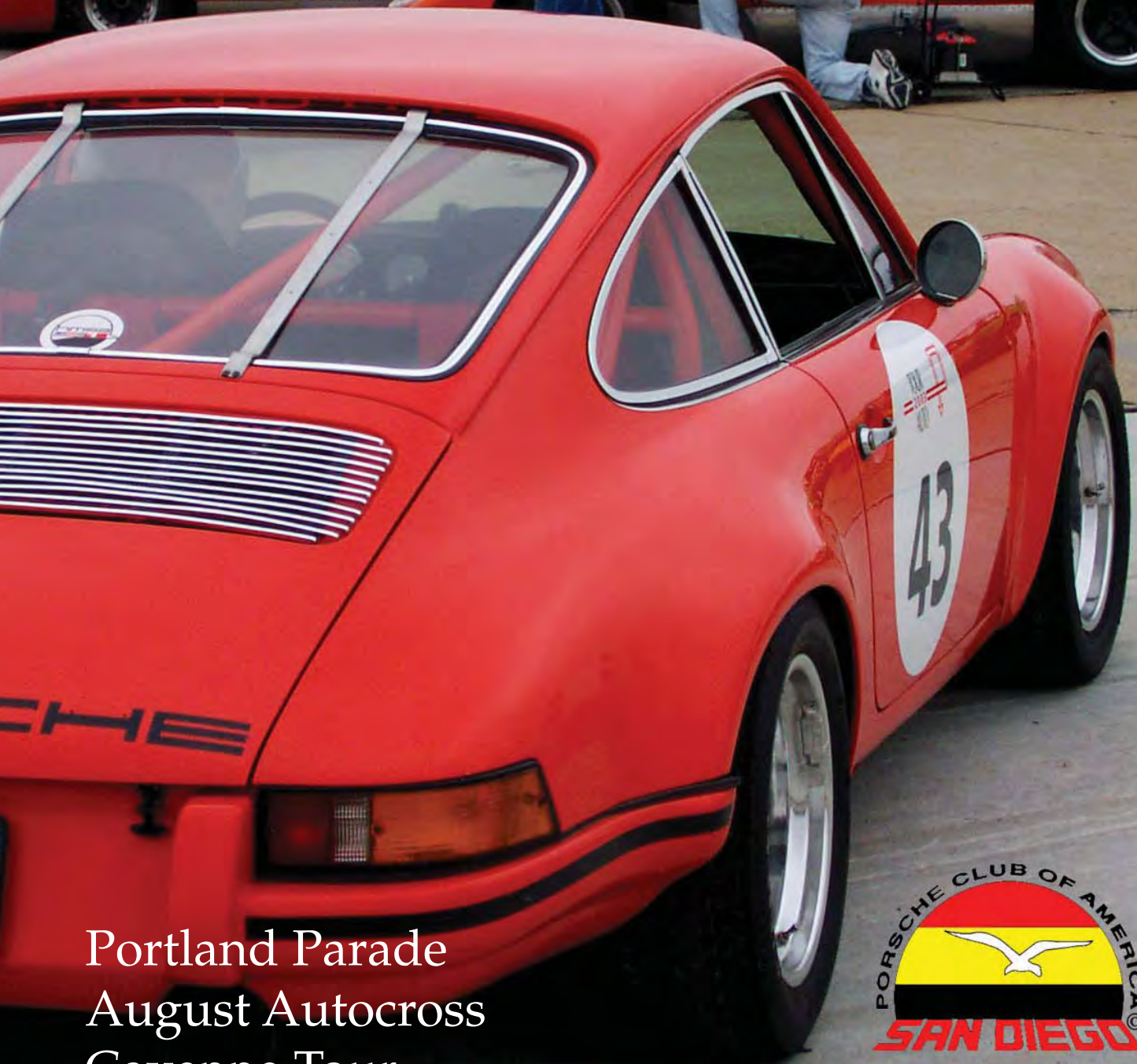


WINDBLOWN WITNESS



Portland Parade
August Autocross
Cayenne Tour



September 2006



**Every so often
we like to remind the world what's possible.**

The feeling alone is worth the trip here. One press of the throttle is all it takes. Senses are caught off guard. The road disappears at an amazing pace. Why would we build a Porsche with 520hp that seats five? Come see for yourself.

The new 520 horsepower Cayenne Turbo S.

Pioneer Porsche

858.695.3000
9020 Miramar Rd
San Diego, CA 92126
pioneerporsche.com
7:30-6:30
Sat 10-7 Sun 11-5



PORSCHE



WINDBLOWN WITNESS

Porsche Club of America, San Diego Region

Volume XLVII No.9

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C O N T E N T S

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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

September

- 3 Sun SDR Magical Mystery Tour (page 6)
- 6 Wed SDR Monthly Meeting, Scragg/Seitas Home
- 9/10 S/Sun Ventura Show
- 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
- 16 Sat SDR Autocross, Qualcomm West Lot (page 63)
- 17 Sun Z8 Rally, San Gabriel Valley Region
- 20 Wed SDR Tech Session (page 35)
- 22/24 F/Sun SDR Z8 Concours Weekend (page 13)
- 26 Tue SDR Last Tuesday Social (page 6)
- 29-30 F/Sat GPX Palm Springs Tour
- 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 (page 59)
- 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 Coronado Historics (page 10)
- 7/8 S/Sun Coronado Historics (page 9)
- 9 Mon Z8 DE, Gran Prix Region (page 53)
- 13-15 F/Sun SDR Performance Driving School (page 7)
- 15 Sun Z8 Concours, Riverside Region
- 18 Wed SDR Tech Session, moved to Oct. 21
- 20 Fri SDR Social, Poker Night
- 20 Fri Z8 Tour to ALMS, Orange Coast Region
- 21 Sat SDR Tech Session
- 27/29 F/Sun Carrera Region OktoberFiesta
- 28 Sat SDR Tour and lunch at Menghini winery in
Julian
- 28 Sat SDR Social, Halloween Party (page 10)
- 31 Tue SDR Last Tuesday Social

November

- 1 Wed SDR Monthly Meeting, Brown 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



AT THE WHEEL

by Margi Knight, President



The annual Porsche Parade occurred in Portland during the week of August 6 – 11. This is the second Parade for me having attended the Hershey Parade last year. I decided to stay the entire time this year and had a marvelous time. My job for 2007 will be to host the hospitality room for the San Diego Parade and Portland provided the much-needed experience for next year.

Approximately 60 plus San Diego Region members attended the Parade. Portland is approximately an 18-hour drive from here. Attendees either took the quickest I-5...think boring...route while others enjoyed the scenic 101.

The first night began with a Welcome Party held at the Red Lion that was the host hotel for the Parade. Our Region set up cocktail hour in the lobby of the hotel (this became a nightly event) which then proceeded to an evening of delicious food and long speeches. Following the opening ceremony, a band provided tunes for dancing.

On Monday, the Concours was held at Heron Lakes Golf Course. Those who have attended many past Parades said this was one of the best Concours venues ever. The rolling landscape, beautiful shade trees and ample room to display the perfect cars delighted all. In addition, live music, as well as the first event of the Zone Challenge —the pit stop challenge, entertained us. Although Zone 8 competitors put forth a great effort at the Zone Challenge, they were out pitted.

That same evening, we were wine and dined at the Concours Banquet. Here we learned who had the most perfect Porsches. Skip and Leslie Shirley won first in class and the Zuffenhausen Award. In addition, Beverly Giffin-Frohm won the Honorary Judges Choice for her 1977 911 Targa. Steve Lopez won first in his class. Several National Awards were presented this evening. Most notably was that of Greg Phillips as the National Enthusiast of the Year. In addition, the Windblown Witness won Second Place in Category 5. Way to go Greg (again)! And our Website won second thanks to the efforts of Tom Brown, Mike Dougherty, Jeff Grow, Steve Grosekemper and Ted Witte.

The remaining days provided opportunities to do a Rally, Gimmick Rally, Autocross and many Tours including visits to covered bridges, the Oregon coast and wine tasting. The rallies took place along the magnificent Columbia River Gorge. Words cannot

describe the sight of this majestic river. There are several Autocross winners from the Region. Congratulations to Keith Verlaque, Martha McGowan, Dan Chambers, Monica Bockman, and of course, Greg Phillips. Bill Allen & Paul Young placed third for the Rally and Bev Giffin-Frohm came in fourth for the Tech Quiz.

The week concluded at the Victory Party where several door prizes were given away. In addition, the Region was awarded second place and a check for \$1000 for the Community Service Award. The 2005 charity team of Bob Brand and Bob Lemke is to be commended.

Congratulations to all the winners and a big thanks to all of you, our members, for making the 2005 year so successful. And most of all, congratulations to Michael Harris, 2005 President, who led our club to these achievements. If someone is not listed, I apologize, as PCA has been slow posting the results.

The election for 2007 Board of Directors is being conducted this month. You will receive ballots along with biographies of the candidates. They are all well qualified and an asset to the Club. Be sure to mail your ballot on time, as we will only count those ballots received on or before September 21. You will also receive a volunteer card for 2006 chair positions. Please help your Club by volunteering for a committee and mail it in with your ballot.

The volunteers of the month are the eMaster team. Bill Allen, Bill Ibbetson and Bob McLaughlin email regular and special announcements on club activities throughout the month. This requires the set up and maintenance of member email lists. In addition, they put together notices announcing events that we surely would not want to miss. We really appreciate the time and effort it takes to make this work!

The Coronado Festival of Speed is on the schedule for October 7 & 8. This is the only major driving event in San Diego and it needs our support. Volunteers are needed to host the Hospitality and Membership Tent. The Club will receive corral passes for 100 members on each day of the event. We have been invited to lunch on Saturday with Cunningham BMW and our Tours Team has a plan for Sunday. Look for details on page 9 as you will not want to miss out on all the activities.



UP FRONT



(WHERE THE ENGINE BELONGS)



It has been a busy month, but a very rewarding one. August started out quickly with the 2006 Porsche Parade in Portland. After returning from Portland I was back to work for 3 days and then was off to Monterey for the Historics. Since returning I have been working on getting this issue out to the printers, but I do plan on getting some rest next week.

Portland was a fun parade and I will always have special memories for the honor of being named PCA Enthusiast of the Year. But even without that or the other awards, Parade is a fun time to meet or renew acquaintances with a great group of Porsche people. In 2007 we will have the privilege of hosting the 52nd annual Porsche Parade. There is a lot of work that goes into that job, not only in the upcoming planning and preparation stages, but especially during the week of the Parade.

Paul & Ruth Young have already been working on this undertaking for the past 2 years, but now more than ever will need assistance in helping make our Parade a special memory for other PCA members. Yes, they will be looking for volunteers to make this possible. Check out the flyer on page 62 and see what assistance you might be able to provide.

In the near future we will be having our Concours on Saturday September 23 at Mission Bay on Sunset Point. Inca and Ziggy Szielenski along with Steve Lopez have planned a great event and hope to have as many members as possible attend. If you don't care to compete in the Concours, you can also sign up just to display your car, or just come out to look at all the beautiful Porsches. If you are a new member, we invite you to attend and we will also be providing a complimentary lunch for new members. You may RSVP and arrange lunch tickets by contacting our membership chair Gary Peterson by e-mail at membership@pcasdr.org or calling 858-535-1800.

For a change of pace, the following weekend will be the last time trial of the 2006 season at the Spring

Mountain track in Pahrump, Nevada. The track has been significantly lengthened and you can check out a video for a hot lap of the track at www.group9motorsports.com/videos/smmr.wmv. Sign up soon if you have not already done so, and don't forget that it is not far from Las Vegas and makes it a getaway weekend for the rest of the family. Or you can stay in Pahrump for the Fall Festival and attend the Rodeo.

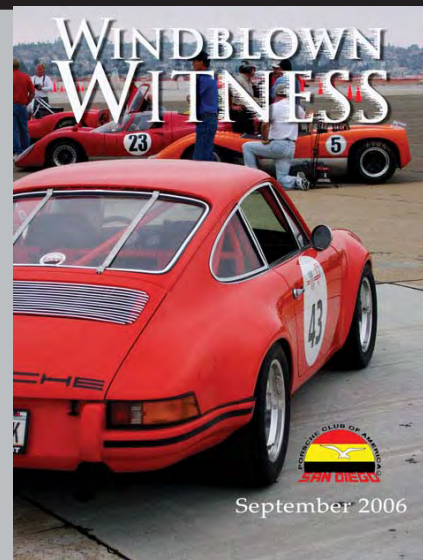
If you prefer watching the races, the Coronado Historics will be back at North Island NAS on October 7 & 8. Thankfully this year we have no conflicts and the San Diego Region will be having a hospitality tent in the Paddock with a Porsche Corral and there will be a Champagne Brunch tour to the Historics on Sunday morning. It is a great weekend to see these classic and vintage racers, not only on the track, but also up close in the pits. Bring your cameras to get some great pictures. I hope to see you there.

LG

ON THE COVER

This month's cover was shot at the Coronado Speed Festival on the grid. The historic racers will back at North Island Oct 7 & 8, so start planning now.

Greg



September 2006



Last Tuesday Social

Tuesday September 26, 2006

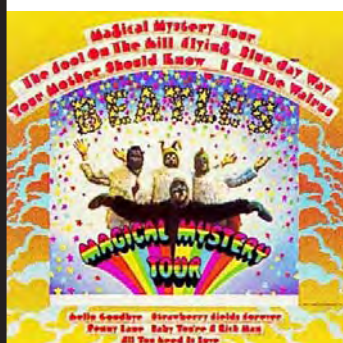
6:00pm



King's Fish House - Mission Valley
825 Camino de la Reina
San Diego, CA 92108
Phone: 619-574-1230

For info contact Kathy Alnwick - 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.**

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MEALS/DRINKS/TOURS
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-  Complete Porsche service and repair from oil changes to engine rebuilds.
-  Factory trained to service the latest Porsche models: 993, 996, 997, Turbo, GT3 and Boxster
-  Computerized four-wheel alignment.
-  Tire mounting and balancing.
-  Complete racing service and support.



"It's amazing what YOU can do when WE put our minds to it!"

Ph. 858/693-9911 Fax 858/693-9900

e-mail: info@mindovermotorsports.com www.mindovermotorsports.com



PCA-SDR members are invited to attend
Coronado Speed Festival on North Island on Oct 7th & 8th.

This event features 225 of the world's most unique and pedigreed vintage racecars which are chosen to compete on the basis of their historical significance and certified authenticity, competing on a spectator-friendly 1.6 mile course laid out on Coronado's Naval Air Station North Island.

There will be a Porsche Paddock with trackside parking available to members free of charge.

Please note: Porsche Paddock entry requires a paddock pass (provided free to PCA-SDR members) - this does not include entry into the Speed Fest event.

Separate tickets will be required for entry into the Coronado Speed festival event which are priced at \$20 for one day pass or \$25 for two days (Sat & Sun).

PCA-SDR HOSPITALITY TENT AND MEMBERSHIP DRIVE

PCA-SDR Hospitality Tent with complimentary refreshments

Saturday 7th Oct. complimentary lunch hosted by Cunningham BMW!

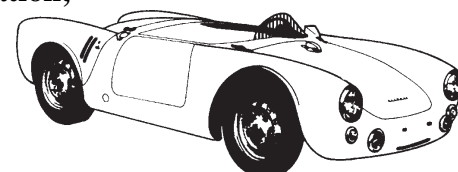
Sunday 8th Oct. Champagne brunch & caravan to the trackside Porsche corral!

Volunteers will be needed to host the hospitality tent - for further information;

Contact: PCA-SDR 2006 President Margi Knight, pres@pcasdr.org

For further info on the complimentary Saturday lunch see page 47.

For further info on the Sunday Brunch and Tour contact: Keith Verlaque, tours@pcasdr.org





Halloween Party Saturday October 28th at 6:00 pm



At the Harris Tomb
2124 Sunset Blvd., San Diego 92103
619-295-2013

\$25 per person before Oct 20th, \$35 after - includes cocktails and dinner

Send payment, payable to PCASDR to
Kathy Alnwick, 7961 Laurelridge Rd., San Diego, CA 92120

A prize will be awarded for the best costume!

For info contact Kathy at 619-229-1515



PCA - San Diego Region will be caravanning to Corral parking at the

Coronado Classic Speed Festival on Sunday Oct 8th.

The event features 225 of the world's most unique and pedigreed sports/racing cars on a spectator-friendly 1.6 mile race track on the Naval Base in Coronado and PCA members will have exclusive trackside corral parking with free corral passes.



PCA-SDR members will be meeting for a Champagne brunch at **8:45** at the

94th Aero Squadron Restaurant

8885 Balboa Ave, San Diego, CA (858) 560-6771

Full Five Star Buffet Champagne Brunch will be \$22 per person (tax & gratuity included)

To ensure your place please RSVP to Keith Verlaque @ 7954 Mission Vista Drive
San Diego CA 92120 - (619) 265 8377

We will be departing the restaurant at 10am sharp and caravanning to trackside corral parking arriving "en masse" to enjoy some truly spectacular racing cars doing what they do best.

First Annual Texas Hold'Em Tournament

Special Prize!

*Most "intimidating"
poker outfit!*



*Special Prize!
"Best Chili"*

Watch the judges burn!

Friday, October 20th

7-10 pm

Dente's Saloon

Tournament has limited seating for 32 Rowdy Players. Spectators are welcome, but limited, due to venue size; and we ask that you bring a dish to share. Those wishing to participate in the Texas Chili Cook-Off, or attend as a spectator, please R.S.V.P. via e-mail to charity@pcasdr.org

How poker tournament will work (General terms, exact rules to follow!)

- * **This is a fundraising event.** Prizes will be awarded, however no money will actually be "won". The tournament will consist of 32 players (4 tables of 8).
- * **Participant buys-in for \$50, payable to: Alta Vista Academy.** Cancelled checks and thank you letter, provided by Alta Vista Academy, will serve as your receipt for tax deduction purposes. Each participant receives \$50,000 worth of chips.
- * For 1 hour all participants will play. After 1 hour the top 2 chip leaders from each table will move to the championship table. Those 8 people will play for 1 hour. After 1 hour the chip leader will be named Champion of the 1st Annual PCASDR Texas Hold'Em Poker Tournament.
- * Send checks, self addressed stamped envelope, and registration slip, **one for each player**, to: PCASDR Charity- 219 Shasta Street Chula Vista, CA 91910

Texas Hold'Em Registration Form

Name: _____

Address: _____

Telephone: _____ E-mail Address: _____

\$50.00 Payable to Alta Vista Academy



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Mention Promo Code #W0942 for 10% Off!

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TIRE**

*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. Join us for dinner on Sat. and/or for brunch on Sunday at 10:00 a.m. by the pool. (RSVP Please)*

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 = _____ Saturday Dinner # _____ Sunday Brunch # _____
\$60 per car & lunch after Sept. 16 = _____ Please make your check payable to "PCA/SDR"

Display only \$20 per car = _____ and mail with this registration form to

Extra Lunch \$10.00 x _____ = _____ **Inca Szielenski, 3272 San Helena Dr.**
Oceanside, CA 92056

TOTAL = _____

ARE YOU READY FOR THE SAN DIEGO CONCOURS?

By Inca Szielenski

On Saturday, September 23rd, the annual San Diego Region Concours will take place at Sunset Point Park in Mission Bay. This year I am planning a three day event that will take place at The Dana Hotel in Mission Bay which is within walking distance to the Concours site. On Friday, there will be an informal get together at the Szielenski's hotel accommodation. On Saturday night, Concours participants can join Ziggy and me at one of San Diego's restaurants. On Sunday morning there will be a brunch for those who would like to attend.

I have arranged reduced rates at the hotel for those who are planning on staying over night. By the way, the hotel has a panoramic view of Mission Bay and the Concours site. If you are interested in staying at The Dana, you may call 619 222-6440 or contact the website at www.thedana.net

You might ask.....What do I know about Concours? Actually, participating in a Concours is an enjoyable and simple experience. Especially if you enter the most basic division, Wash and Shine. Cars get judged on cleanliness/condition inside and out. Originality is not judged therefore making all cars competitors.

However, if you feel your car is not ready for Concours, this is your opportunity to display your car instead. This year Ziggy, Steve and I expect to have the

largest participation for display and Concours cars. These cars will get preferred parking on the lawn and trophies will be given to the Best Display Car and runner-up. Trophies will also be given to the best Concours cars.

Another highlight of the Concours will be a delicious luncheon. This year's lunch will include German bratwurst, cole slaw, potato salad, and other goodies. Last year the luncheon was enjoyed by many and there were more than 100 lunches sold. It was a terrific success.

This year to encourage new San Diego Region members to attend the Concours, we will be providing a complimentary lunch. Please RSVP to Gary Peterson at membership@pcasdr.org or call 858-535-1800.

The San Diego Region Concours chairs invite you and family/friends to spend an enjoyable day or weekend at The Dana and Sunset Point Park.

By the way, if you need more information, you may call 760 212-3699 or email me at esinca@hotmail.com. You may contact Steve Lopez at 619 588 8174 or email him at slopez930@aol.com. We are also looking for helpers who can assist us on the day of the event. We hope to see you at the San Diego Concours.





A Few Good Men

A few good men: this phrase is used to identify those who have distinguished themselves above and beyond traditional expectations. We feel fortunate if we encounter such an individual in our lifetime. Those who worked with Ernie Paschoal had the unusual and exceptional experience of knowing one of those "Few Good Men."

My early contact with Ernie was at Zone 8 Concours events. His pleasant demeanor, supportive words, and calm approach, quickly set him apart as someone very special. Later, as Zone 8 Concours Chair I benefited from his sage advice, and my admiration grew as I watched him deftly manage zone issues. Still later, when I followed Ernie as Zone 8 Representative, his counsel was always graciously available and centered on promoting unity. His knowledge was vast and his depth of perception never ceased to amaze me.

Like Ernie, Carol, his lovely wife, always had a warm smile, a kind word, and a reassuring hug. I

will miss our relaxed conversations at events, our emails, and our phone conversations. Most of all, I will miss the examples Ernie consistently provided through his kindness, gentleness, understanding, acceptance, positive outlook, and humanity that were always available in his presence.

Volumes can be written about this exceptional man and the many accomplishments and contributions made to his region, Zone 8, and PCA. Unfortunately, those words can never convey the true spirit of the man who was such an important part of the history, growth, success, and legacy of Zone 8.

I count myself privileged to have worked with, and call friend, one of the really few good men I have known. We have all lost a good friend, and God has added a very special man to his heavenly choir.

Mike Mansolino



Portland Parade 2006



Text & Photos by Greg Phillips

Since the 2007 Parade will be here in San Diego, the trip to the Portland Parade was not only a time for fun, but also a time to learn from the experiences of the Oregon Region that was putting on the 2006 Portland Parade. Pat Corona and I left from Coronado on Thursday night and headed north through LA on the I5. We stopped for the night at the Motel 6 in Buttonwillow and got some sleep before heading out again early Friday morning; never noting that Ted & Eleanor Myrus and their trailer were also spending the night there.

Friday was the long day of travel through California on I5, past Sacramento, Chico and Redding before seeing Mt. Shasta as we headed north and into Oregon. We did see a couple of Porsches and trailers, including Tom & Sandy Provasi from the Golden Gate Region that were headed for Portland.



On the road with the Provasis

Friday evening we made a decision to detour to the Oregon Coast and turned off of I5 on to Hwy. 38 and headed for Reedsport. It was just before dusk as we drove along the Umpqua River. With very little traffic it was a scenic drive through the Oregon forests and past the Roosevelt Elk Reserve just before we reached Reedsport and connected up with the 101 and turned north and headed for Florence.

I had actually lived in Florence about 40 years ago and was interested to see the changes. As the dusk deepened we drove along the coast and through the Oregon Dunes. It was just getting dark as we began looking for a place to spend the night and started noting a lot of No Vacancy signs! Maybe Friday night along the coast in August is a popular time for tourists. But just as we were wondering if we had made a mistake we noted the Silver Sands Motel had a vacancy sign on and turned in. Although they were down to their last few smoking rooms, we were happy to take one and get some rest.

Saturday morning we were up and took some time to look around Florence after breakfast. Although it has grown significantly, I was able to find the house I had lived in, but not the schools. We also drove out to the beach and dunes before heading north again.

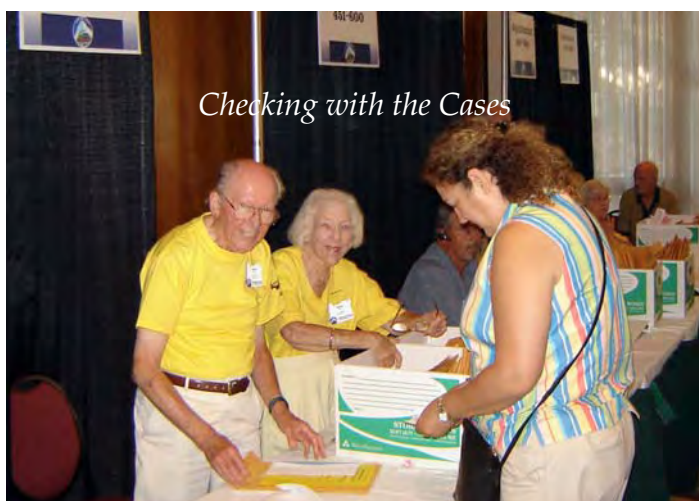
The next stop was at the Heceta Head Lighthouse,



Heceta Head lighthouse

built in 1894. This is a very nicely preserved and still functioning lighthouse with a first order (large) Fresnel lens. We had a nice hike up past the assistant housekeeper's cottage (now a B&B) to the lighthouse. At the lighthouse we were able to take a tour and buy some souvenirs before heading up the coast again.

The fog had come in along the coast and the sun was in and out as we drove along the coast to Newport. This section reminded me a lot of Hwy 1 below Monterey, but even on a Saturday in August traffic was not a problem. At Newport we drove over the bridge at Yaquina Bay and then headed inland back towards Portland. We passed through Corvallis and then hit I5 again just before Salem and cruised on into Portland and Jantzen Beach on Hayden Island.



Checking with the Cases

We arrived and checked in to our rooms as we had been lucky enough to get reservations at the Red Lion Inn we were able to go to Parade registration and get that done before they closed up for the day. Several other SDR members were also working there, including Jack & Ginny Case at registration and the Shirleys at Concours registration. The 928S4 got a well deserved bath and then I took one also. Dinner was at the Shenanigan's at Red Lion and was a very nice meal overlooking the Columbia River.

Sunday was finally a day to sleep in and then had a very tasty Sunday Brunch and ate too much before we took a tour around the area. This was a check in and Concours prep day and the parking lots were filled with cars. Some were getting a deep cleansing after driving in and others were coming off the trailers for their final prep before Monday's event. As I was talking to John Straub and distracting him from cleaning his 914-6 GT, Monique came by and mentioned that Vic Elford's talk was just about ready to start and I headed in to listen. He had been a speaker at last year's parade and was very enjoyable.



Vic Elford

This time his lecture was on Driving Techniques and he again kept the audience entertained with tales of Porsche racing, but also added information on proper driving techniques. One question about driving Tiptronic led to his reminiscing about winning Le Marathon de la Route in a 911R Sportomatic with a branch off to discussing his travels around Europe living out of a trailer that he pulled behind his 911, also with a Sportomatic! After the talk he was kind enough to meet individually with members for autographs and pictures. A couple of the audience members were sharp enough to take the diagrams and pictures he had drawn during the lecture and had them signed.

*Banquet with a view*

The rest of the afternoon was a blur, but the San Diego contingent met at Hospitality for some wine before we headed into the Porsche Night banquet.

The good news about this Parade is that it was heavily attended; the bad news was that we filled and overflowed the main banquet hall. We were able to get some tables outside and near the bar with free beer and the outside buffet. But we did not have a great view of the proceedings going on inside. So we stayed busy eating, drinking beer and enjoying the comfortable Portland weather. After the speeches and introductions, the band started up and then came the Conga lines through the evening.

*the Conga line*

Monday was a very early start for the competitors, as they were hoping to start placing cars at 5:00 AM, but it turned out to be too dark and they did not really get started until dawn. I was up around 7AM and took the bus out to the Heron Lakes Golf Course with my cameras and started shooting. They had an impressive turnout for the Concours and also had a very nice historic display. They also had a Porsche Paddock display and were able to display the cars around the course.

*Tony Garcia cleaning up*

PCNA had also brought their own special Porsche with Sally Carrera from the movie *Cars* by Pixar. They also had posters of Sally Carrera available. While I was taking pictures of Sally, Wolfgang Porsche and his family were also there and were kind enough to pose with Sally.



In addition to John Straub's 914-6 GT, the historic display included a 993RSR, a recently restored 908, 1977 Brumos 934.5, 911R, a Carrera GT, a 1956 356 Carrera Speedster, 1958 Glockler Super Speedster, 1967 911S Lightweight, 1973 911 RS Touring, 1981 924 Carrera GT and a 924 Carrera GTS Clubsport. An-

*Glockler Super Speedster*

other nice touch was during the day, some of the cars from the historic display were brought to the podium and presented for display and a speaker who was familiar with the car gave some of the provenance and history of the car as well as some Porsche history related to the cars.



Zone 8 Pit Stop team

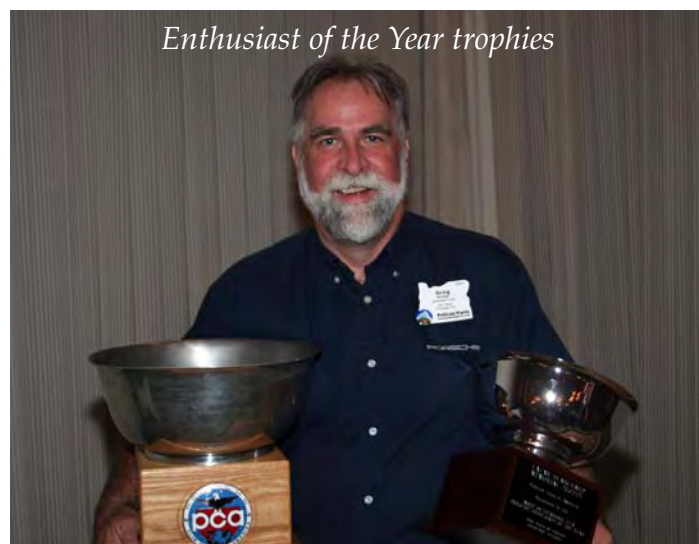
The true Concours people were busy cleaning, light dusting and judging through the morning. Vic Elford and George Follmer were also in attendance and signing autographs. But an added attraction was the first Zone Challenge event, tire changing. Here you had teams from different Zones that would have to take off all 4 tires, rotate them to the other side and then put them back and torque them to the proper specifications. Although the team from Zone 8 did well, Zone 7 came away the winner.

The only glitch for the Concours was the long wait for the buses at the end of the day as everyone seemed to be ready to leave at the same time. After cleaning up it was time for the Art Show reception. I had entered three photographs and was presently surprised to see that my picture of the new RS Spyder from the Cork-



Monique Straub with her 912 painting

screw at Laguna Seca had won an award. After the reception the San Diego contingent met again at Hospitality area for some more wine before the Concours Banquet.



Enthusiast of the Year trophies

The good news about the banquet was that I was very pleasantly surprised to be presented the Lazar-Blanchard Memorial Trophy as the PCA Enthusiast of the Year, joining Nancy Rydbeck (1988) and Tom Brown (2004) as winners from the San Diego Region. The Wind-blown Witness was also awarded a second place trophy in Class 5 (for the third year in a row). Tom Brown was also presented a second place award for the San Diego Region website.



Shirley's accept Zuffenhausen Award

Concours winners included Ziggy & Inca Szielenski's 928S4, Skip & Leslie Shirley's 356, Bev Giffin-Frohman's 911 Targa and Steve Lopez's 930 Turbo. Bev was also awarded the Honorary Judge's Choice Award and Skip & Leslie were awarded a Zuffenhausen Award.



Bev Giffin-Frohm accepts Honorary Judges Award

The bad news was that with speeches by Vic Elford, Wolfgang Porsche and Peter Schwarzenbauer along with the Concours, Perpetual Trophy Awards, Newsletter and Website awards, it ran late and did not finish until after midnight.

But I was not worried. We were running the rally the next day, but our out time was just after 10AM. Except the next morning as I was waking up and checking the details for the rally, I noted that the start of the rally is over an hour away. Oops. Now we had to hustle. First I had to find out where the start actually was, beyond just knowing it was from Hood River. It turned out we had not been given the instructions to the rally start when we registered but when we checked at the Gimmick rally start they were able to give us directions to Hood River. Now we were at least headed in the right direction and after a stop for gas we were on our way. We found the exit at Hood River, but still did not have the final clue, but were able to follow another Porsche to the Visitor's Center and arrived just before our out time, picked up our packets and took off. Did I mention we had not had breakfast and my navigator Pat had

not had her coffee yet? But off we went. It was a very nice rally through some beautiful Oregon countryside and along the Columbia River Gorge. Unfortunately when we were given a 25 minute transit section, we stopped and got breakfast and Starbucks coffee and blew that leg completely for 500 points! On the other 4 legs we only had 355 points.



Bill Allen helps Pat Corona score the rally

At the end of the rally we ended up at the Columbia River Gorge Discovery Center for a nice lunch as Bill Allen helped us figure out our score sheets. Bill and Paul Young ended up in third place overall in equipped class with 69 points. The drive back was uneventful and we survived another rally without bloodshed.



Dan Chambers leads the Zone 8 Porsche Pull team



The last Rally checkpoint

The rest of the day stayed busy as there was another Zone Challenge, the Porsche Pull with Zone 7 winning again. I think there will be a BALCO investigation on that team. But we still had to be nice as we had a combined Zone 7&8 hospitality party. We quickly filled the room and spilled out onto the balcony and then the grass and across the hall into another suite as we worked on the beer and snacks.

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Next up on the agenda was Northwest Wine Tasting. They had brought in several wineries to do tasting and after paying \$5.00 and getting a wine glass we were kept busy trying Pinot Noir, sauvignon blanc, merlot, Pinot Gris among other varietals and even some sparkling wines. Yes the Northwest is putting out some very nice wines. Between Mike Avitt and Tom Brown's recommendations, I tried a lot of good wines.

After the wine tasting we went with the Avitt's to dinner at Shenanigan's. Another very nice meal was had by all. Unfortunately Mike had purchased some wine at the tasting and we ended up drinking one bottle with dinner. Anyone see a trend developing?

After dinner it was time for Jazz on the River sponsored by Michelin. We ran into the Myrus's and enjoyed the music outside by the pool overlooking the river and finished the other bottle.



Wednesday morning I had volunteered to help out with the 5K Run and 6AM came very early, too early for Pat. I headed over to Portland International Raceway and helped set up the course and then directed the runners. The event was slightly complicated by the Ferrari Challenge. The course for the run used the access roads and ended up in an area where they were planning on running some timed runs in their Ferraris later in the morning. We were able to get everything



cleared in time for their event and were able to enjoy the several different Ferraris as they drove past.

On the main track was the first day of the autocross. They had set up the autocross utilizing much of the front straight and down through turn 5 for the autocross with some added chicanes and cones to narrow the track in some areas. The first day were the Street Stock cars with Boxsters running as I was taking pictures. In the middle of this quiet group of cars appeared a yellow 356 running a straight pipe that was a breath of fresh air as it blasted down the track. Ted Myrus had trailered up his 356 track car but was scheduled for another activity on Thursday when the modified cars were running. So he signed up to run in a Wednesday group to get his runs in. It was good fun until he started beating a few and to avoid problems he withdrew until the DE on Friday. After taking some more shots on the track I headed back to the Red Lion and got a little rest.



Next up on the agenda was a PCASDR reception at the BJ Brewery. It was a short drive to the brewery and

Check out the track video at <http://www.group9motorsports.com/videos/smmr.wmv>

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Car Number _____ Car Class _____

Co-Driver Name _____

Phone _____

E-mail _____

Member # _____ Region _____

Driver Status: ☐ Student ☐ Driver ☐ Instructor

Instructors, will you instruct? ☐ Yes ☐ No

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SDR Reception

soon we had the room filled with region members and guests. PCA President Tom Bobbit was kind enough to attend and discuss our upcoming 2007 Parade. The beer was excellent and went well with the Pizza and lettuce wraps and other appetizers. Michael and Sue Harris had also brought the 2005 Scrapbook as well as the 2007 Parade T-shirts and magnets to advertise for next year. After all this I had an early evening as I would need to do my track walk the next morning between 6:30 and 7:30 AM. I caught up on downloading pictures to my laptop and then to bed.



Jan Mellinger, Greg Phillips, Dan Chambers & Randy Blaesi at the autocross

Yes another early morning for me while Pat slept in. Did I mention that my autocross run group would be later in the afternoon? Luckily PIR was only a couple of exits away from the Red Lion and I did not have to fight with Portland traffic too much. (LA has nothing on Portland for rush hour traffic) I was able to get in my track walk and then woke up Martha McGowan who was trying to sleep in Keith Verlaque's RSA before her run group that morning. Dan Chambers and



John Straub at autocross

Monica Bockman were also running in the afternoon and were helping out with corner workers in the morning. Martha was also checking out the timing system in anticipation of the 2007 Parade autocross. After taking some autocross pictures I did head back to the Red Lion and had some breakfast and did some more shopping at the Goodie Store before heading back to the track.

After our driver's meeting they called us up for final inspection and then it was time to head out for our first run. My group was the last of the Production classes and then the Improved and then later the Modifieds would run.

The track started with an immediate 90 degree right and then there was a gate off to the right and then another gate offset to your left and then you could head down the front straight towards the Festival Chicane. As you reached the chicane there were two gates to go through and then another gate off to the right that brought you down into the chicane. As you started to exit the chicane there was a gate that made it even tighter before you could accelerate on down the straight again. The chicane had been causing some problems as many of the Parade attendees do not usually autocross and they went through the first two gates and kept heading straight down the track and missed the chicane completely, surprising the corner workers who were in that area.

After leaving the chicane you had another short straight that led into a box and then after another short straight was a slalom and then you followed the road course through turns 2 a right and then turn 3 and 4 before they had cones to narrow the exit of 4 and then wound turn 5 & 5a before going through the cones around the exit and the timing lights.

Even after walking the track, it felt a little intimidating to try and push my speed through the road course turns and gauge the grip I would have from cold tires. As I tried to slow before turn 4 the rear did start to step out but a little gas kept it in line and I came through

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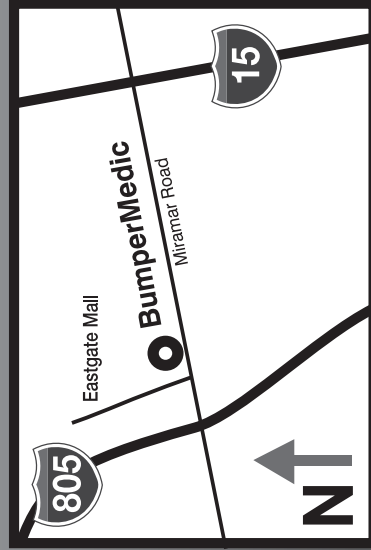
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Michelin Autocross award

with a time of 71.55. Dan Chambers was just behind me and he turned a 67.83 in his I2 944.

My next lap felt better, but I still overcooked it into the Festival chicane and the box, but I was able to carry more speed through the road course section and ended up with a 69.07. On my last lap I was able to brake earlier for the chicane and box and had my best time of 66.99 to take the P17 (928) class. Dan ended up winning his class with a 65.05 over Pat Norris of San Diego at 69.29 and Monica took the ladies class at 75.71. Keith Verlaque and Martha had earlier won their P10 (964) class with times of 64.68 and 71.28 respectively. Paul Young ran on Wednesday in his 997 and ended up 4th in a very competitive S09 (997) class with a 64.509. The class winner was at 63.815 followed by a 63.817 and a 63.925. Almost looks like a KP class result. The fastest stock time was a 62.551 in a 993 (S07). Fastest production time was 61.097 in a Carrera 3.2 (P09).

Paul Young Jr. was running their IS 911 SC in I04, but ran afoul of the PCR's and missing rear seats and was a DQ. Fastest Improved time was a 56.896. John Straub's 914-6 GT ran in M04 and turned a 63.025. Fastest Modified time and TTOD was Tom Provasi (again) in a 914-6 at 54.866.



TTOD Tom Provasi

After my run group had finished we were sent to the impound lot to wait until 30 minutes after the results were posted for our group. Since I was one of the first to finish, I had a long wait so I took advantage of the time to go over to the Michelin Try Me autocross. PCNA had provided 2 Cayman S with Tiptronic and Michelin had put Pilot street tires on one and then Pilot Sport Cups on the other. After signing the waiver and putting on the helmet, they pointed me off to try my first run with the street tires and then on my return I was on the R rated tires. The Cayman S is a very nice package on the street tires, but was a lot more fun and the nicely heated Sport Cup tires. I just left the Tip in D and it was fine.

After the Michelin event I went back and took some more autocross pictures and then headed back to impound and was one of the last stragglers to leave. It turns out that they had been giving out the awards at the Michelin trailer and I was able to get mine and my picture just before they had to take the awning down and pack up the trailer. I also packed up and headed back to the Red Lion and clean up for the trip to OMSI.



Caccese & Avitts at OMSI

OMSI is the Oregon Museum of Science and Industry and is on the Willamette River in downtown Portland. We loaded up the buses and headed downtown. It was great interactive event, but the awards ceremonies became a little confused. One of the evening events was the showing of TopSpeed IMAX movie, with showings at 8PM and 9PM.

The original schedule had the autocross awards at 7PM and the rally awards at 8PM. But because of delays getting off the track, the Michelin sponsors could not make it in time and they switched the rally and autocross awards, which now conflicted with our 8PM movie tickets.

Luckily we were able to swap tickets for a 9PM showing and after a buffet dinner we headed over for the autocross awards, which were delayed until 8:30 because many people were still eating or in the buffet lines. The awards were presented, but only the awards for fastest times for Stock, Production, Improved and Modified were presented. Initially they were going to have us pick up our trophies on Friday, but since several people were in the DE, they did make them available and the San Diego winners were able to pick up our awards that night. The rest of the evening went smoothly and we enjoyed the IMAX movie before heading home on the bus.



SDR Autocross winners

Friday was the last official day of Parade. I was taking the tech quiz but several drivers were at PIR for the DE on the entire track. I picked up my 928 quiz questions and headed in. The registration for the quiz went very smoothly, but I was disappointed once I opened and started answering the questions. Usually I have found taking the quizzes enjoyable, even if I don't know the answers, I would learn something. But not this quiz. It had many questions that I did not know or even care to know, such as the wheelbase of a 928 in millimeters



Monique prays for Tech Quiz guidance

(2500) or the amount of gas guzzler tax Porsche has paid to the US government from 1983 to 2004 (\$38.3 million). I ended up second in the 928 class with 47/100 and 6/20 tiebreakers. Top score was 60/100 and 10/20 for the tiebreakers. Peggy Carter took top honors for 356 class and Bev Giffin-Frohm was second in the early 911 class (and 4th overall for Ladies) and Paul Young, Jr. was first in the Cayenne class.

As we left the quiz, Michael and Sue Harris and others were selling the 2007 Parade T-shirts to a brisk business.



2007 Parade T-shirts

After the Tech quiz was the final Zone Challenge event, the Porsche Push. This time we would be pushing a 911 around an autocross course in the parking lot to try and get best times. Pat Norris and I were assigned as the relief pushers. The first pushers would start the 911 off and down the slight incline and we would then push them back up to the finish line. We put on our gloves and waited, I was on the passenger side on the outside of the turn and as they turned the corner at the bottom I started pushing back up and past the finish line. Unfortunately in the heat of the moment I had forgotten a small detail in the rules. They wanted us to only push on the rear fenders or the rear bumper. I had been pushing on the front bumper next to the door and we were DQ. Fortunately we were not the only Zone to



Illegal pushing at Porsche Push

have problems completing the course and in fact only 2 Zones had completed the course. So we did get another run for third place, but still ended up off the podium at the finish. Zone 12 was the eventual winner and prevented a Zone 7 sweep.



Next up on the day was the debrief session where we met with the Parade Committee and the 2006 Parade organizers to discuss problems and issues to deal with in our upcoming 2007 Parade. Although a lot of work has already been done, there is still a lot more to do in the coming year.

After that meeting it was back to the Hospitality area for more wine before heading to the Victory Banquet. The DE drivers had returned and enjoyed their track time. The Victory Banquet was another very good meal. The catering services were excellent throughout the week. Awards presented included the Tech Quiz winners and the San Diego Region took second place in Public Service Awards. The 2008 Parade will be in North Carolina.

For the 2007 Parade, Paul and Ruth Young were



announced as co-chairs and also presented Jack and Ginny Case as our Grand Marshals for the event. The Parade video put together by Kenyon Blower was met with great enthusiasm and made a very good impression for San Diego.



Saturday morning it was time to finish packing and get the car loaded up. One small (large) problem developed. The Enthusiast of the Year perpetual trophy comes in a large padded box that we had to fit in the back of the 928. Along with our luggage, Goodie store purchases, posters and cameras, we were out of room. Luckily Ted and Eleanor were leaving at the same time and were willing to take a few of my trophies and helmet and backpack in their truck (thanks Ted). We finally had everything in and could see a little bit out the window and headed south on I5. We were planning on getting to near Fresno where my sister lives and spend the night there before heading home on Sunday.

We did make good time, but my AC decided to stop working around Sacramento. Luckily it was in the evening and not too hot. We made it to Kerman about 7 PM for dinner.

The next afternoon we headed south on I5 again, but ran into a detour as there was a fire in Gorman that had closed down the Grapevine. We had a choice of detouring to the coast (and heading down 101 through Santa Barbara on a Sunday) or taking the 58 through Tehachapi to Mojave the 14 at Lancaster. Although driving to Mojave without AC is not ideal, we hoped the traffic would be better on 58. It did turn out well and we only hit a couple of slow spots on the merge to the 99 and finally made it home to San Diego about 9:30 and ready for work the next morning (sort of ready).

At least next year the travel to Parade will be much shorter.





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When: Wednesday, September 20, 2006

Where: San Diego Prestige
5605 La Jolla Blvd.

La Jolla, CA 92037

Time: 7:00 pm

Directions: From Interstate 5 exit La Jolla Village Dr., left onto Torrey Pines Rd., left on Girard, right on Pearl St., left on La Jolla Blvd., proceed about 2 miles to 5605 on the left.



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

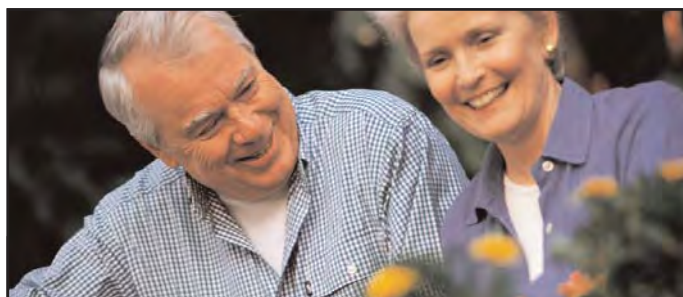
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SDR- THE WAY WE WERE

John Straub, Archivist

History, history, history.

Here we go with the last half of 1974.

We had a little National PCA intrigue going on at this time in the Region. As you may know, in the National PCA Elections, the Nominating Committee interviews and picks a member for each of the positions: President, Vice-President, Secretary, and Treasurer. The ballots are then sent out and voted upon by the members, sort of a ratification kind of thing. Many people over the years thought that there really should be two members nominated for each position and then a vote on those nominees.

Well, that year here in San Diego, Tom Hauseur Sr. decided to try to change the status quo. He got together with some of his friends nationally and decided to run by petition. He felt this would give members a free choice, two people for each position. Needless to say this did not make National very happy with San Diego, as the Witness was running ads to vote for the alternate slate (this was a big thing in our Region at this time). Tom ran for President and was not elected. However, I believe a couple of the other members running against the National slate were elected. The procedure remains the same today with one person chosen by the nominating committee to run for each position.

Enough of the intrigue, now onto the events.

In July we had a General Membership Meeting with Alan Johnson as the Speaker. He talked about SCCA and how with SCCA's frequent rule changes they were losing spectators on the west coast. He gave the example of the 914/6GT. The SCCA had approved it for competition and it started beating almost everything, including cars out of its class such as "A" production Corvettes. SCCA changed its rules in mid-year and the 914/6GT was out. He also talked about IMSA and what a great series that was. At that time he

still had his 914/6GT and had recently bought Mark Donohue's (IROC) RSR.

In August we had a Rancho Bernardo Car Show chaired by Ralph Hurty, Ernie Paschoal and myself. Some of the cars showing were George Thwing's 904, Bill Koll's and Dave Hamren's IMSA 911 and Alan Johnson's IROC RSR.

October we went to the Hauseur's house for a "Mexican Fiesta." With over 100 members in attendance, the Margarita supply was emptied. Tom had decorated the house with Porsche posters which were later given away as door prizes. It was a great party!

In November we held a Swap Meet put on by Bill Block and myself. This was at Alan Johnson Porsche - Audi. It was the first Porsche swap meet we did here in San Diego.

Also in November was our Holtville Driving event. Some of the members running were Joe Fritzenkotter, Don Anderson, Dave Goodell, Jeff Gamble, Barry Rasmussen, Paul Haas, Denny Kegl, John Bond Jr., Don Kravig, Dave Carsten, Alan Johnson, and Dennis Sherman who took TTOD.

Our Christmas Dinner-Dance that year was at the Westgate Plaza Hotel in downtown, chaired by Mimi Ramos. The cost was \$11.00 per person.

Before I end this month, I have one more thing to tell you about. Tom Hauseur Sr. went to the PCA Executive Council Meeting in Salt Lake City in late November to present a bid for the 1977 Porsche Parade to be held in San Diego at the Town and Country Hotel. The bid was awarded to San Diego. It was to be the first Porsche Parade San Diego was to put on!

See you next month.

John



CHICK CHAT

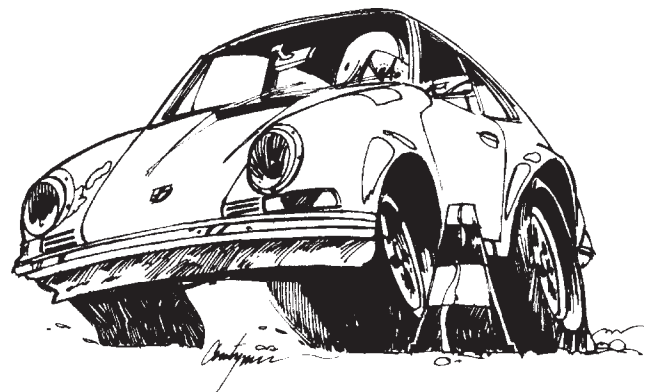
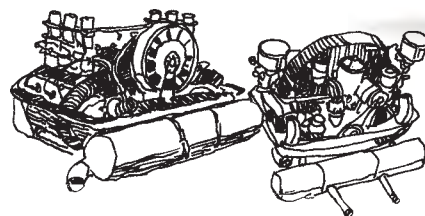
Chick Chat: The Autocross Basics

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: *Tuesday*, Septemeber 12, 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 : Jackie Corwin
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A Couple of Old Auto Crossers Try Off Road

By: Gary Barnhill,
former SDR and now OCR member
Photos by Paul Silver

SDR's third Cayenne event was billed Cayenne Off Road Tour for Beginners, Sunday, July 23 with Event Masters Cecelia and Vince Knauf. Motorola handhelds were issued to each vehicle.

Shawn Lawler of Pioneer Centres laid on a Danish pastry feast for an expected 12 Cayenne families. Five showed. To be fair, temperatures would reach 111

degrees and those seven families can't be faulted for choosing the pool over inland heat.

President Margi Knight was there, probably to determine liability exposure. You could have heard a feather drop from Vince's Willy Nelson straw hat when he asked for a volunteer to write up today's event. Finally, Margi said she would volunteer. Polite applause. Margi added: she would *volunteer* to appoint someone that is. Groans.

BTW, this event was priced about right, i.e., no charge. I propose the Board pay each participant \$100 for pain, suffering, and Cayenne clean-up expense.

Mark Christenson and I were fierce Boxster AutoX competitors circa 1999. Although presenting myself as his best pal, I would lie like crazy about tire pressures or the best line through turns 6-7-8. No deceit or duplicity was out of bounds. Winning was everything. I prayed fervently Mark would hit everything but the corner workers.

Now, riding beside Mark on a narrow, bumpy, mountain dirt "road," I prayed my old buddy would steer with divine guidance. Messing up, or down in this



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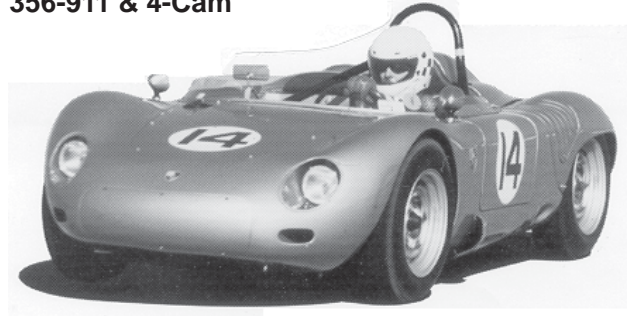
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Tour leader Vince Knauf

case, meant a 1,000-foot crashing decent into the abyss below and transport home via pine box. No kidding, we talked about it.

Just one poorly executed apex gets you immortalized. "The Annual Joe Clumsy Memorial Off Road Drive will be held July 22 at ..." reminds me of Lincoln at the theater, "If it wasn't for the honor of the thing, I'd just as soon forego it."

Hey, you auto crossers, imagine this: get on the course at 8 am and drive non-stop around the cones until 5 pm, and it's free. Forgot to mention, max speed is 3 mph and you pound over irregular shaped speed bumps every three inches. Fun, huh? By 9 am, I was ready to call in sick.



At the pool

My passenger duties: narrate Vince & Cecelia's mini-encyclopedia of interesting items along the route. Example: Ramona (nee Nuevo) is named after a chick in a novel. Then there was the praying. Instead of a camera, I should have brought a bible and worry beads.



Cecelia Knauf cooling off

Vince and Cecelia wisely chose Type One and Two roads to initiate us newbies. Level One/Two is Gustave Eiffel playing Tinker Toys or slugger Dave Gwinn swinging away at T-Ball. Level Eight would be strapped across the hood crucifixion style in a demolition derby. Nine/Ten? Don't even ask.

The complete unabridged Off Road Manual For Dummies consists of just one page and only five words: Never Put a Foot Wrong.



Cayennes on tour

Vince kept us both informed and entertained via his Motorola. BTW, I first met Vince at an audition for SDR Microphone Chairman. Guess who won? In the old days, Chief Driving Instructor Knauf's track-walk commentary was Monet leading a tour at The Louvre, or King Tutankhamun holding forth on The Golden Age of Pharaohs. It is said that when Vince opens an icebox door and the light comes on he will "do" twenty minutes.



Cayennes are well balanced off the road

Off Road is actually Concour du Dustbowl with most laughs awarded to the dirtiest car. I had a hunch this event was highly suspect when the ever-present Keith Verlaque and his entourage of handlers did not attend.

OK, what's it really like, this off-road business? Easy. Imagine you are on Shaky Airways eight-hour non-stop to London. Shortly after takeoff, the Captain says keep 'em fastened due to *extreme* turbulence. The turbulence lasts all the way to London. End of story.

On the plus side there's this: (1) No corner worker duties. (2) You don't have to "throw" the course. The course "throws" you. There may be others.

Off Road is more of a family sport than AutoX. The wife comes along to nag. Kids are barfing in the back seat.

Mercifully, the tour finally ended when Vince descended from a 5,500 feet mountain and turned into a sandy dry riverbed exclaiming on the Motorola: "SAND! BE CAREFUL!" Mark asked me what he meant. I said it was like when Roma Air Traffic Con-

trol put Pan Am and TWA both at 8,000 feet in the same holding pattern. When the pilot questioned this dangerous situation, Roma Control's only reply was: "TWA, you-a be careful."

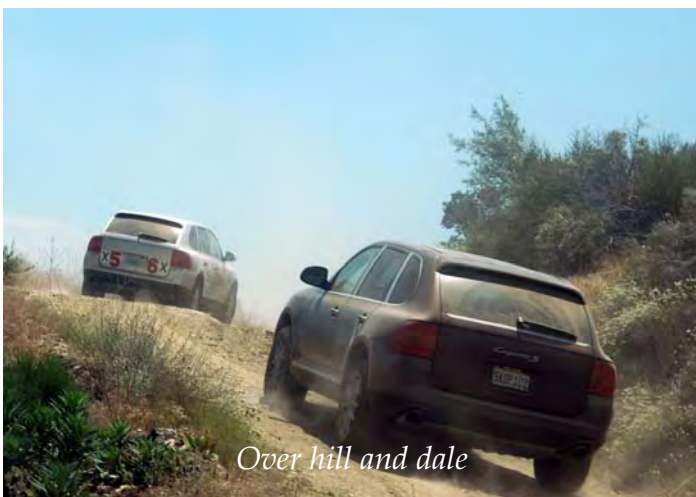
Seriously folks, I was disappointed to learn SDR has not initiated canonization for Vince and Cecelia. I can't imagine any two people who have contributed more time, energy and expertise, and with such élan, to this outstanding club. If you paid only janitorial rates for the time involved to research the roads and prepare the elegant brochure, this course would cost \$1,000 per entrant.

Vince and Cecelia, just one final thought—contact Barry Meguiar regarding future sponsorship. If ever an event had a need for their car-cleaning products, Off Road is it.

Driving home I couldn't shake the thought, Vince Knauf was running a Porsche event with no passing and no lap times??? Maybe the moon is made of cheese.



President Margi Knight



Over hill and dale



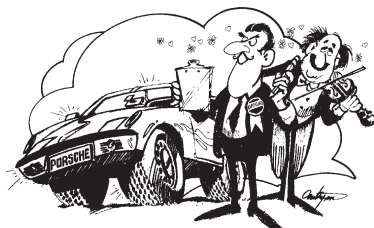
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Smiles- Katina



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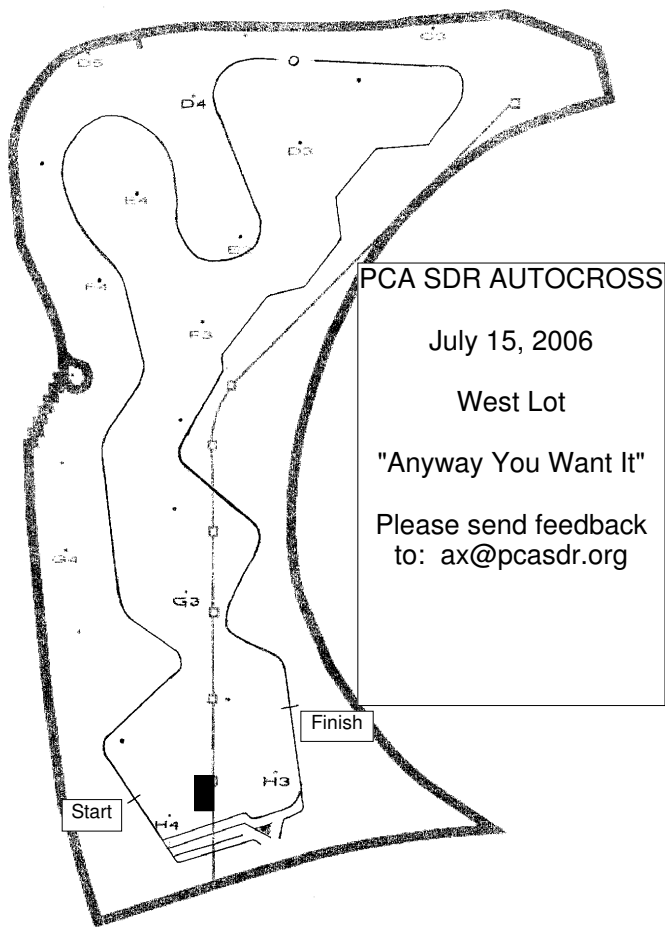
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AR1	295	Kinninger, Erik	1996	993	78.2	20
AM	95	Kinninger, Mark	1984	911	79.8	11
PS	17	Dente, Steve	2004	GT3	79.96	10
MI	257	Marlin, Glenn	1996	993	80.15	28
PS	136	Dente, Denise	2004	GT3	80.2	12
KP	491	Ibbetson, Bill	1994	968	80.24	3
KP	83	Duncan, Jad	1988	944 Turbo S	81.06	4
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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, Number of tickets Requested(4 Max) received by October 2nd and S.A.S.E

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By Ziggy and Inca Szielenski

The trip began when we left the San Diego area on Friday, August 4th at 4:30 a.m. We had been looking forward to participating in our first Porsche Parade Event. It was an exciting moment! In previous weeks, we had spent hours preparing our “Black Beauty” (928S4) for the Portland Concours competition.

The trip was 1,100 miles long and we estimated to complete it in two days. As we drove north on the I-5,

we observed beautiful, rolling hills, and astonishing sites especially in the northern part of California. Occasionally, our scanner screamed announcing possible intrusion ahead. Of course, we observed all the rules faithfully, at that time.

Thus the drive going to Portland was uneventful, driving through the downtown area of the city, reminded us of the LA freeways. The entire Porsche Parade was staged in the northern part of Portland which borders with the State of Washington.

On Sunday, we were welcomed and a delicious banquet was given to a crowd of at least 900 participants. The Red Lyon Hotel was used as the headquarters however we stayed at the Marriott Courtyard across the Columbia River. The welcoming and registration process was well organized making easy for all the participants and creating a festive atmosphere.

We were surprised to find the best car wash facility provided by Griots Garage. The station included purified water, five hoses, ten buckets, wash mittens, (they are awesome), many towels needed to clean and dry the cars. The concours enthusiasts were very



Ziggy cleaning up



at the Concours site

thrilled! Everyone cleaned their cars regularly, they wanted their cars to look sharp! As a matter of fact, the set up gave Ziggy and I ideas on how to provide excellent service during the 2007 San Diego Porsche Parade.

Throughout the week, there were banquets, countless tours, rallies, autocross events, as well as technical and inspirational presentations. However, our goal was to excel during the concours event which had the largest member participation. More than 100 cars were judged and more than 150 additional cars were displayed.

The concours took place on Monday and the staging of cars started at 5:00 a.m. (No, we are not crazy!) at the Heron Lakes Golf Course. We were the third car in line, in the dark, punctually at 5:03 a.m. Later, we were escorted to the concours site using high intensity flash lights.



SDR Reception at the BJ Brewery

As soon as the sunlight appeared, we started cleaning the car. The day developed beautifully with temperature ranging from 75 to 85 degrees. The perfectly cut

grass, and the hilly landscaped surrounded by gorgeous, tall pine trees, accentuated the splendorous site. At the end of the day, Ziggy and I were rewarded with the Best of Class trophy.

The 2006 Portland Porsche Parade was an exciting and rewarding experience. We made many new friends from regions throughout the United States and Canada. But best of all, we spent memorable moments with Zone 8 Porsche friends.



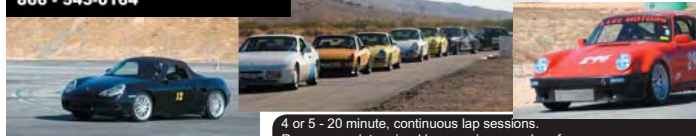
SDR Reception

Day Away From Work Grand Prix Region DE (Driver's Ed)

October 9, Monday — Streets of Willow

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866 - 543-0164

Grand Prix Region Performance Driving
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Tech inspection begins at 7:15 am
Mandatory drivers meeting at 8:30 am
First run group 9:15 am

4 or 5 - 20 minute, continuous lap sessions.
Run groups determined by experience and performance.
Instructors available and required for all student drivers.
Entry level event — no special equipment needed for stock classes
Helmets required (see Zone 8 competition rules for specs)
Some loaner helmets available (www.zone8.org)

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Mention "Willow Springs" for \$75.00 rate
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For info contact:
Suesan Way, registrar
SuesanWay@gmail.com or (619) 992-4287

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Event**

To avoid late registration fee, mail completed form and entry fee by September 30
PCA GPX %Suesan Way, 362 N. Westwind Dr, El Cajon CA 92020 (check made out to PCA GPX)

Driver Name: _____ Are you an instructor?: Y N Shirt: S M L XL XXL
2nd Driver Name _____ Are you an instructor?: Y N Shirt: S M L XL XXL

Email address: _____ PCA Region: _____

Address _____ City/S/Zip: _____

Phone: (best) _____ Car # preferred: (Driver) _____ (Co-driver) _____

Driving experience in last 2 years: _____

Car and Model: _____ Year: _____ Zone 8 Competition Class: _____

	Registration fee	Postmarked after Sep 30	Lunch
Driver	\$100.00	\$125.00	\$8.00 (Turkey Ham Tuna (circle)) _____
2nd driver	\$75.00	\$100.00	\$8.00 (Turkey Ham Tuna (circle)) _____
Drivers not pre-registered will be charged \$50.00 above early registration fee			TOTAL AMOUNT ENCLOSED \$ _____

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TECH QUIZ

1. The 917 intricate space frame was welded of:
 - a. Carbon fiber
 - b. Aluminum tubing
 - c. Boron steel
 - d. Copper
2. The 2004 Porsche Rennsport Reunion II took place at which racetrack?
 - a. Sebring
 - b. Daytona
 - c. Laguna Seca
 - d. Watkins Glen
3. Porsche's Tiptronic transmission (Type 943) made its debut in the 1999 model year with the new 996.
True or False
4. According to Panorama, the 1988 928S-4 with its eight cylinder, 32 valve, five-liter engine, was not the fastest production Porsche built for the U.S. in that year's model line-up.
True or False
5. In 1992, as an early 1993 model, a 928 GTS was introduced in the U.S., with a 5.4-liter engine and 600 hp.
True or False
6. Who set two FIA land speed records for stock production cars in July of 1986 at the Bonneville Salt Flats in a Porsche 928?
 - a. Denny Kahler
 - b. Bob Hagestad
 - c. Al Holbert
 - d. Jochen Mass
7. The early 928 automatic transmission was designated Type 922. It was a redesigned transmission from the Stuttgart neighbor _____.
 - a. Daimler-Benz
 - b. BMW
 - c. Audi
 - d. Volkswagen
8. In 1988, Porsche produced a batch of about 1000 944 Turbo S automobiles with a 250-horsepower engine, new larger brakes, 16" 7-spoke wheels from the 928, a "sport" suspension and _____.
 - a. Guards Red paint
 - b. Grand Prix White paint
 - c. Cobalt Blue paint
 - d. Silver Rose Metallic Paint
9. Total 944 manufacturing output in 1983 surpassed all but the best year of the 914/4 in 1973, hitherto the highest ever for a single Porsche model.
True or False
10. A Targa top was an early option for the 944.
True or False

1. B Excellence, Vol. 2, page 574-b
 2. B Panorama, 6/04, pages 2-3-b
 3. F Excellence, Vol. 3, page 1140-F
 4. F Up-Fixin # 8, page 240 (or Panorama 11/87)-F
 5. F Up-Fixin # 10, page 239 (or Panorama 12/95)-F

6. C Up-Fixin # 10, page 238 (or Panorama 12/95)-c
 7. A Excellence, Vol. 2, page 927-a
 8. D Excellence, Vol. 2, page 965-d
 9. T Excellence, Vol. 2, page 952-T
 10. F Excellence, Vol. 2, page 949-F



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BOARD MINUTES

Greg Phillips, Secretary

PCASDR August Board Minutes for July 26, 2006

Present: Margi Knight, Bob McLaughlin, Greg Phillips, Martha McGowan, Tami Ibbetson, Ted Myrus, Denise Dente & Michael Harris

Calendar:

August

02-Monthly Meeting, moved to Jul 26

03-05 -Z8 Rally to the Parade

06-11-PCA Porsche Parade

16-SDR Tech Session, Pioneer Porsche

997 Turbo Introduction

18-20-Monterey Historics

19-SDR Autocross, Qualcomm West Lot

26-SDR Social, Progressive Dinner

29-SDR Last Tuesday Social

Minutes Approval: **MSP**

Treasurer Report: Expenses of \$26,126 and income of \$15,487 for the month. For the year we are \$32,264 in the black.

President's Report: Longtime PCA member Ernie Paschoal recently passed away: Request for a donation to Braille Institute in his memory: Recommend \$1000 **MSP**. Report on Coronado Classic Speed Festival & PCA-SDR Hospitality Park – Budget Request of \$1000 to support event. Discussed the possibility of having Hoehn Porsche as a sponsor of the Hospitality Park. Reminder to submit names of volunteers for the September 9 Volunteer Appreciation Party

Chair Reports:

Witness Sales: New ad for 2 pages is pending. Delinquent accounts are being handled

Witness Editor: August issue is at the printers and proof should be ready tomorrow.

Web Team: Discussion of issues with pcasdr.org address and problems with other browsers.

Vintage Racing: Discussion of Cunningham BMW providing Saturday lunch at Coronado Historics. **Tours:** Cayenne Off-road tour done on July 23.

Timing: Discussion of problems with timing systems and possible solutions. Options for new external display discussed.

Time Trial: Spring Mountain is the final event at the end of September.

Tech Session: August is at Pioneer Centres on 997 Turbo. September is a Chick Chat event covering autocross basics for ladies. Discussion of possible “Do it yourself” tech event to teach track and roadside mechanical tasks.

Sponsor Liaison: Possibility of Hoehn sponsoring the hospitality tent.

Social: Budget Request – Progressive Dinner \$2750 **MSP** Halloween party at the Harris home of \$500 **MSP** – Reconciliations for Father's Day, and July 4 Party were submitted. Pageant/ 356 Event reconciliation to be submitted next month.

Budget request for President's reception at Portland Parade, budget not to exceed \$1500. **MSP**

Safety: No problems reported

Region Rules: Proposed Driving Rules comments to Steve Grosekemper are due by the end of July. They are up on the Zone 8 website.

Rally: Possible date of November 4.

Parade: No report

Membership: Primary; 1532

Secondary; 1154 Total: 2686

Legal Liaison: No report

Insurance: Tom Golich presented the updates of upcoming events.

Goodie Store: Gary Samad presented report with net sales of \$303.

Equipment: Meeting of Skip Shirley, Ted Myrus and Jerry Mize to discuss trailer repair.

EMaster: Pending report on Lunarpages.com as possible option to replace the Cooler email service.

Corner Working: No report

Concours: Inca Szielinski reported on upcoming Concours event. Also to encourage new members attendance they will be provided lunch with a budget of \$500 **MSP**

CDI: Standing Rules proposed amendment and budget request for reimbursement. Motion to deny reimbursement **MSP**. Rules proposal tabled and a board committee will review the standing rules.

Charity: Request for a Poker night at the Dentes Friday October 20 for charity **MSP**. Father's Day tour of \$410. Opportunity draw of \$121. Using August and September autocross for toy drive.

Auto Museum: Skip Shirley reported on upcoming shows and increased attendance to the museum.

Autocross: Charles Sharp presented reconciliation for July 15 & 16 events. 108 drivers for autocross and 38 for DE. Budgets presented for the rest of the year's scheduled events. Estimated \$4100 in income and \$2600 in expenses for each autocross and \$2800 in income from the DE with \$1935 in expenses. **MSP**

Archivist: No report

New Business: Information from nominating committee is ready to go to ballots.

Old Business:

Adjournment: 9:46

Next Meeting: September 6 – Tom & Susan Brown Home



FIRST IMPRESSIONS

by Tom Brown

WINDBLOWN
WITNESS MAY 1979
VOL. XX, No. 5

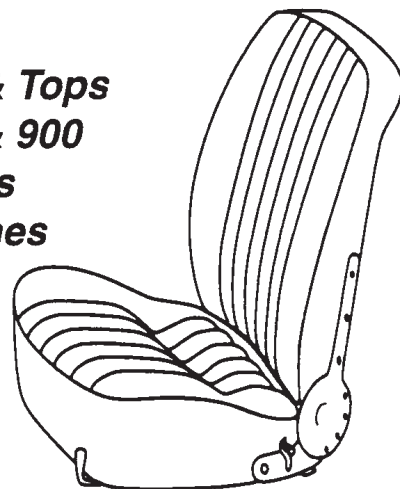


This month's cover photo comes from the May 1979 issue of the Windblown Witness. It was submitted by Christopher Wimpey and features a camera with a 928 in the view finder. Having just been introduced at the 1977 Parade, here in San Diego, this was still a relatively new car. A major theme throughout this issue was the new San Diego Region T-shirts and the encouragement for the region membership to buy them. Vice President and Activities chairman John Straub even promised that a "Wet T-Shirt Contest" was in the future, however no details were forthcoming. Also of interest this month was that Porsches took places 1 through 12 at the 12 Hours of Sebring, for one of the more incredible finishes in IMSA GT racing.



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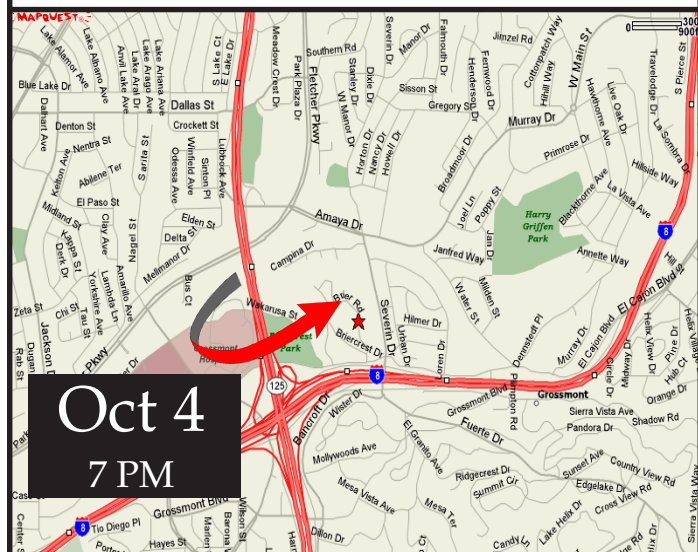


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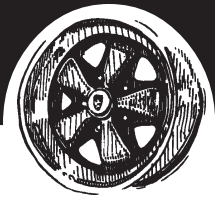
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Boxster S Wheels & Tires 17" wheels and brand new/never used Falken Azenis 225 (2) and 245 (2) tires. \$1000 or BO. Denise/Steve 858-454-2996 (858) 829-7441

18" Hollow Spoked Turbo Twist Porsche OEM 18-inch Hollow Spoked Turbo Twist wheel set purchased two months ago from Scottsdale AZ dealership. Excellent condition w/ approx. 500 miles on new Pirelli P Zero tires w/ 8/32 to 9/32 tread. Part Num: (FR) 993.362.138.00 8Jx18 ET52. (RR) 993.362.140.01 10Jx18 ET65 the rain. Price: 2,300 Contact Sean at (858) 414-9315

Porsche 18 Turbo Twist Wheels These wheels came of a 1999 996, they have recently been refinished by velvet touch and rate an 9 out of 10, there are one or two small rock chips and no curb rash. I have pictures that I can email potential buyers. They are 18 x 7.5 ET 50 and 18 x10 ET65, in addition to 996 and 993 narrow body cars they should fit Boxsters and other porsches with appropriate spacers. They come with michelin pilot sport tires fronts rate a 5/10 rears and 2/10 (okay for summer but will want to replace if you drive in the rain. \$1,500 or B. O. (858) 945-4350

Eibach Pro Kit springs. I have two sets. One to fit 1997-2004 Boxster and one for 2005-2006 997. New in Box. \$290.95 each set. (760) 451-1151

Brey-Krause Harness Belt Mount R-9001 Tunnel side seat belt mount kit allowing for snap-in harnesses. 996, Boxster, 911 & 944. \$50 Bill Ibbetson (858) 449-3906

Design 90 For sale — set of 944 rims - Design 90 style, 9 spoke. 944 offset. 7" and 8" by 16. \$100 as is. Call Martha 619-265-8377

Black Leather Pristine Seats Two fully auto seats except forward/ back on rails.

From a 1986 930. \$450 each or O. B. O. Greg (949) 533-5621

993 Parts AC system, Sunroof-parts, Stock-suspension, Sport-shocks w/ springs, Stereo&Amp w/ speakers & 5disk-changer, Stock brake-calipers w/ pads, Mufflers, Doors, Hood, Rear-glass, Side & rear-view mirrors, Complete interior w/ Dark-gray leather-seats, Steering-wheel w/ airbags, Blot-in Auto-power rollbar, 2sets 6point-harnesses, 17" 2piece Tarrga & 3piece Kinesis wheels. ChrisO' (760) 622-0207

944/924S Doors-Red (1 complete, 1 gutted), Hood-Black, MOMO Race seat, misc 914 Bra, ashtray, cylinders. (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

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

WANTED

6x15 Fuchs, '65-'73 911 wanted If you have some 6x15 or 7x15" genuine Fuchs or a '65-73 911 for reasonable price, call (909)583-1894

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



Maicahel Harris accepts the Charity Award

Calling All Volunteers

We are looking for volunteers to help in the preparations for the next Porsche Parade, our clubs annual national convention, to be held here in San Diego July 1st - July 5th, 2007. If you'd like to help, please select the areas that interest you from the list below and contact:



Paul and Ruth Young
 pdyoung@cox.net
 619-449-1768

- | | | |
|---|---|--|
| <input type="checkbox"/> Administration & Troubleshooting | <input type="checkbox"/> Gimmick Rally | <input type="checkbox"/> Scoring |
| <input type="checkbox"/> Art Show | <input type="checkbox"/> Golf Outing | <input type="checkbox"/> Security & Parking |
| <input type="checkbox"/> Autocross | <input type="checkbox"/> Goodie Bags | <input type="checkbox"/> Signage |
| <input type="checkbox"/> A/V & Presentations | <input type="checkbox"/> Goodie Store | <input type="checkbox"/> Sponsorship |
| <input type="checkbox"/> Awards & Trophies | <input type="checkbox"/> Hospitality | <input type="checkbox"/> Tech Inspection |
| <input type="checkbox"/> Banquets | <input type="checkbox"/> Hotel & Facilities | <input type="checkbox"/> Tech Quiz |
| <input type="checkbox"/> Beach Party | <input type="checkbox"/> Porsche Display | <input type="checkbox"/> Tech Sessions |
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September 16 *Toy Drive!!!*

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

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

Oct 13-15 SDR Performance Driving School

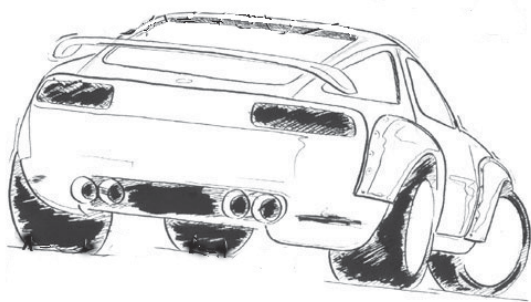
Nov 10	Autocross	West Lot
Nov 24	QDE	West Lot
Nov 25	Autocross	West lot
Dec 16	Autocross	West Lot

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1/4 page	(3.5 x 4.5)	\$75 /month
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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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Royce-Ann Myrick
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Imperial Beach, CA 91932

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

Editor@pcasdr.org

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