorcycle. Their mother was unhappy with almost the entire family over this incident.

When Ed and Bill were eighteen, they had been saving for a new car, but they decided against it. Instead, they bought their first house together. This common sense of initiative has carried them through life. Ed worked in a gas station as a youth. He enjoyed that job because it taught him a lot about people and responsibility. The owner trusted him and often left him to run the place. Whenever Ed got busy, he knew that he could always call on Bill to come and help, free of charge. The brother's have always felt free with each other, and they never kept track of any help. When Ed and Bill left the gas station and moved on in life, customers told the owner that they had thought that the two boys had owned the place. They consider this a great compliment, and they should be proud of their great work ethic.

In their entire lives, the twins have only been apart for a total of twelve years. Shortly after they purchased the Roadster in 1969, Ed's job required him to move



Bill & Ed Bohorquez

with the family to Paso Robles. He ended up taking the race car with him. The brothers spent these years driving many of the greatest race tracks in central California. Eventually, the twins could no longer bear the separation, and they now run Mesa Power together. They focus on designing and manufacturing power sources for electronics. In a tour of their business, they showed me diagrams and circuit boards that crossed my eyes and advanced machinery that widened them. I have never seen such a focus on quality and detail. The Bohorquez brothers set out to do well whatever task they undertake, even racing.

Bill was the first to join PCASDR. This is his twenty-fifth year in the club. Ed followed in 1990. Bill is the instigator. It was he that proposed most of their mischief throughout their lives, including the matching Porsches. The race car lives in their shop in Escondido, and they work on it together in their spare moments. They always race together, and they always do well. "Fast or not, it's about having fun with good friends," reflects Bill. They love the Club for the people and the cars. You can spot the Bohorquez brothers at most DEs, where they manage to stay just out of reach of many of the newer more powerful models on the track.



Matching Polar Silver 993s

VOLKER'S GERMAN "I Promise" "I Provide"

•No lies! No Greed! All is done with integrity & diligence

•Your VW, Porsche or German made car will run better, longer and on less expense

•Free pre-purchase inspections, no strings attached

•Committed price quote and car ready as promised

•Restoration Bug, Types 3/912, 914, 911

•Vintage Race engines

•911 to 83 and VW Type I 100,000 mile engine specials

•Preventive maintenance, brakes, suspension, transmission, electrical, engine rebuilding with 100,000 mile warranty

•Race set-ups, mechanical restoration and a full line of Amsoil synthetic lubricants

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•German Porsche and VW factory trained master mechanic with 44 years of experience

•We are the only "All Amsoil" VW & Porsche garage in Southern California

Home of the Al Holbert story "Dare to be Real"

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Avoid lease turn-in penalties

All Makes and Models

Mobile Service—Home or Office

Most repairs done in one hour



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The Dent Dude

www.thedentdude.com



Lauren Linares



Linares Family



(and brother)

Norah Evelyn Dahlkamp

I don't know who all knows but Ethan and Tracy welcomed Baby Norah into the world on July 7.

Specs are as follows:

(As close as I can remember)

7lbs. 15oz

19.5 inches

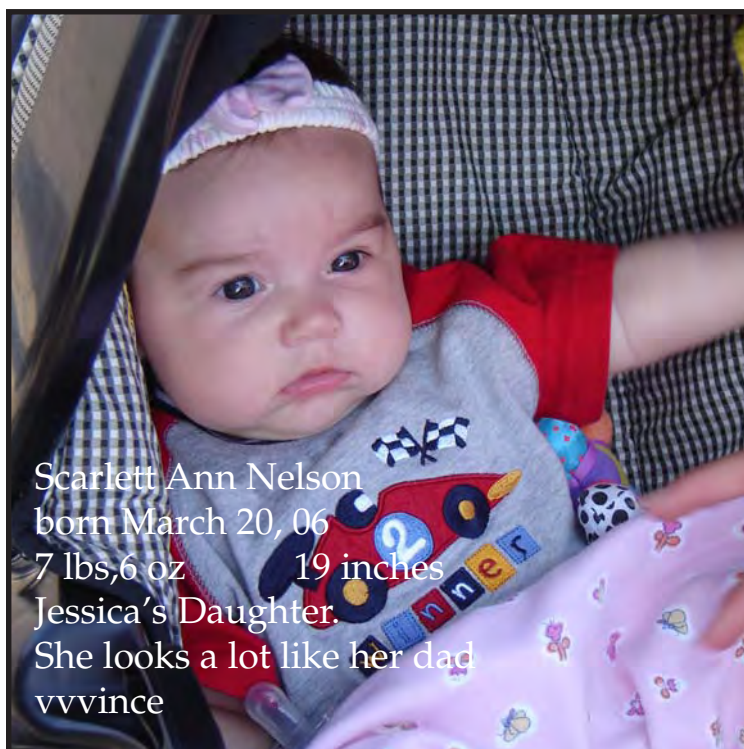
Full head of black hair (Mail carrier is a girl)

Eating, sleeping, processing as required

Fortunately looks like Mom...

Mother & baby doing fine.

Steve Grosekemper



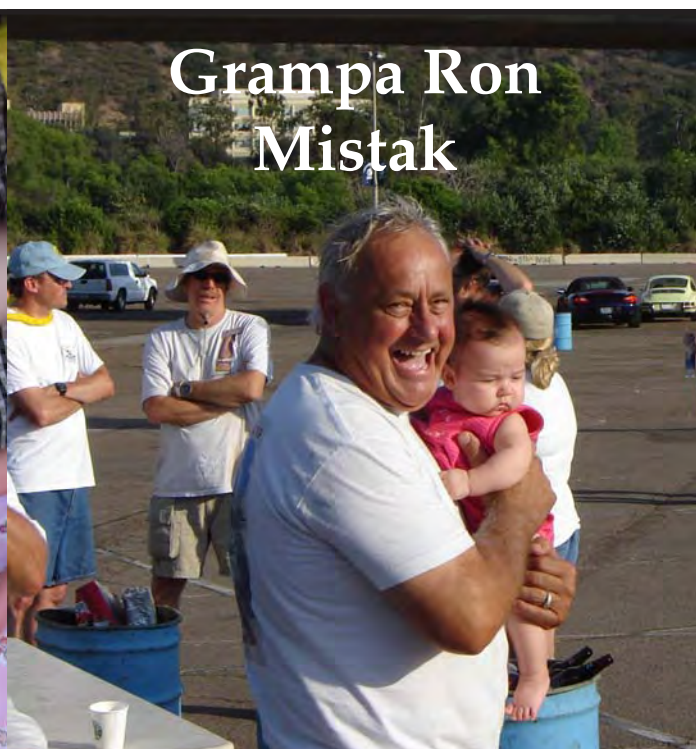
Scarlett Ann Nelson

born March 20, 06

7 lbs, 6 oz 19 inches

Jessica's Daughter.

She looks a lot like her dad
vvvvv



Grampa Ron
Mistak

BOARD MINUTES

Greg Phillips, Secretary

July 5, 2005

Calendar: July

01 - SDR Autocross, Qualcomm South East Lot
04 - SDR Social, 4th of July Pool Party
05 - SDR Monthly Meeting, Allen Home
8-9 - SDR Social, Dana Point Weekend (Pageant of the Masters and 356 Club Concours and car show)
14-16 - Z8 Hearst Castle Tour, Orange Coast Region
15 - SDR hosts Z8 Autocross, Qualcomm West Lot
16 - Z8 Concours, CA Central Coast Region
16 - SDR DE, Qualcomm West Lot
19 - CANCELLED - SDR Tech Session
22 - 2007 Parade Meeting - Town & Country Hotel
23 - SDR Cayenne Tour
25 - SDR Last Tuesday Social
All members present except for Tammi Ibbetson

Minutes Approval: MSP

Treasurer Report: June expenses were \$12,691 and income of \$23,063 with a net of \$10,372. Debit card is available for use of recurring club expenses.

President's Report: Presentation of candidates for 2006 Board election. Propose Volunteer Appreciation party for September 9 and budget request (\$2000) MSP. Discussion of Installation Dinner and the possibility a separate Driver's Banquet. Driving chairs to check with drivers and find out their preference.

Chair Reports:

Archivist: No Report

Autocross: Budget request for equipment \$6537.50 MSP.

Reconciliation for recent autocrosses presented. June 19 had a net income

of \$1915 with 84 drivers. July 1 had 84 drivers and returned a net of \$1545

Auto Museum: No Report

Charity: Children's Hospital has had a significant donation from the Rady family. Denise presented a report for Katina of recent events and upcoming events. \$1123 donation split between Children's and Alta Vista Academy.

CDI: Performance Driving School is scheduled for October 14 & 15

Concours: Scheduled for September 23. Budget request presented \$3800 in income and then \$3700 in expenses. MSP

Corner Working: No Report

EMaster: Cooler account is brought up to date. Lunarpages.com discussion is pending.

Equipment: Repair of trailer was discussed. Skip Shirley to discuss with Jerry Mize. Budget requested of \$3000 MSP

Goodie Store: No Report

Insurance: Waivers signed.

Legal Liaison: Articles of incorporation were done.

Membership: Primary - 1518, Secondary - 1144, Total: 2662

Parade: Info. Paul Young presented the new logo for the 2007 Porsche Parade. July 22 Parade meeting at the Town & Country Hotel. Discussion for a special event at the Stadium following 2007 Parade. Portland Parade attendees will be meeting after the July 22 2007 Parade meeting.

Rally: No Report

Region Rules: Update on rules proposals from Steve Grosekemper. Rules proposal will be sent to Board soon. The Zone 8 changes are very similar to the proposed region rules changes.

Safety: No incidents to report

Social: Budget request for August 26 Progressive Dinner of \$3600 as a

breakeven event. Father's Day tour had 48 cars. Dana Point event is this weekend.

Sponsor Liaison:

Tech Session: More assistance needed for this committee as one is moving to Arizona and another has had a change in his work situation.

Time Trial: No Report

Timing: Discussion of timing equipment and display. May need to consider further training for the equipment.

Tours: Cayenne off-road event scheduled for end of this month and radios will be needed.

Vintage Racing: John Straub reported that Cunningham BMW will sponsor lunch at the Coronado Vintage Races. Discussed having a Sunday morning tour and then a corral with tent.

Web Team: Discussion of links for Witness advertisers

Witness Editor: July issue is at the printers and will hopefully be out by the end of the week.

Witness Business: Update on account status for delinquent accounts.

Witness Sales: No Report

New Business: Budget request from nomination committee of \$3000 MSP

Old Business: Zone 8 FOS, SDR volunteers had 56% of the hours overall

Adjournment: 9:08

Next Meeting: Moved to July 26 to avoid conflict with Parade in Portland. - Dente Home



FIRST IMPRESSIONS

by Tom Brown



AUGUST 93

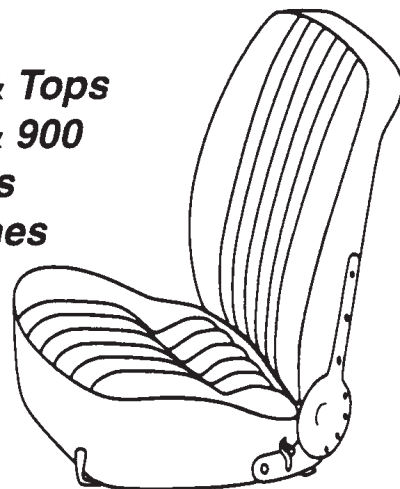


Windblown Witness

This month's cover comes from Aug, 1993 and features three local families enjoying a river boat cruise during that year's Parade in Cincinnati. This was an action packed and fun filled week. Not only did you have your usual Parade activities, but there were also tours of the Indianapolis Speedway Museum and the Wright-Patterson Air Force Museum. The Parade autocross was followed by a Porsche bracket racing competition, taking advantage of the local race facility's drag strip. In another article, we hear all about Chrissy & Roger Roberts vacation to Hawaii, a vacation that they won during the 1992 Parade at the Volunteer Workers Party. Speaking of that, don't forget that we are still looking for help for the upcoming 2007 Parade, here in San Diego. If you would like to volunteer, please contact Paul & Ruth Young at pdyoung@cox.net. It's a great way to meet new people, and helping out is half the fun!



**Interiors & Tops
for 356 & 900
series
Porsches**

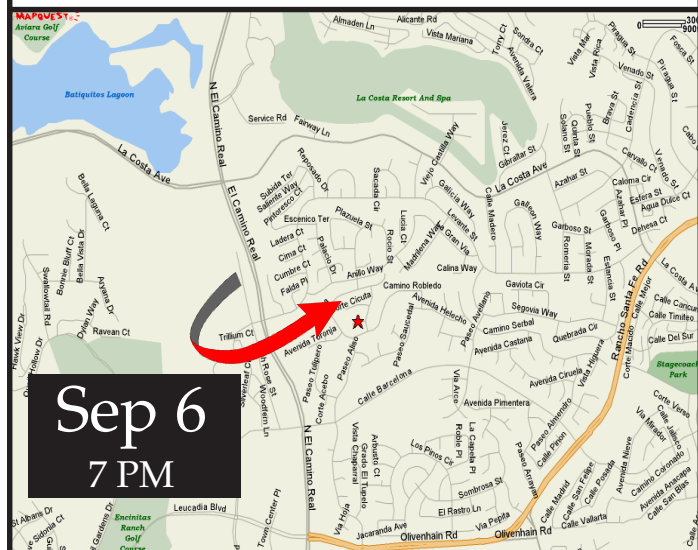


**1236 "B" Simpson Way
Escondido, CA 92029
(760) 737-3565 (760) 735-9909 (fax)**

Monthly Meeting

Location: Tom & Susan Brown 2240 Corte Ananas
Carlsbad, CA 92009 tb911@adelphia.net
760-942-2706 Thomas Guide 1147-F

Directions: Interstate 5 to La Costa Ave, East to El Camino Real, Right to Calle Barcelona, Left to Paseo Aliso, Left to Camino Robledo, Right to Calle Pinabete (comes quickly), Corte Ananas will be on your left, house is on the corner.



PCASDR AUTOCROSS QUALCOMM-WEST LOT

August 19 (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

Aug 19	Autocross	West Lot
Sep 16	Autocross	West Lot
Sep 30-1	Zone 8 Time Trial	Spring Mountain

Oct 13-15 SDR Performance Driving School

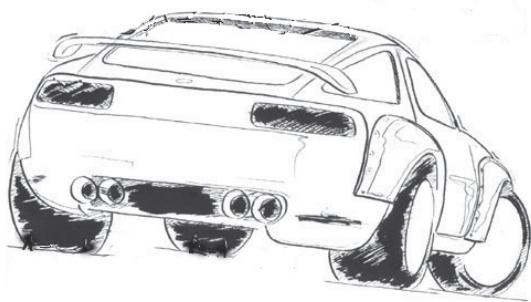
Nov 10	Autocross	West Lot
Nov 24	<i>QDE</i>	West Lot
Nov 25	Autocross	West lot
Dec 16	Autocross	West Lot

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: www.pcasdr.org



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		\$325 /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.

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SYMBOLIC MOTOR CAR COMPANY

QUALITY PRE-OWNED LUXURY & HIGH PERFORMANCE AUTOS THOUSANDS OF PHOTOS ON OUR WEBSITE, INCLUDING:

- 2006 Lamborghini Murcielago...New...Choice of colors
- 2006 Lamborghini Gallardo...New...Choice of colors
- 2005 Lamborghini Murcielago...New...Choice of colors
- 2004 Lamborghini Murc.(2) both 2,500...Silv / Cream & Blk / Blk
- 2003 Lamborghini Murc.(2) 3K & 7K...Jade & Blue
- 1996 Lamborghini Diablo...35K km...Blue / Snowcorn
- 2005 Spyker C8...New...Black / Tan
- 2004 Ferrari 360 Modena...6,600...Red / Black
- 2003 Ferrari 456 GTA...3,750...Titanium / Tan
- 2002 Ferrari 360 FI Spider...8K...Dark Green / Cream
- 2001 Ferrari 360 Spider...2K...Titanium / Gray
- 1999 Ferrari 360 Coupe...7,900...Yellow / Black
- 1999 Ferrari 355 FI Spider...14,800...Silver / Black
- 1997 Ferrari 456 GTA...14,700...Black / Black
- 1997 Ferrari 355 Spider...30K...Red / Tan
- 1992 Ferrari Testarossa 512TR...26K...Red / Black
- 1991 Ferrari 348TS...(2) 19K & 33K...Red / Tan & White / Red
- 2006 Lotus Elise...New...Choice of colors
- 2005 Lotus Elise...New & Demo...Choice of colors
- 2001 Lotus Esprit V-8...(2) 8K & 17K...Bordx / Cream & Titanium / Blk
- 2004 Maserati Spyder 6-Speed...2,800...Black / Black
- 2005 Mercedes-Benz SL500...10K...Black / Cream
- 2001 Mercedes-Benz CL600...51K...Black / Black
- 2003 Porsche Twin Turbo...15K...Black / Black
- 2001 Porsche Turbo Coupe...27K...Yellow / Black

SALES SHOWROOMS

7440 LA JOLLA BLVD., LA JOLLA, CA 92037

(858) 454-1800

www.symbolicmotors.com

WINDBLOWN WITNESS

Greg Phillips, Editor

PERIODICALS



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911 Turbo collection.



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Pioneer Centres

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Parts and Service
Mon-Fri 7:30AM-6:30PM



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