

WINDBLOWN WITNESS



Autocross
997 Turbo Tech Session
Monterey Historics
Progressive Dinner



October 2006



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Sat 10-6 Sun 11-5



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WINDBLOWN WITNESS

Porsche Club of America, San Diego Region

Volume XLVII No.10

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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

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 Coronado Historics (page 13) |
| 7/8 | S/Sun | Coronado Historics (page 9) |
| 9 | Mon | Z8 DE, Gran Prix Region |
| 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 (page 11) |
| 20 | Fri | Z8 Tour to ALMS, Orange Coast Region |
| 21 | Sat | SDR Tech Session Autopia (page 35) |
| 22 | Sun | SDR Autocross, Qualcomm SE Lot (page 63) |
| 27/29 | F/Sun | Carrera Region OktoberFiesta |
| 28 | Sat | SDR Tour and lunch at Menghini winery in Julian (page 10) |
| 28 | Sat | SDR Social, Halloween Party (page 10) |
| 31 | Tue | SDR Last Tuesday Social (page 6) |

November

- | | | |
|-------|-------|--|
| 1 | Wed | SDR Monthly Meeting, Brown Home (page 59) |
| 4 | Sat | Cancelled -SDR Social, Cooking Extravaganza |
| 4 | Sat | SDR Fall Frolic Rally (page 6) |
| 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, moved to Nov 16 |
| 16 | Wed | SDR Tech Session |
| 17/19 | F/Sun | Palm Springs Revival |
| 24 | Fri | SDR DE, Qualcomm West Lot (page 63) |
| 25 | Sat | SDR hosts Z8Autocross
Qualcomm West Lot (page 63) |
| 28 | Tue | SDR Last Tuesday Social |

December

- | | | |
|----|-----|--|
| 3 | Sun | SDR Instructor Appreciation Day,
Invitation Only, Qualcomm West Lot |
| 6 | Wed | SDR Monthly Meeting McLaughlin home |
| 10 | Sun | SDR Tour |
| 16 | Sat | SDR Other Car Autocross,
Qualcomm West Lot (page 63) |
| 17 | Sun | SDR Charity Event, Toy Drop-Off at
Children's Hospital |
| 20 | Wed | SDR Tech Session |
| 26 | Tue | SDR Last Tuesday Social |



AT THE WHEEL

by Margi Knight, President



By the time you receive this edition of the Witness, we will have the 2007 Board of Directors and Officers ready to begin planning for 2007. Next year is going to be a huge, HUGE, year for our Club. We will be celebrating the 50th Anniversary of the Region's PCA Charter along with hosting the annual Porsche Parade. How do we do all of this, you may ask? The answer is with your help!!

I remember my first planning meeting with the 2006 Board. The first thing we determined was who would be the liaisons with the Club Chairs. Each board member volunteered to work with various committee chairs to assist them throughout the year. Next, we began looking at the volunteer cards that we received through the election process. Last year about 26 of the volunteer cards were submitted. This was a disappointment given we have a pool of approximately 1500 Club members to draw from.

We then proceeded to determine who of the remaining chairs from last year wanted to continue in their current volunteer position or move to a new committee. We realized we needed to do some work to fill a number of vacancies. Each Board member had a responsibility to fill their assigned committees and went on to call, write, cajole, threaten and otherwise beat the bushes to fill these vacancies. Thanks to a lot of generous members, we were successful in filling all of the vacancies with a great group of volunteers. We all have benefited from this year's hard working Chairs.

As you can see by this history, the 2007 Board will need your help in filling the committees. We have approximately 6 events per month for an annual total of 72. Do you enjoy the events we have? Do you have ideas for new events? Do you have suggestions for improving what we do? If so, we need you. Step up and be one of the people who make our Club so successful. Your reward is the thanks that so many of us will give you as well as the long-lasting friends you will make. Our Club is only as successful as you want it to be. Call me today and volunteer!!

On another note, the Parade Rules for competitive events are different from the rules we use in our Region. Please check the pca.org website and familiarize yourself with the rules. This will be very useful when you compete at the Porsche Parade.

We have a very busy month and lots of fun for everyone. The fall Performance Driving School is set for October 14 & 15. The first Annual Texas Hold 'Em Poker Tournament for Charity is on October 20, followed by an October 21 Tech Session at Autopia and an Autocross on October 22. The following weekend finds us going on a Tour to Menghini Winery in Julian, followed that evening with our 2nd annual Halloween Party at the Harris tomb. The month ends with a Last Tuesday Social on Halloween Night at Elario's Sky Lounge in La Jolla. Are you having fun yet?

It is that time to congratulate one of our Committees. This month we honor the Tours chairs consisting of Keith Verlaque, Jan Mellinger and Bill Marsh. Every other month this group puts on a Tour that takes us through the best twisties in San Diego County. And this is definitely one of the most popular events since we average 40 cars enjoying the great ride. This group not only plans the route, develops maps and does a practice run, they also make restaurant reservations for all of us to congregate and discuss the great route we just experienced. Thanks to all of you for helping us to have a great time with our Porsches and to meet with our good friends.



UP FRONT



(WHERE THE ENGINE BELONGS)



After counting the ballots yesterday during the concours, it is with pleasure that I announce new board members for 2007. Gary Burch, Jim Duncan, Martha McGowan and John Straub will be joining the current members of Ted Myrus, Tami Ibbetson and me for the 2007 PCA-SDR Board of Directors. Also thanks to Jack Case, David Gardner, Christy Copeman and Kent Lewis for volunteering to run for office. We had a great slate of candidates and it was a difficult choice. Now it is already time to get ready for next year. 2007 will be an important and busy year. Not only do we have the Porsche Parade in July, but it will also be San Diego Region's 50th anniversary. The 2007 board as well as the 2007 Parade will be needing volunteers to help in the coming year. Thanks to everyone who has been helping out this year and I hope that you will be able to continue to assist the club in the coming year.

After the Portland Parade and then Monterey Historics it was a little less hectic, but starting with this weekend's Concours I will be busy again. Next weekend is the final time trial at Spring Mountain in Pahrump, Nevada. The following weekend is the Coronado Speed Festival at NAS North Island Oct. 7&8 and then the Performance Driving School Oct 13-15.

The following weekend it will be time to head back to Laguna Seca at Monterey for the final ALMS race of the year. The Porsche RS Spyders will be running in LMP2 along with the GT3 racers in the GT class on Saturday. See article on page 52 for recent results. There will also be a Porsche GT3 Cup race along with Speed World Challenge Touring & GT races on Sunday. There will also be a Porscheplatz Car Corral along with a PCA membership station and Parade laps at Laguna Seca if you are bringing your Porsche. Call the track at 1-800-327-SECA (7322) for further information and start planning now to attend.

If you don't make it to Laguna Seca, don't forget that there is an autocross on the SE lot on Oct. 22. The following week we are having a tour at Menghini

Winery in Julian. Hopefully I will have the November issue done by then and can go drive some nice back roads and socialize with the other tourists before heading back to San Diego for the Halloween party at the Harris tombs that night. Did I mention we have lots of events coming up through the end of the year? Check the schedule and start making plans. I hope to see you at an upcoming event.

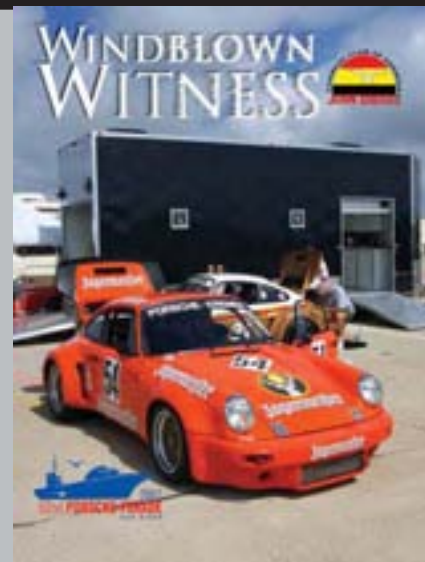
To help acquaint people with some of the resources on our website and Technical Forum, I have started a new column Forum Tech Talk with excerpts from the Forum on page 42. This month is a discussion of brake fluid and brake performance at track events.

LG



ON THE COVER

This month's cover was also shot at the Coronado Speed Festival in the pits. To keep the theme for Halloween I chose the Orange Jagermeister car. The historic racers will back at North Island Oct 7 & 8, so start planning now.
Greg



**The San Diego Region
Presents:
FALL FROLIC RALLY
A Trap-Free Time & Distance Rally
Saturday November 4, 2006**



START TIME
Registration: 9:00 am
Driver's Meeting: 9:30 am
First Car Out: 10:01 am

Only \$10 per car

**All cars are welcome.
The rally should run
about 3-1/2 hours**

Finish in the Escondido area

START LOCATION
All German Auto
1327 Simpson Ave.
Escondido
760-738-4626

**For more information call
858-204-3914
Or**

eMail to rally@pcasdr.org

Directions to Start can be found at www.allgermanauto.com
PCA insurance rules allow minors to ride or navigate, provided (1) the minor must sign an Assumption of Risk Acknowledgement, and (2) BOTH parents must sign a separate Waiver and Release of Liability for the minor who is riding. Forms may be found on the PCA-SDR website (www.pcasdr.org). Click on Forms and find Insurance Waiver Forms.

LAST TUESDAY SOCIAL

JOIN US FOR FIENDISH FRIVOLITY ATOP THE HOTEL LA JOLLA!

6PM OCTOBER 31ST



At the top of Hotel La Jolla
7950 La Jolla Shores Dr., La Jolla, CA 92037
619.591.3820

Info: "Wicked" Kathy Alnwick 619.229.1515 imthekaps@yahoo.com

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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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 at:

<http://www.fleetweeksandiego.org/event37.htm>

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 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-SDR Tour & Picnic at Menghini Winery in Julian Saturday 28th October

You are invited to bring your Porsche out for a tour on some of San Diego County's best back-roads and to enjoy a picnic

The Tour will start from *Romano's Macaroni Grill Restaurant* in the South West Corner of North County Fair parking Lot

(202 East Via Rancho Pkwy, Escondido, CA 92025)

We will meet at 8:30am, with a drivers' meeting at 8:45am and we will depart at 9:00am SHARP!

The tour will end at *Menghini Winery in Julian* where you are invited to sample some of their fine wines and enjoy a picnic in their orchard. You may choose to either bring along a picnic of your own, or a picnic lunch will be provided for \$10 per person.

For more details contact Jan Mellinger on (619) 475 7805 or tours@pcasdr.org

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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**DISCOUNT
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The Porsche Club of America - San Diego Region



And the PCA *RS America* Registry 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 where PCA members will have exclusive trackside corral parking with complimentary corral parking passes.

NOTE: A complimentary corral pass DOES NOT include entry into the event. You will still need to purchase a ticket to get into the event (\$25 for one day or \$30 for both Sat & Sun if purchased in advance – \$5 more if you buy tickets at the gate on the day)
To purchase tickets go to

www.coronadospeedfestival.com

PCA & *RS America* Registry members will be meeting for a Champagne brunch at **8:45am** at the
94th Aero Squadron Restaurant

8885 Balboa Ave, San Diego, CA (858) 560-6771 – **NOTE: individual table reservations are required.**

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

Please RSVP to Keith Verlaque @ (619) 265 8377 or keithv@rsamerica.net

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.

In addition to the Tour from the 94th Aero Squadron restaurant to the Coronado Speed Festival Corral

There will be an *RS America* Registry “Peoples choice Concours” in the paddock area.

Progressive Dinner



by Michael Harris
Photos by Eleanor Myrus & Greg Phillips

Do you know when La Jolla was first developed as a seaside resort? Or when the OB Giant Dipper was opened? Or what happened to the Normal Heights carbarn? If you had attended the San Diego Region's Progressive Dinner you would have learned these things while following our treasure map.

"Argghh, and shiver me timbers." Saturday, August 26th was the date for the Progressive Dinner featuring pirates, a treasure map, three ports of call and lots of rum punch.

The Party started at the biggest treasure spot of them all, Symbolic Motors in La Jolla for tapas, softdrinks and cocktails. Kathy Alnwick and her crew created another wonderful evening. Symbolic is one of those adult candy stores where you can let your imagination run wild. New Lamborghinis and Bentleys are packed in with rare and exotic sports and sports racing cars. From Continental GTs to a Porsche 959 and Jaguar XK



*Eleanor Myrus and Kathy Alnwick
at Symbolic Motors*



*Julie Heimburge & Pat Corona
discussing the 959?*

Margi Knight & Kathy Alnwick with the pirates Jackie Corwin and Dick Hofland



120 and more. Our crew took over their lounge and roamed the many showrooms feasting on the sights. There was a huge turnout including some new members like Richard and Colleen Chang, Nancy and Murray Parks and Robert and Janyce Bennett. Many dressed in real pirate garb. The best was Jackie Corwin in her Captain's garb with Dick Hoffland in his mate's uniform, complete with a parrot on his sleeve. After torturing ourselves with hard decisions on which car we would buy if we hit the Lotto prize, Treasure Maps were distributed explaining how to proceed to our next destination, the Knauf Cove, described as being "on the right with the large willow tree and dinosaur in the front yard."



*Arriving at the Knaufs
Pat Seitas, & Pat Corona*

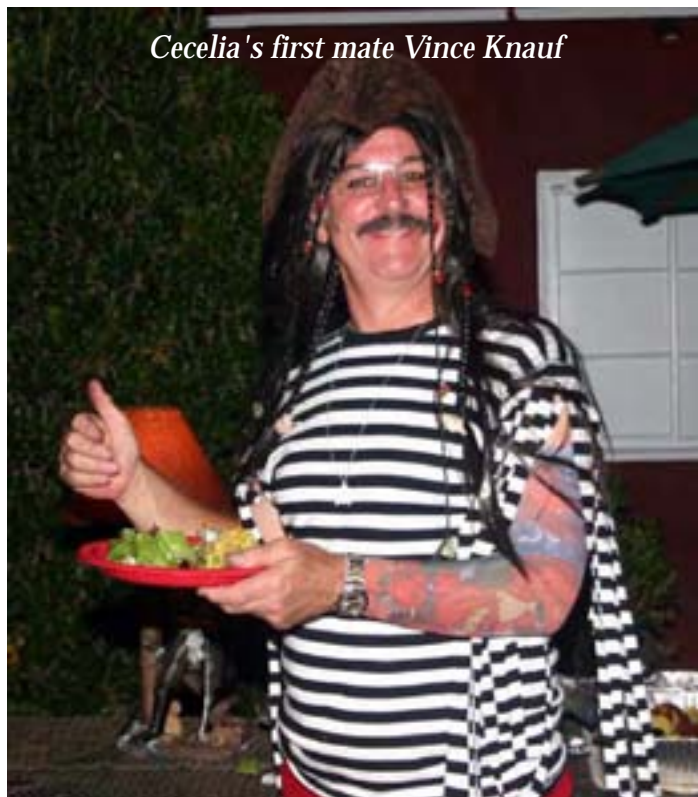
Our drive to the dinner destination was a fun drive from La Jolla through PB, past OB and along Mission Bay to the Embarcadero, through downtown and up



Poolside at the Knauf's

Park Boulevard to University Heights, through Normal Heights and Kensington to Talmadge Park, and lots of history along the way that was fully described by the Knaufs in their Map. Chez Knauf was complete with signs, "To Pirate Cove," "To Grub" etc. The Jolly Roger flew at the masthead and Deadman's Chest was full of purloined jewels and pieces of eight. "Pirates of the Caribbean" played on a screen above the pool and refreshments were lavishly spread throughout. The Knauf home itself is a real treasure trove and a fascinating spot to visit. The Board was out in full force with Margi Knight leading her crew of Bob and Kathy McLaughlin, Ted and Eleanor Myrus, and Greg Phillips and Pat Corona. Host Vince Knauff was dressed appro-

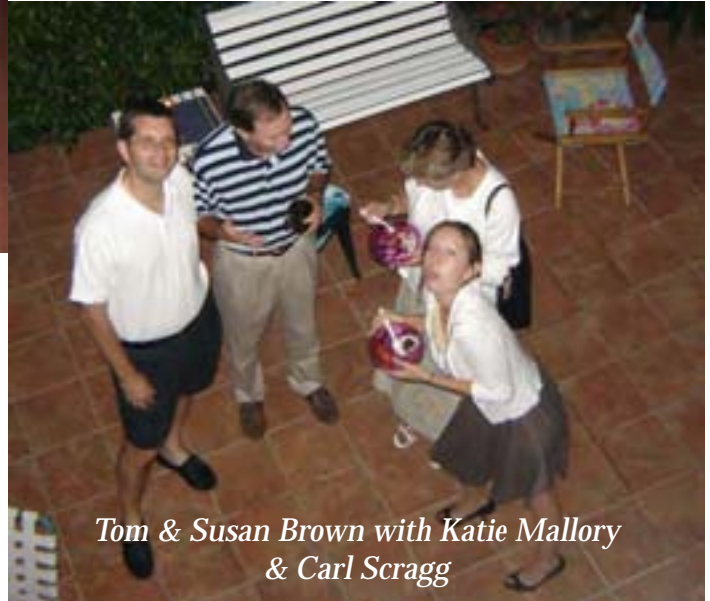
Cecelia's first mate Vince Knauf



*Looking for the treasure?**Dinner is served*

priately in his tri-cornered hat, long stringy hair, tattoos from wrist to shoulder, and striped shirt. Hostess Cecelia Knauf wore a beautiful Captain's dress also with tri-cornered hat. Tables were laid out around the pool and the food was excellent.

Our last stop was another lovely drive through Point Loma to reach the Eagle's Nest of Carl Scragg and Pat Seitas. The view from their home of Point Loma, the yacht harbor below and all of San Diego arrayed before your eyes at night is magical. They had trays stacked upon trays of varied desserts. Coffee was also served. It was a wonderful way to end a magical day. The Progressive Dinner is always one of our Club's best social events, and this event lived up to the billing. Thanks to all of you who attended, and especially those who helped put on the event. See you next year!

*Tom & Susan Brown with Katie Mallory & Carl Scragg**Monica Bockman's 911**Dessert is served**Dan Chambers & Greg Phillips*



Pat Corona



Eleanor Myrus & Monica Bockman



New members?



Neil Heimburge & Ted Myrus



The Cases & Bennetts



Drinks by the pool



Bob & Jan Bennett



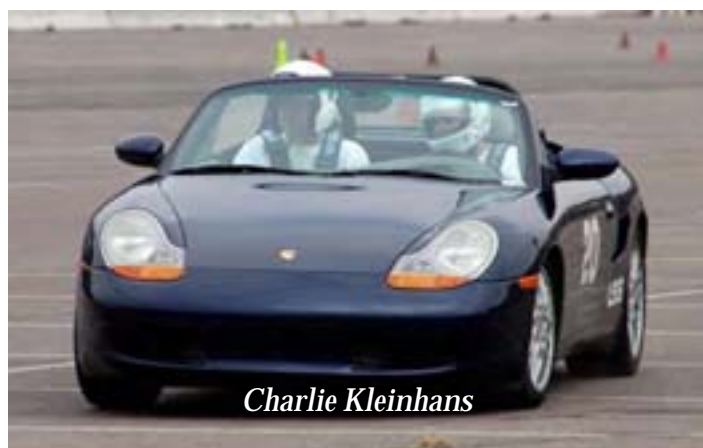
Dan Rikki Schroeder Monica & Vince

August Autocross



By David Gardner
Photos by Paul Silver

At the end of the Chick Chat tech session on September 12th our president Margi Knight and Windblown Witness editor Greg Phillips decided I should write the article for the August 19th autocross. I think it had something to do with me being a safety chair and the fact that we had an incident at the August autocross. It could have been that I was looking very gullible that night.



Charlie Kleinhans

I like to begin with a big kudos to the AX team and all of their efforts this year. David Kochanek designed another great track for this event. The “Dashboard Lights” autocross would become memorable for several reasons. The track was fast and long, very long as far as

autocrosses go. I managed to get my 993 into 3rd gear 3 times on the course and was still running laps over 90+ seconds.

Since this was a track with higher speeds it would need to be treated with respect. At the drivers meeting I made a rougher than usual safety pitch about anyone spinning during warm-up laps would have to see me personally. I don't know if it was my little safety pitch or everyone being safe that resulted in a very good and uneventful first practice session. Everyone seemed to be taking their time coming to terms with the track and building their speed gradually.



Jim Duncan

Then it was time for the second practice session and people started to push the limits a little more. This is not uncommon in an AX. We had a few people go off



Ibbetson's 968

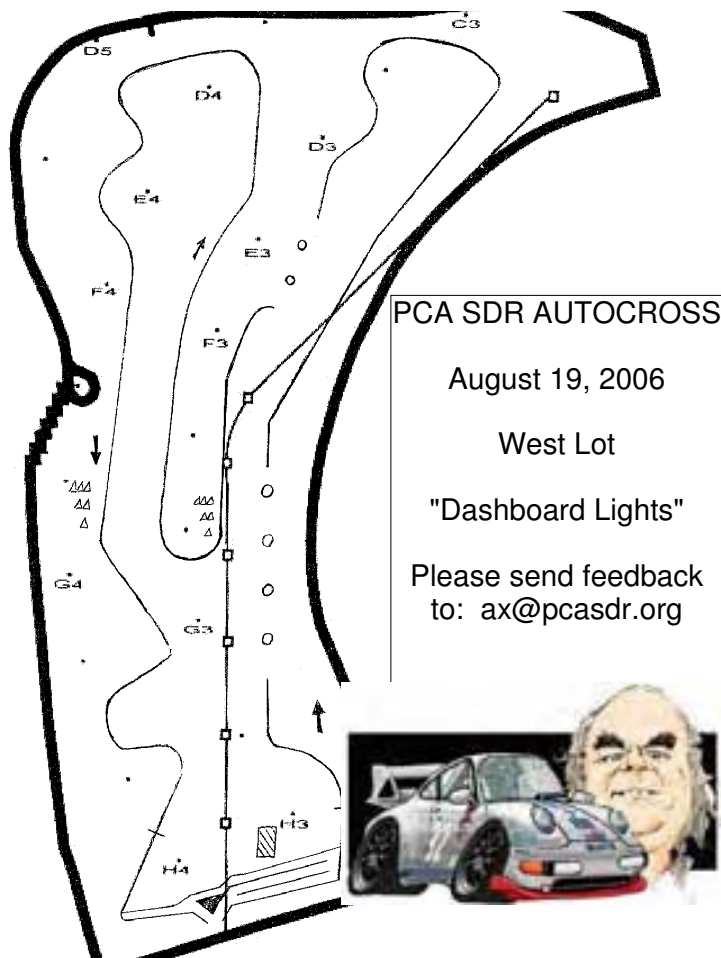
course and even a spin or 2. Then the red run group hit the track and what we hope never happens did. We had a car go off track and completely flatten a Spanky's portable out house. The car made slight contact with a light pole after killing Spanky's house and caused some minor damage to the left front of the car and bent a wheel. No one was hurt in the incident and Curt Yaws and I filled a bunch of required paperwork. This added a nice little twist to the expression it's not over till the paper work is done.



Christy Copeman? in ex-Kininger 911

The battle in KP was as strong as ever and Martin Reinhardt managed a first place with his new setup. It was nice to see Martin smiling again at the end of an autocross. Five of the KP drivers were in the top ten for this event. Great competition guys and gals and I am so glad that I'm not in KP.

Two of our female drivers deserve big kudos for this event. First Tami Ibbetson made the top 10 for the first time. I think Tami needed lead boots to keep her feet on the ground. I can't blame her; making top 10 is a great feeling. Christy Copeman with her newly acquired ex Kininger car also made the top 10 in her first time driving the car. Congratulations to both of the gals, you both drove well and deserve your top 10 positions.



Track walk with Dan Chambers



Paul Young(?) & student



Angela Avitt

On a side note, kind of a safety thing, if your battery blows up and spills acid all over the engine compartment and leaks into your car, stop the car and get out. The sulfuric acid fumes can cause serious damage to your skin and lungs. Ask Jackie Corwin if you want it first hand from someone with experience in this matter. Hey Jackie, next time get out of the car before you breathe in those fumes. Talk about driving in the red haze, you were lucky there girl.

This was another great event and I'm so thankful to be a member of the best PCA region in the country that holds the best events any where. I hope to see all of you soon at another club event or function.



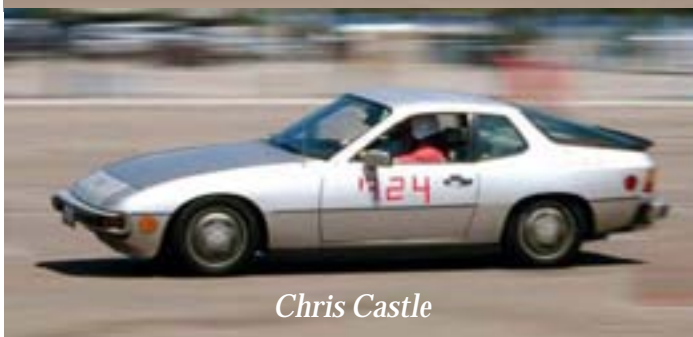
Tim Rayner



Roland Schmidt 2nd TTOD



Russell Shon



Chris Castle



Ron Trotter

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Bob McLaughlin



Dick Schroeder



Jacki Lu



Tami Ibbetson Top Ten!



Tim Comeau



Christy Copeman 3rd TTOD



David Gardner & Jennifer Reinhardt

Volunteer Appreciation



Photos by Eleanor Myrus
& Greg Phillips

With thanks to our last minute hosts Ruth and Gary Samad the San Diego Region was able to thank many of their volunteers with a Hawaiian themed party. After an unfortunate accident caused damage, the party was moved from Carlsbad to a hilltop in Poway. And with able assistance from the Social team, it went off swimmingly, although nobody ended up in the pool!

From the greeting leis by president Margi Knight to the appetizers on to dinner and then the door prize drawings the volunteers were treated to a great event for the time and effort they have put in through the year(s). It was a great time to socialize with the other members when they did not have to work at an event. The Board thanks and appreciates all that you do.



Jan Mellinger & Cecelia Knauf



Ted Myrus Paul Davis & Kathy Alnwick



Margi Knight, Gary Burch & Jamie Etheridge



Bill & Shelley Addy



Roland & Pat Schmidt



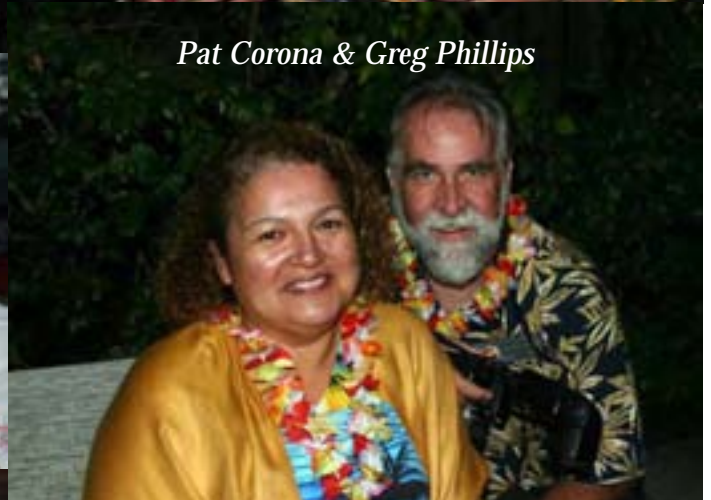
Mike & Yvonne Gagen



Herb & Jennifer Meeder



Bill Ibbetson & David Gardner



Pat Corona & Greg Phillips



Checking out the 2005 Region scrapbook



Lisa Gould, Paul Young, Jr & Tiffany Avitt

at the big kids table

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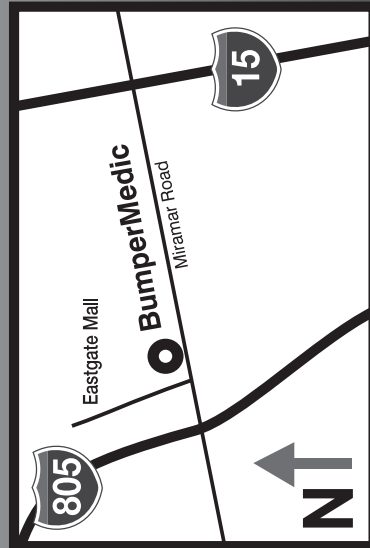
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Casey Corwin & Gary Burch



Tiffany & Angela Avitt



Carl Scragg & Pat Seitas



Jim Montana, Allyson Kelley, Tom Brown & Bill Marsh



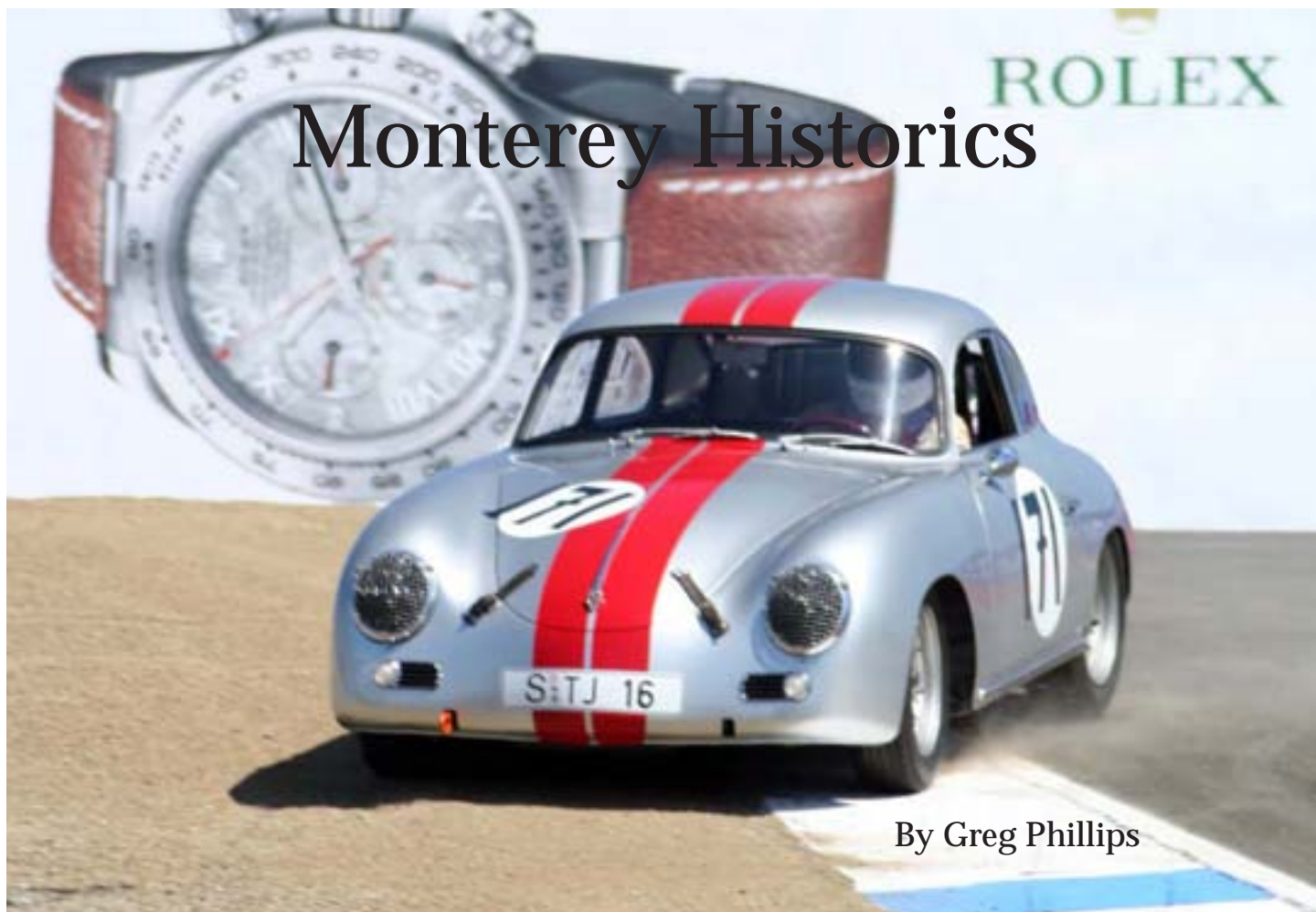
Angela Avitt with Sharon & Steve Grosekemper



Kathy Alnwick pulls drawing ticket



Keith Verlaque with the Avitts



By Greg Phillips

Do you know the way to San Jose? How about Monterey? Southwest Airlines took care of the first problem. After just getting back from Portland Parade, I decided to fly rather than drive up to the Monterey Historics. Get on the plane in San Diego and just over an hour later you are in San Jose. Finding your way to Monterey was not too hard either. Get on the 101 heading south and follow the vintage Ferraris and Porsches to Monterey. This year it was really easy as I could follow Ed Archer's 1920 Ford down the freeway to the Embassy Suites in Monterey where I picked up my media pass.



1920 Ford on freeway

After getting checked in to the motel I was ready for a full vintage weekend. Although there are many events going on during the weekend, I was concentrating on the vintage races at Laguna Seca. That means I would miss the Concorso Italiano and the Motorports Gathering at Quail Lodge as well as the Pebble Beach Concours and the many auctions that are going on. But it did mean I got to spend 3 days at the track and in the pits with some of the nicest vintage racers (and their cars).

Maybe next year I will say Ciao! On Friday and make it to the Concorso Italiano, but Friday is also a nice day to spend at Laguna Seca. The crowds are smaller from



Bugatti painted on Lexus pac car

the other events, and also it is the only day that both the A and B race groups are on the track. With 14 different practice sessions as well as other exhibition laps, Friday has incredible variety. Cars ranged from the group 1A with pre-1940 cars to group 7B of 1970-80 Historic IMSA GT cars!



Ricardo Zonta

One of the highlights was the Toyota F106 exhibition laps. Toyota has now replaced Daimler-Chrysler as the primary sponsor for the Historics and they had brought the current F1 car with Ricardo Zonta to drive it. I was taking pictures at turn 5 for the first F1 exhibition laps. Ricardo had made a couple of laps and then went back to the pits for adjustments and then made a few hot laps and was then coming back around and what appeared to be a cool-down lap as he was going slowly past the grandstands at turn 4, but he continued to slow as he was climbing the hill past my location and then stopped



Toyota F106

on the track just before the bridge between 5 and 6. He then got out of the car and waited for the tow vehicle as well as the mechanics and they finally had to hook a towline and take him back to the pits! It was not an auspicious start for Toyota, but it did get better. Later in the day he was back on the track and set a new lap record and then proceeded to better it again on Saturday and then again on Sunday with a 1:06.309!

Saturday it was back to the track and I took a little more time going through the paddock and exhibits. Cooper was the featured marque this year and they had a great turnout of Cooper Formula cars as well as Mini-Coopers! Along with Cooper, Sir Jack Brabham was also honored as he drove the Coopers to World Championships in 1959 & 1960.

Founded in 1947 by Charles and John Cooper, the Cooper Car Company started in a small garage in Surrey, England, where the father/son team began building racecars. By the 1950s and 1960s the Cooper Car Company reached its peak as their rear-engine, single seat cars found multiple successes in Formula One and Indianapolis 500 events.

Brabham placed sixth in a Cooper Formula 2 car at the 1957 Monaco Grand Prix; Moss won the 1958 Argentine Grand Prix in a Cooper; and in 1959 and 1960, a Cooper won 11 Grand Prix races, with Brabham winning two world championships. Cooper and Brabham revolutionized the Indianapolis 500 when they appeared in 1961 with the rear-engine Kimberly-Cooper-Climax. By 1962, every Formula 1 car on the starting grid had been totally redesigned to follow Cooper's visionary rear-engine concept.

Perhaps, the Cooper Car Company may be best known for the Mini Cooper. The distinct shape of the Mini Cooper is still recognized today.

For Saturday and Sunday there were qualifying sessions for each group in the morning and then the races were run in the afternoon. One of the groups that I enjoyed on Saturday was Group 2A 1947-1955 Sport



1949 356 SL



Penske PC 3

Racing and Prod. Cars under 2000cc. This group was won by Gijs van Lennep in a 1955 550, but it also included a 1949 356 Gmund as well as a 1949 356 SL! And at the end of the day were *Group 6A 1966-1972 Historic Trans-Am Cars* and then *Group 7A 1966-1977 Historic F-1 Cars*. The F1 cars ran the gamut from the wingless cigar bodies of the 1966 Gurney Eagle driven by Bobby Rahal to the full ground-effects car of the 1976 Penske PC-1. And they made a glorious noise from their 3 liter engines as they flew by. Although most were Cosworth motors, there was the variety of the Ferraris and BRM motors with their own distinctive sounds.

At the end of the day I headed back to the motel and then went down to the Wharf for a seafood dinner and also looked at a few cars that were being auctioned there. Sunday was another day at the track. The weather for the entire weekend was excellent with sunshine most of the day, but not too hot.

The *Group 2B 1956-1960 Sports Racing Cars under 2500cc* was a fun group that included not only the Porsche RS's, but also the "Pooper" of Cameron Healy.



Porsche Cooper



Kaid Marouf's Alfa

Pooper is the affectionate name given to the Porsche powered Cooper specials and this one ended up in 5th place. In *Group 4B 1955-1962 Prod. Sports Cars* there was a large group of 356s as well as some Porsche Abarths competing with the Ferraris and Corvettes.

Group 5B 1963-1966 Prod. Sports Cars put on another interesting race. Kaid Marouf from San Diego was competing in his 1965 Alfa-Romeo TZII of 1750cc against 289 Cobras (4737cc) and 327 Corvettes (5359cc) and still managed to bring the Alfa home in 3rd place overall. This class also had a large contingent of racing Mini-Coopers (1000-1300cc) that put on a great show as they buzz-bombed around the course.

The end of the day were more great cars with *Group 6B 1965-1972 FIA Mfg. Championship Cars* followed by *Group 7B 1970-1980 Historic IMSA GT Cars*. These included the 906, 907, 908 as well as a 911 ST in group 6 and then several different 935 variants as well as 911 RSRs and a 914-6! Also included were several BMW's including Rug Cunningham's 1974 BMW 3.5 CSL driven by Jeff Gerken of El Cajon, CA that ended up in 9th place. For the domestic crowd there were also Dekon Chevy Monzas that ended up in 2nd and 3rd as well as a Ford Capri that ended up in 8th.

I was not able to stay for the end of the final race as I was flying back from San Jose and the traffic leaving Monterey after the Historics weekend can be fierce. But I decided to take some of the back roads and apparently missed most of the traffic and arrived at the airport in plenty of time.

I am already looking forward to the Coronado Speed Festival where many of the same cars will be on the track at NAS North Island October 7&8.

(See more photos on page 50)





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Autopia-The Perfect Shine Team Detailing Clinic-Part II Outdoor Hands-on Class- Porsche Exteriors & Proper Paint Polishing

Autopia's Perfect Shine Team hosted our June tech session as an educational "classroom" presentation and discussion forum on all things Porsche detailing. The focus was on paint prep and finish. Topics discussed were washing, waxing, polishing, clay bar use and product choices for each. This time, on a special weekend tech session date, we will be able to put this information and know-how to use and actually see detailing work done on Porsches. There will be tents up that can shade 4-5 cars at a time for detail work so there will be an opportunity for several attendees to work on their cars if they choose. Please bring your favorite car care products with you if you wish to work on your car. Space is limited so it's first come, first...get to work. Autopia's carefully chosen and proven car care products will be available for purchase. Refreshments will be provided.

When: Saturday, October 21, 2006 (Note unique day and time)

Where: ARC Center San Diego

9575 Aero Dr.

San Diego, CA 92123

Time: 9:00 am - 3:00 pm

Websites: www.autopia.org, www.bettercarcare.com,
www.guidetodetailing.com, www.autopia-carcare.com

Directions: From I-15 exit Aero Dr., travel West approx 1 mi. to the ARC,
9575 Aero Dr. on the left.



For further information contact: Jason Mills or Keith Verlaque at
techsessions@pcasdr.org



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SDR- THE WAY WE WERE

John Straub, Archivist

Well, here we are starting off 1975 in San Diego Region. The President was Tom Hauseur Jr., Vice-President was Ed Thompson, Secretary was Don Anderson, Treasurer was Bea Cole, and the Board Members were, Jim Whitlock, Bill Haggerty, and I. We had a new Editor for the Witness, Bill Haggerty.

It was announced that San Diego Region was awarded the Porsche Parade for 1977. The location was going to be the Town and Country Hotel in Mission Valley (the same as our Parade in 1992 and next years Parade). The chair was to be Tom Hauseur Sr. with his right hand man Jim Hauhart and the dates were the last week of July. A first was to be an indoor concours on carpeting! There were to be many other firsts at this Parade which I will talk about in a few months.

In February of that year we held a Board Meeting and Tech Panel. We had experts on Porsches gather to answer questions from members. Dieter Vongehr, Dennis Sherman, Ralph Inman and Pat Scanlan shared their knowledge with everyone.

March was our Holtville Time Trial. The Chair of the event was Cliff Johnson and the sponsors were Personalized Porsche (now Personalized Autohaus) Wayne Baker and Dave Naple. Dave left Personalized shortly after that and started his own shop. This was the event that George Thwing put a turbo-charger on the 904/6. He spent half his time trying to get it right and the other half putting out the exhaust fires which occurred whenever he shut it off. When it did run, it flew, he came away with second TTOD. This was also the event that Diana Johnson spun Alan's RSR and backed it into a wall (Alan was not amused!), that car today is probably worth half a million. Some of the other drivers were; Jerry Sturm, Steve Miller, Roy Woodward, Lee Hurty, Dave Goodell, Don Anderson, Gerry Kendrick, Doug Clarke, Margie Smith, and Paul Haas (later to

become Mr. and Mrs. Paul Haas). And Let me not forget one of our Charter Members, Bill Shaffer. I remember Bill's 356, he ran McAfee wheels on it. They were really popular wheels at that time with 356's (McAfee wheels were designed by Jack McAfee, he had been a famous sports car racer driving Porsches like Speedsters and RSKs along with other sports cars, he started by running Streamliners and Hot Rods at the dry lakes in California many years earlier).

May was an Autocross. If you have been following along with these articles you may now realize that we really did not hold many autocrosses back then. Most of our driving events were of the Time Trial type on race courses (you learned by fire, no starting out slow with autocrosses). This was to be the beginning of autocrossing in San Diego Region. The event was chaired by Gerry Witlock and Richard Wozniak. It was held at the General Dynamics parking lot off of 163 and Clairemont Mesa Blvd (we had not used the stadium yet and would not until we got ready to run the Parade in 77). I remember it was really a second gear course. We had 30 cars and a lot of fun. Jerry Sturm got TTOD with his 67 911S (the same car he drives today), also running were Joe Weber, Doug Clarke, Steve Miller and Bill Haggerty in his fast 356.

In June we had a "Hare and Hound" Rally. A "Hare and Hound" is a count the bags and guess which way he went rally. This was put on by Bill Haggerty and Bill Bartee. Bill Bartee and I were about the same age and to become very close friends in the future and chair many events together and good memorizes. Bill also was the one to build the first trailer for the club, before that we just carried everything around in cars. Unfortunately, cancer was to take his life way too early many years ago. San Diego was to lose a great member!

See you next month



CHECKPOINT

by Tim Errington



Well, we've finally managed to schedule another rally event. Our next rally will be held on Saturday, November 4. This will be a timed event in keeping with our goal of offering different types of rallies to the membership.

So mark your calendar and make plans to join us for the:

FALL FROLIC RALLY

November 4, 2006

This event will focus on:

- § Course Following (but no deliberate traps)
- § Staying on Time
- § Fun driving roads

Fall Frolic will be a time and distance rally using mostly Do-It-Yourself checkpoints (DIYC). This means that while you will be given average speeds to try to maintain while following the course, you won't be physically timed-in at individual checkpoints, so the pressure to travel exactly on-time for a good score is eliminated.

D-I-Y checkpoint locations are indicated in the Route Instructions. When you reach the indicated landmark on the course, you simply record the time of day you believe you should have arrived based on the given average speeds.

If you wish to drive as close to the average speeds as possible and simply record the time you actually arrive at each D-I-Y checkpoint, that's fine. But, using your odometer, you can measure the distance traveled at each average speed and using a simple formula (see this month's rally tips) you can calculate exactly when you should have arrived. This time is recorded on your score sheet and perfect times will be posted at the Finish.

In addition, we are planning to have a Regularity Stage. Along the course, there will be a manned checkpoint. In your instructions you will be given a time of day that you must arrive at that location for the start of the Regularity Stage. The stage itself will be run at the average speeds in the route instructions and the course will eventually lead you back to the same manned checkpoint where your in-time will be recorded.

The time you took to run the stage becomes your target time. Now you will be given another start time and you must rerun the same course in exactly the same time as your first time through (your target time). Again, your in-time at the checkpoint will be recorded and your score will be determined by any deviation from your target time at one point per second early or late.

Also, the first time through the stage will not be scored, so any error versus the average speeds in no problem. The object is to run the same course twice at exactly the same elapsed time. It's fun, come out and give it a try.

Complete details can be found on the SDR website, on the flyer in this issue of the Witness or by contacting me at 858-204-3914 or rally@pcasdr.org.

RALLY TIPS OF THE MONTH

Odometer Check

As mentioned before, you can use your odometer to measure the distance you'll drive at each assigned average speed. With that information you can easily calculate how much time it should take to negotiate the rally course.

The problem is your odometer probably doesn't run at exactly the same rate as the rally master's. Since your measurements wouldn't match, your time calculations would be in error. To help you correct for this, all time and distance rallies open with an odometer check.

At the beginning of the rally, you will run an odometer check of about 10 miles. No average speeds are given but, an overall time allowance is assigned. Zero your trip odometer at the start of the odometer check and drive the course as instructed. At the end of the check, note your mileage and apply the following formula:

Your odometer reading/official mileage = correction factor

For example:

The odometer check distance in the route instructions is 10.20 miles. When you arrive at the end of the check your odometer reads 9.5 miles.

Using the formula: $9.5/10.2 = 0.9314$

Multiplying any measurement you make with your odometer by this correction factor will adjust the distance to match that of the rally master.

Minutes per Mile

OK, so now you have a corrected odometer so you can accurately measure the distance for each of the average speeds assigned along the course. Now you need to convert the measurements into minutes and seconds of elapsed time to figure out what time you should have arrived at each checkpoint. Use the formula:

60/average speed in mph = minutes per mile

to determine how long it takes to travel 1 mile at any of the assigned average speeds.

For example:

After the odometer check, the rally starts with an assigned average speed of 30 mph. $60/30 = 2$, so it takes 2 minutes to travel 1 mile at 30. Let's say you measured this opening 30 mph section of the route to be 4.3 miles (including your odometer correction). So, $4.3 \times 2 = 8.6$ minutes or 8 minutes and 36 seconds. Add that 8:36 to your start time and you know exactly what time of day you should have reached the end of this first 30 mph section of the route.

Many rally competitors simply keep a running log, measuring the distance of each average speed while following the course to each of the DIY checkpoints. Remember, you will not be timed-in at these checkpoints, you only have to record what time you believe you should have arrived there, so there should be enough time to keep up with the calculations.

Finally, there will be an Expert class available for anyone running with rally equipment (B-Box or full rally computer) or who the rally master deems should be running in Expert regardless of equipment. Oh.....and we **will** be imposing the no whining rule!

Mark your Calendar!

November 4 ~ Fall Frolic Rally

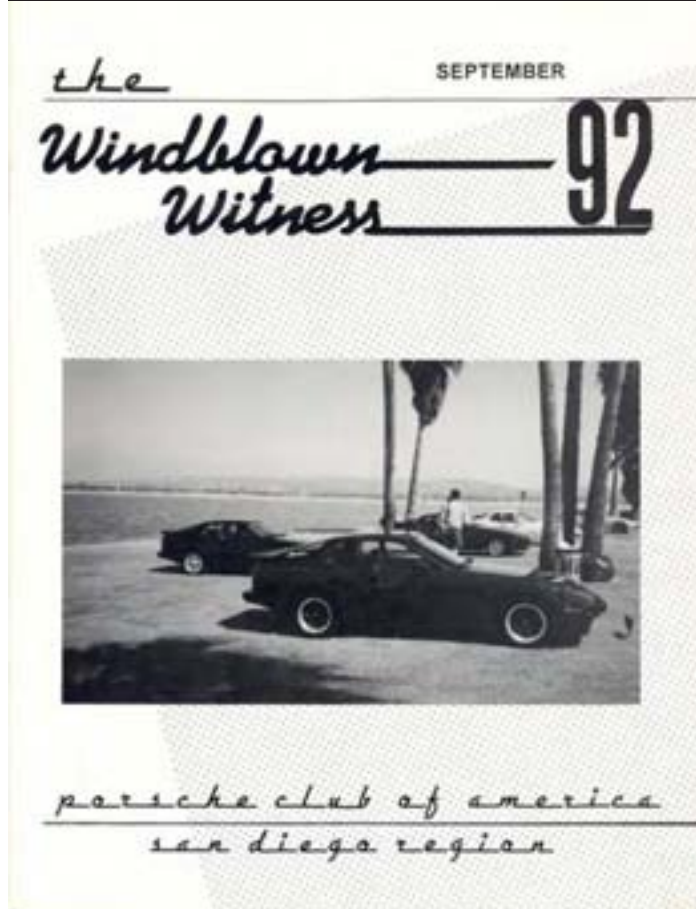
Details on the flyer in this edition of the Witness.

It will be a fun and beautiful drive allowing you to enjoy your Porsche in the way it's meant to be driven. I hope to see you there.



FIRST IMPRESSIONS

by Tom Brown



This month's cover comes from September of 1992. It features a view of the San Diego Region Concours by the Bay. (Photo by Keith Nelson.) By the time that you read this, we will have just finished our current year's Concours by the Bay. I guess it goes to show that there is no such thing as too much of a good thing. At least not when it comes to Concours locations. What else was up this September 14 years ago? The region was still basking in the glow of the 1992 Parade, with many articles and photos referring to that spectacular event. 928 S4's with automatic transmissions were being recalled for a down-shifting problem that resulted in the car going too slow when you stepped on the gas. Dick Hofland described a terrific sounding tour of Dick Barbour's facilities with all his collectibles, memorabilia and fine automobiles. Finally, US Senator William Roth wrote a letter describing his bill to give price reducing credits to people trading in older gas guzzling and polluting cars for more efficient and cleaner modern cars.

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FORUM TECH TALK

Questions and answers from the Technical Forum at www.pcasdr.org.

Cooked the ATE Super Blue brake fluid in my 911SC during the first session in last Sunday's DE. The fluid was too old. Now, I know to replace it before each DE.

But, in replacing the fluid, I wonder if there isn't something better, i.e. higher boiling point, etc. I know they are available, but are they worth it and will they work any better?

Don Middleton 911SC Targa #474

>>>>>>>> If your Blue was old then chances are it had a lot of moisture in it. That is what caused it to boil along with a lack of cooling at the stadium parking lot. There are some choices other than Blue (Gold) but they are not going to help that much in that situation. I use blue on big tracks and do not have an issue boiling. **Kary Clements**

>>>>>>>> The stadium DE's are very hard on brakes. Lots of heat into the brakes and very little cooling air. Fresh ATE Blue should be more than adequate as far as fluid is concerned. Fresh is the key!

You need to work on cooling.

-Brake pads must be thick. Thinner pads transfer heat into the caliper.

-Remove the backing plates from both front and rear rotors.

-If the fluid boils after these steps look into brake coolers. Ask others with 74-89 911's what systems they use and like. There are several options out there from simple to elaborate in operation and cost. **Steve Grosekemper**

>>>>>>>> Many of us do a quick brake-bleed each time we change our tires from street to track. If you change tires before any events, consider investing in a Power Bleeder, or similar bleed-assist device (I'm sure Kary has 'em, or Dieters, or Black Forest, etc), and do a bleed a couple times a year.

I figure, a can of Super Blue runs about \$10.00 to \$20.00 a piece. If I go thru a can a year, I'm stoked!

Typical routine for me when prepping for a track event (Big track or small):

- 1) pour fresh super Blue in Power Bleeder
- 2) lift hood; attach power bleeder to brake reservoir (on Monica's 912, pinch off pressure by-pass hose so fluid doesn't leak into left wheel well)
- 3) pressurize brake system to 8 + / - psi for bleeding
- 4) loosen wheel bolts, lift vehicle on right side
- 5) pull rear-right wheel, bleed brakes with 7mm wrench, tubing and bottle from Gateraide with whole/tubing in lid
- 6) Put on track wheel and hand tighten
- 7) pull front wheel; bleed brakes with 8mm wrench & bottle assembly; put on race wheel
- 8- lower vehicle and torque wheel nuts to 91-Ft. Lbs with torque wrench

Now go to other side of vehicle and repeat the process, starting with the rear tire. You should do the front left tire last, since it's under the reservoir, and seems to collect the most gunk. (I know it's better to do a bleed from rear to front, starting with rear-Rt.,

rear-Lft., etc, but with near-monthly bleeding, it doesn't seem as critical.) **Dan Chambers**

>>>>>>>> Sorry to hear about the fluid issue. I've been there many times, with many different cars, not just the 911SC! I also use the Blue, and find frequent bleeding/replacing is really important.

One item Steve mentioned and I will emphatically concur with is pad thickness. I would also suggest that different pads can also make a difference in amount of heat transferred, even if the thickness is the same. Pad selection also has a lot to do with the pedal feel, and overall brake performance.

I am currently using Hawk Blue which I feel work really well, but my car is biased towards tracks. These pads seem to allow me to go longer between bleeds, while affording consistently strong braking and great brake pedal feel. I'm sure there are many other comparable pads, and perhaps some which might suit your particular needs better.

Like you are doing on the Forum, I recommend you continue to talk to folks - both drivers and shops/retailers. Then try out something that seems like it would be a reasonable fit for you.

I did this, and found a BIG improvement over the factory stock brake pads. BTW, I do not run any brake cooling or ducts, but I have removed those ghastly dust shields on the inside of the discs. **Paul Young**

>>>>>>>> Just wanted to revisit this thread and share some more experience with a fellow PCA'er.

The ATE Super blue is great with a dry boiling point of 536F. The ATE Gold is the same fluid, just a different color. Why a different color? So you can tell when you've flushed out all the old blue fluid. Next time you flush, use the blue again.

"Flushing" the whole system is not the same as "bleeding" the corners.

Ducting for the 911's: The best system I've found is the one still sold by OG Racing. They use the old Al Holbert molds which duct a 3" hose directly into the eye of the rotor. Make sure you get the plates that keep air from spilling out through the wheel spokes. The AJR product and ducting is smaller. The air then exits out the edge of the rotors as Porsche planned. I used this ducting for years with my stock, steel, pea-shooter 1976 calipers without issues. For sure, I would remove the "splash guards" from the inside of the rotors, front and rear, (recycle them) as these reflect radiant heat right back at the friction surface of the rotors. We don't drive through mud, slush, snow, deep water, here in San Diego do we?

Nope. We want that rotor to act as a big heat sink during braking (we're trading speed for heat, right?) then dissipate it as quickly as possible so the heat doesn't build up and get to the fluid in the calipers. I also use the Hawk Blues and get good stopping ower out of them. Good initial bite, good torque, good consistency.

Tim Comeau





On August 16th 2006 we all gathered at Pioneer Porsche to view and hear about the latest Porsche 911 turbo, the 997 turbo. Porsche has been producing the 911 Turbo for around 32 years and the 997 is the 6th generation Turbo. The first generation, the 930 of 1974 had 260bhp; with the latest 997 model nearly double that at 480bhp.



The 997 turbo is more of an evolution from the 996, whereas the 996 was completely different to the 993. However, having said that Porsche has made significant technological developments between this model and the previous 996 turbo and we were all keen to hear what technical improvements had been made.

Before the presentation we had time to enjoy the array of new Porsches that Pioneer Porsche had on show, to socialize with fellow Porsche owners and have some refreshments.

Garth Jones of Pioneer Porsche then started an informative presentation on the new 997 turbo. Looking at the front of the turbo showed that Porsche have reverted to round headlights and made the fog lamps separate, a more retro look than the integrated light cluster of the 996. The turn indicators now use Light Emitting Diodes (LEDs), which illuminate faster and last ten times longer as regular incandescent lights.

The rear fenders are .87 inch wider than the 996 turbo, and this together with the dual split engine

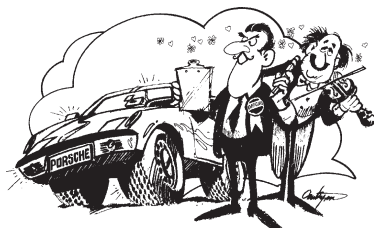


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Books & Music- CD's and tapes of lullabies, nature sounds; show tunes, children's music. Musical toys / mobiles. Books for teens and pre-teens, specifically- I Spy / Where's Waldo books, musical books, talking books, and Spanish language books.

Games, Video, & DVD- Uno, Monopoly, Jenga, Hot Potato, Connect Four, Clue, Sorry, and Trouble. Also, all video boxes & games: Gameboy advanced, Play Station & games, Nintendo 64 & games, Game Cube & games (rated E). Popular movies (rated G or PG).

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Smiles- Katina



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intakes on widened hips, the active split-wing spoiler, and the dramatic 19-inch wheel-and-tire package gives it a more aggressive look. The wheels which are exclusive to the turbo are designed to look like the turbine fins on a turbocharger, polished and painted black. Garth mentioned that the split side air intakes have been reshaped and relocated. With the center fin made to look like the rear spoiler, actually providing no added benefit apart from improving the cars aesthetics, we all agreed they certainly looked good.

The 997 turbo utilizes the same Steering variable ratio technology as uses in the 997, it increases efficiency as you move towards lock, with less steering input as you decrease the turning radius.

Garth described the biggest difference from the previous generation 996 turbo to this one is the Variable Turbine Geometry- VTG. VTG gives the turbo-charger the best characteristics of a small and large turbo. With VTG, the exhaust gas flow is channeled into the turbines by way of electronically adjustable guide vanes. By changing the angle of these vanes, the system can replicate the advantages of a small turbo at low rpm, and a larger turbo as the tachometer climbs. Variable-pitch turbines have been used in turbo-diesel engines for years, but the higher temperatures (1800F) of a gasoline engine made them difficult to engineer for sports cars. Porsche have used heat resistant materials that were first developed for the aerospace industry. Garth explained that the VTG technology had undergone extensive research by continuous evolution in the hands of the Porsche engineers. Basically the engineers made design adjustments and then went out on the test track to test and perfect the changes. Sounds like a great job to have.



The flat six now produces 480 hp (an increase of 65bhp from the 996 turbo) and this from only 3.6 liters of displacement, or 133 hp per liter. What's more incredible is that the engine generates maximum torque at a much lower rpm and retained across a wider revolution band, 1,950 to 5,000 rpm at 460 lb/ft torque. Max speed tops out at a blistering 192mph, on a track of course.

For brief bursts of additional power, the driver can select Sport mode on the optional Sport Chrono Package Turbo. Under full acceleration, this selection engages an "overboost" function for up to 10 seconds, temporarily raising the engine's torque to an incredible 505 lb/ft between 2,100 and 4,000 rpm. Turbo pressure increases to a maximum of 17.4 psi (1.2 bar). After 10 seconds, if the throttle is closed and there is no temp sensor reporting excessive heat, overboost will be allowed again for an additional 10 seconds.



Garth explained that the 997 Turbo is offered with either a manual or Tiptronic transmission. Tiptronic is a highly sophisticated automatic transmission with a manual shifting option. The five speed Tiptronic S is the latest advance of this technology and available as an option on the 997 turbo. Porsche engineers have managed to minimize automatic gear shift times with the advancement of materials and software management, resulting in lightning-quick gearshifts. And compared to that of the standard six-speed gearbox, Tiptronic S shaves 0.3 seconds in the sprint from 0 to 60 mph, getting there in 3.7 Seconds.

With all this additional power Porsche have upgraded the brakes, with the braking ability of the 977 Turbo as every bit as impressive as its acceleration. With four massive discs, internally vented and cross-drilled for maximum cooling, with a six piston caliper on the front wheels, and an increase of 42% in pad contact area and four piston caliper on the rear wheel. Garth explained that it was the first Porsche to have rear brake cooling with small vents in the undertray. Ceramic brakes, yellow caliper are available as an option

We were certainly all very impressed with the technical development and up rated specifications, but it's the 997 turbo's true beauty and understated looks that are a real winner too. Many thanks to Pioneer Porsche, Garth Jones and the PCA Tech event team for an exhilarating tech event, I'll be ordering mine in black with black leather interior or will it be speed yellow with stone grey leather, decisions, decisions.....



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Cost: \$60 for Pre-Event Registration.

Registration Information is available at www.PCAOCR.org see

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Your FAX or check must be received by 10:00 PM Tuesday PRIOR to the event and avoid the \$15.00 late registration fee.

Questions: E-Mail Steve Eguina – seguina@cox.net

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Friday night: 7:00pm – 9:00pm

Event sign-in and registration, at the St. Clair Winery. Please bring your enclosed tech sheet to sign in and registration. There will be an outdoor social with drinks and light food.

Saturday:

9:30am -12:00pm	Tour thru the back roads of New Mexico, start and end at the track.
8:00am-1:00pm	Late registration/ Tech inspection at Arroyo Seco Motorplex
9:00 am-5:00pm	Track time
Noon -1:30pm	Free Lunch at the track
7:00pm -Till?	Banquet at Ranchers Grill
	Door prize tickets will be given at that time.

Sunday:

8-12:00	Track practice
12:30-1:30	Timed runs
1pm – Till	Free lunch and event awards
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Times are subject to change

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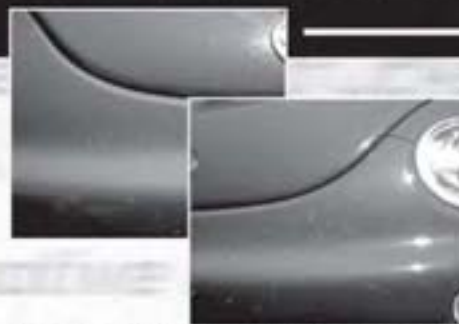
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Porsche RS Spyders 1-2 in LMP2 at Mosport Lizards Lengthen GT2 Lead



Text & Photos from PCNA

PORSCHE RS SPYDER TAKES ITS 5TH WIN AT MOSPORT INTERNATIONAL RACEWAY

-Johannes van Overbeek extends lead over fellow Porsche driver Jorge Bergmeister in GT2 with hard-fought third-place finish-

BOWMANVILLE, Ontario (Canada) - September 3, 2006 - The Porsche RS Spyders of Lucas Luhr/Romain Dumas, and Saascha Maassen/Timo Bernhard, finished 1-2 in their class at the

Labour Day Weekend Grand Prix of Mosport. It marked the fifth LMP2 class victory and the fourth 1-2 LMP2 class finish of the season for the Penske Motorsports-entered Porsche prototypes.

After a weekend drenched in rain, it was cool and dry at the start of the 2 hour and 45 minute contest. The #7 Porsche RS Spyder, driven by Lucas Luhr, started from third its position determined by practice session times as Saturday qualifying had been cancelled due to

standing water on the track. Initially, the Porsche RS Spyder held station for the early laps, but the field quickly segmented into LMP1s, running 1st thru 4th and the LMP2s 5th through 7th.

The front runners ran together for most of the first 10 laps, when a full course yellow presented the Penske Team with an opportunity to pit the #6 Porsche RS Spyder of Sascha Maassen, putting it on a staggered pit stop schedule.

At the 50-lap point, the first of the regularly scheduled pit stops began and the # 7 pitted for a driver change, tires and fuel, Dumas taking over for Luhr. During the flurry of stops, Sascha Maassen, benefiting from Penske's early pit stop strategy, took over the lead in LMP2.

At the 54 lap mark, the primary challenger to the RS Spyders, the Liz Halliday/Clint Field Lola, pitted with its front brakes on fire. The team pushed the car behind the wall and it would not return until almost 30 laps later.

On lap 63, Maassen finally pitted from the LMP2 lead, handing the #6 Porsche RS Spyder over to Timo Bernhard and returning in 2nd place. The #7 and #6 remained 1st and 2nd for the remainder of the race.

"Before the race, we decided to focus on our performance within the LMP2 class, to be safe and try to bring home another 1-2 finish," said Luhr. "It was the best of results for Porsche and Penske Motorsports.





"I'm also delighted to be tied with Sascha in the Drivers Championship," Luhr added. "His and my goal is to win the title together."

It was Luhr's 22nd career win in the ALMS putting him 6th on the all-time list. All of his wins have been behind the wheel of Porsches.

The two Porsche RS Spyder prototype teams, prepared by Penske Motorsports, scored maximum points and lengthened their chassis and engine manufacturer championship points lead in the LMP2 class. The result leaves drivers Sascha Maassen and Lucas Luhr tied atop the driver's championship points standings with 139 points. Tied for third in the point standings at 134 are the driving team of Liz Halliday and Clint Field. Tied for fifth are Timo Bernhard and Romain Dumas at 130 points.



"Putting a pair of one-two finishes together in the last two races, here and previously at Road America, gives us the consistency we need to win championships," said Tim Cindric, President of Penske Racing.

"This consistency is especially important now as we head into our next-to-last race of the season, the very tough 10 hour Petit Le Mans," he added, noting that both Petit and the finale at Laguna Seca in October offer bonus points because of their race length.

GT2

In GT2, the class point leader, Johannes van Overbeek, with co-driver Marc Lieb, had a relatively comfortable lead until he had a coming together 65 laps into the race with an LMP1 car which damaged the left rear wheel on his Flying Lizard Motorsports Porsche 911 GT3 RSR. The ensuing spin and a slow trek back to the pits with a flat tire, handed the class lead over to one of the Ferrari 430 GT Berlinettas. The Ferrari held that lead from then on.

But despite losing a considerable amount of ground and several positions, van Overbeek and Lieb fought to claim a hard-earned third place, thus helping van Overbeek to extend his lead over Petersen/White Lighting Porsche 911 GT3 RSR driver, Jorg Bergmeister, in the GT2 drivers chase.



Petit Le Mans Next

The next race is the 10-hour Petit Le Mans at Road Atlanta, round nine of the ten-race American

Le Mans Series, will be held on Saturday, September 30, from 11:30 AM EDT to 9:30 PM EDT. The race will be telecast by live by the SPEED channel, with segments scheduled from 11:30 AM EDT to 5:00 PM EDT and 7:30 PM EDT to 10:00 PM EDT (check your local listings for final

schedule). It will also be telecast in Europe on Motors TV. A live web radio broadcast can be heard on the American Le Mans Series web site - www.americanlemans.com.

The ALMS site will also carry live scoring for the complete race. Porsche fans can see results and photos on www.porschemotorsport.com - a newly re-organized site for Porsche Motorsport activity.



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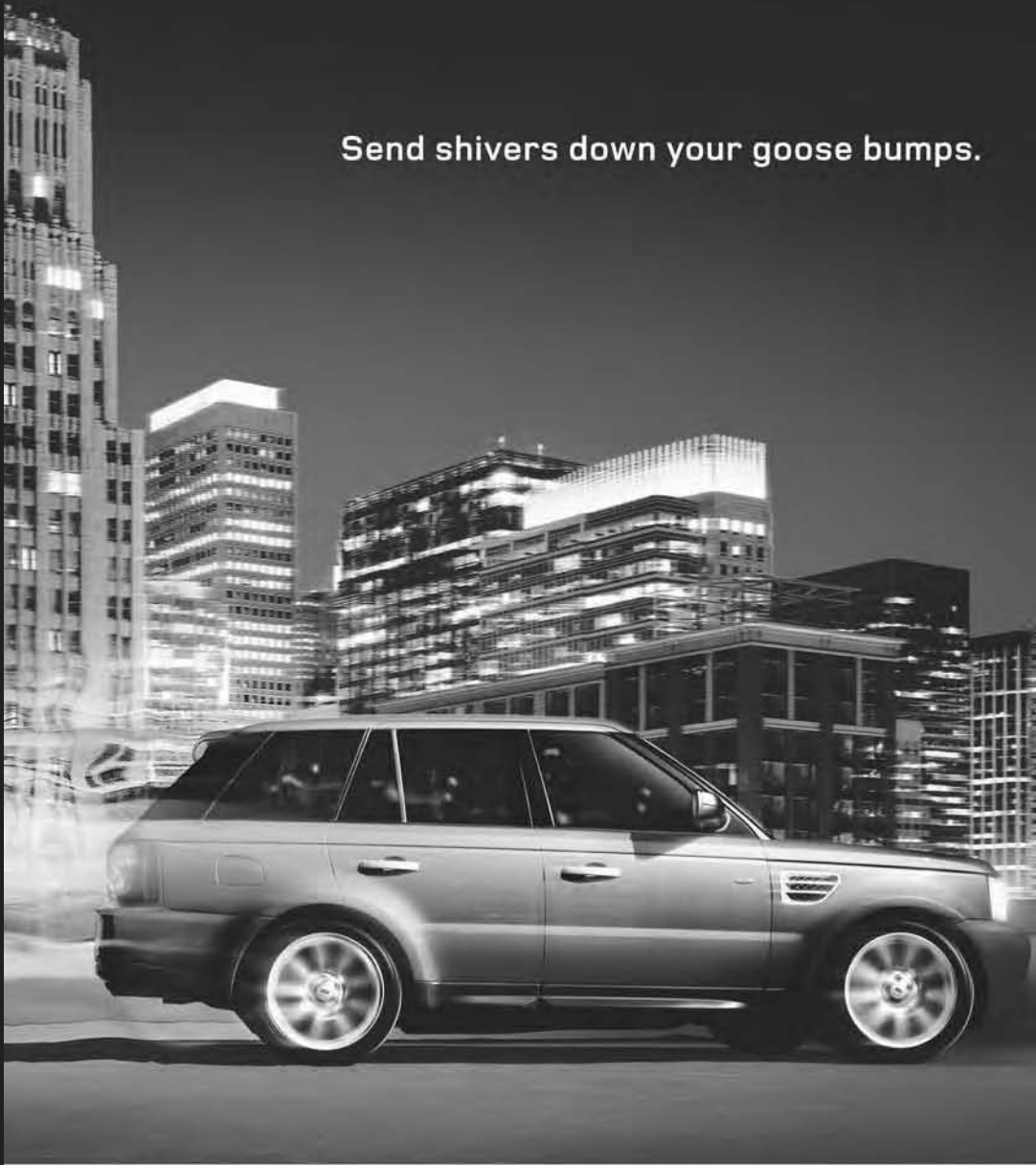
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TECH QUIZ

1. Which of these Type 964 variants was not available in 1994?
 - a. RS America
 - b. America Roadster
 - c. Turbo
 - d. Speedster
2. A longer stroke brought the displacement of the 911 Carrera's flat-six to what size in the 2002 model year?
 - a. 3,385 cc
 - b. 3,790cc
 - c. 3,596cc
 - d. None of the above
3. The Boxster's optional hardtop is made of aluminum.
True or False
4. The Porsche 911 Carrera (996) was available in Europe and the U.S. with an optional factory installed sport suspension listed as option code:
 - a. M051
 - b. P 996 Sport
 - c. Z51
 - d. M030
5. The new 997 has an optional steering wheel that permits control of the telephone, GPS navigation and sound systems.
True or False
6. The 996 Turbo was the first Porsche to use:
 - a. Supercharging
 - b. Turbocharging
 - c. DME
 - d. VarioCam Plus
7. The 997's optional dash-mounted stopwatch interacts with:
 - a. The sound system
 - b. Porsche's Active Suspension Management (PASM) system.
 - c. The limited-slip differential
 - d. None of the above
8. What is the name of the company in Finland that assembles Boxsters?
 - a. Giugiaro
 - b. Valmet
 - c. Pininfarina
 - d. Karmann
9. For the first time in a 911 (Type 996) its steering gear was placed forward of the:
 - a. Oil pan
 - b. Oil radiator
 - c. Both a and b are correct
 - d. Front wheel centerline
10. The Porsche GT2 has a 64-liter fuel tank and full size spare wheel and tire.
True or False

1. B The Porsche Family Tree, PCA, page 18-b
 2. C Excellence, Vol. 3, page 1399-c
 3. T Excellence Was Expected, Vol. 3, page 1362-T
 4. D Panorama 4/02, page 52-d
 5. T Panorama, 8/04, page 6-T

6. D Excellence, Vol 3, page 1416-d
 7. A Panorama, 8/04, page 7-b
 8. B Excellence, Vol. 3, page 1363-b
 9. D Excellence, Vol. 3, page 1384-d
 10. F Panorama 4/01, page 9 F



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BOARD MINUTES

Greg Phillips, Secretary

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

Calendar: September

03-SDR Tour

06-SDR Monthly Meeting, New Location — Scragg/Seitas Home

7-10-PCA Porsche Escape

9-10-The Ventura Show

10-Z8 Concours, Santa Barbara Region

12-SDR Tech Session — Chick Chat: Autocross Basics – Pioneer Centres

15-HSR West Fontana Historic Races Focusing On Porsche,

16-SDR Autocross, Qualcomm West Lot

16-SBR Z8 Autocross

17-Z8 Rally, San Gabriel Valley Region

20-SDR Tech Session – San Diego Prestige, La Jolla

22-24 -SDR Z8 Concours Week-end

26-SDR Last Tuesday Social-King's Fish House, Mission Valley

29-30-GPX Region Palm Springs Tour

30-SDR hosts Z8 Time Trial, Spring Mountain

Minutes Approval: **MSP**

Treasurer Report: August had an income of \$19,381 with expenses of \$15,763 and a net of \$3,618.

Social for the year is positive for \$3,581. Witness is also positive for the year.

President's Report: Portland Parade report, over 60 people attended. Public service awards were pre-

sented at Parade for second place and a check for \$1000. Soliciting ideas for use of the money by the next meeting. Sept. 9 Volunteer Party location and time change (Samad Home and arrival 6 – 6:30 PM.) Zone 8 Speed Fest final volunteer report 498 hours and check for \$2128. Thanks from Braille for donation. Report on Coronado Speed Fest, Hospitality tent for \$350. Volunteers needed for both days. Presented reconciliation for president's reception with costs of \$1153.

Chair Reports:

Archivist: No report.

Autocross: Reconciliation for 8/19 had a net of \$1820. Budget request for autocross on Sunday Oct 22 for income of \$1100 and Dec. 3

Instructors Appreciation Day to cost \$2500 **MSP**

Auto Museum: No report.

Charity: Update on charity events and planning. Budget request of \$200 for beverages at Poker Tournament and \$150 for chips. **MSP** Donations of \$120 at recent tour.

Toy drive starts at next autocross.

CDI: Carl Scragg presented budget request for Fall PDS \$13,200 income and expenses of \$10,420. **MSP**

Concours: Inca presented report for upcoming Concours. Plans for complimentary lunch for new members, letter was sent by Gary Peterson. Volunteers needed.

Corner Working: No report.

EMaster: No report.

Equipment: Skip will be planning on the trailer repair.

Goodie Store: No report.

Insurance: Tom Golich reported insurance and waivers are up to date.

Legal Liaison: No report.

Membership: 1526 primary + 1158 secondary = 2684 total – Zone 8 report – Total 6673 – San Diego Region has largest membership in the Zone.

Parade: Parade 07 meetings: Sept. 9 & Oct. 28 (PCA staff attending). Portland Parade report on lessons learned, Concours site needed. Discussion of Parade rules for the upcoming

Rally: No report.

Region Rules: Update on Driving Event Rules Proposal from Steve Grosekemper. Discussed head and neck restraints and timing of Zone rule changes. Policies and procedures will need to be changed to allow use of SDR rules if needed.

Safety: AX incident report from August autocross.

Social: Reconciliation for Dana Pt/ Pageant, Portland Parade Reception and Progressive Dinner. Planning for a Club 50th Anniversary Celebration Quilt.

Sponsor Liaison: Hoehn Porsche is planning to bring cars to exhibit at the Coronado Speed Festival and may be a sponsor.

Tech Session: Chick Chat Sept. 12 and Sept. 20 is at San Diego Prestige. October Tech Session moved to Oct. 21.

Time Trial: Final event scheduled for the end of September. Plan to invite other car groups.

Timing: No report.

Tours: RS America touring Proposal. Tour on Sept. 3 was well attended. Oct 8 tour to Coronado Speed Festival after champagne brunch at 94th Aero Squadron at 8:45 A.M. Oct. 28 will be to Menghini Winery for a picnic. R Gruppe will also be attending.

Cayenne tour reconciliation was presented with expenses and sponsorship of \$120 for break-even event.

Vintage Racing: No report.

Web Team: Need to renew our domain name, for \$135 for 10 years and to change the contact person to the archivist. MSP

Witness Editor: Issue is at the binders and should go to the mailers tomorrow or Friday.

Witness Business: GT Motorsports – past due account of \$1400 Collection

Witness Sales: New ads from DBL Auto Repair.

New Business: Club Calendars (Tami) a discussions of different options. Tami will contact the Clarks about the last calendar.

Old Business: Standing Rules Amendment to Driving Event Refunds (Martha) Accepted as presented with the addition of “exceptions are at the discretion of the event chair.” MSP

Adjournment: at 9:30 PM

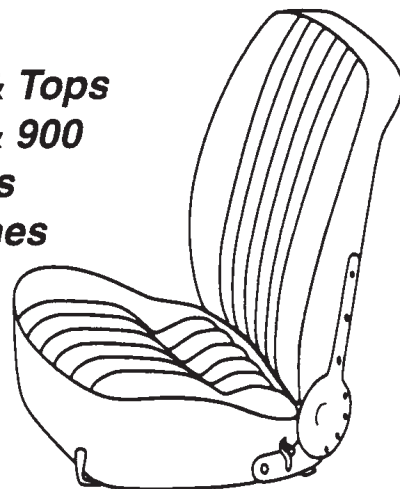
Next Meeting: October 4 – Straub Home



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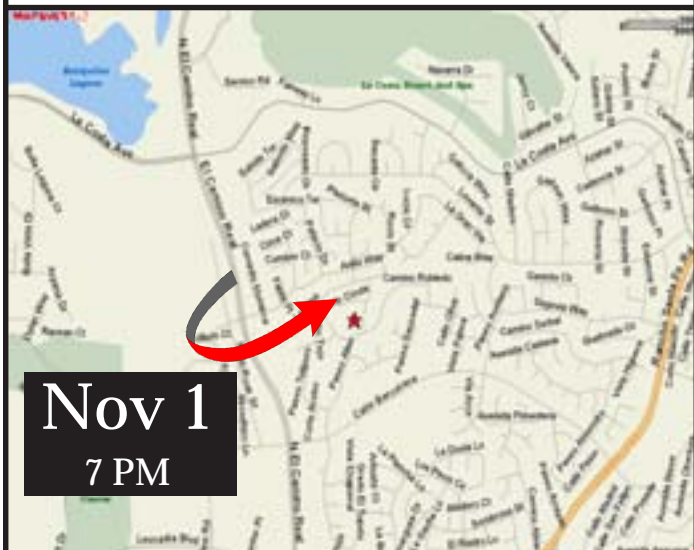
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New Location: Tom & Susan Brown 2240 Corte Ananas
Carlsbad, CA 92009
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Thomas Guide 1147

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.



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1986 Porsche 944 Good Condition, Red/ Blk, 92,000 miles, Auto, new Pioneer stereo/ CD, power everything, tinted back windows, runs great! (619) 726-7109 or (619) 669-1303 \$4000 obo,

1987 911 TURBO 1987 911 Turbo, 40kmi, Grand Prix white, grey leather int. Excellent condition inside and out. Needs nothing. Asking \$33,500. (858) 231-4143

1995 968 Coupe. 3,100 miles (not a misprint). Speed Yellow/ Black. 6-Speed, Sunroof Delete, M030, LSD, Sport Seats. Flawless "as new" stock condition. \$39,500. (858) 775-3932

2000 911 Carrera Coupe. Mirage/black leather 29,000 mi. ABSOLUTELY PERFECT! 18" turbo wheels with new P-Zeros. Dealer serviced, all records. \$42,500. OldTomMorris@cox.net (619) 588-0610

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Boxster S, 2002, Seal Gray Metallic, 6 Speed. This car is always garaged and covered. Options include: Porsche Sport-Tuned Suspension, 17" Porsche wheels, Porsche Lightronic HID Headlights, Porsche Wood-Grain interior kit with Porsche alloy shifter knob, door handle, instrument, and brake lever covers. Car is in nearly perfect condition (one very small chip in paint), and dealer serviced (Pioneer Centers Porsche). It runs and drives like a new car. Price is \$30,500 OBO. Please call Kerrie for more details or

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2000 Boxster S Tiptronic Excellent, dark blue exterior/tan interior, 49k miles, garaged, dealer maintained, 18" turbo wheels, premium sound, roof fabric in great condition, several thousands below KBB, \$25,400 (858) 663-1761 (858) 663-1761

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1966 912 Coupe in San Diego Health issues force me to sell this beauty for \$10K o.b.o. Email or call for more information. (858) 457-2618 Peter (plevine1@san.rr.com)

1997 911 Carrera Cabriolet Metallic artic silver with black top and gray leather interior. 6 speed manual transmission, optional 17" Cup II light alloy wheels. Only ~42,000 miles (619) 840-7070; \$43,995 OBO

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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

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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

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

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| <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 |
| <input type="checkbox"/> Charity | <input type="checkbox"/> Press & Publicity | <input type="checkbox"/> Transportation & Shuttles |
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| <input type="checkbox"/> Door Prizes | <input type="checkbox"/> RC Autocross | <input type="checkbox"/> Welcome Tent |
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PCASDR AUTOCROSS QUALCOMM-WEST LOT

October 22 Autocross

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 after deadline)

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

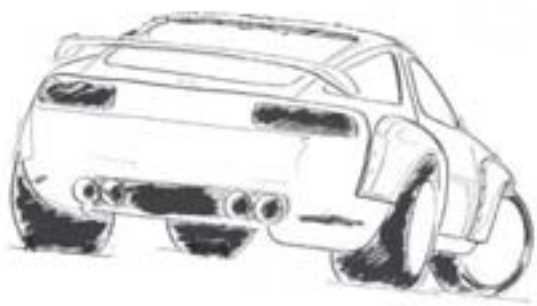
Oct 13-15	SDR Performance Driving School
Oct 22	Autocross SE Lot
Nov 10	Autocross West Lot
Nov 24	<i>QDE</i> West Lot
Nov 25	Autocross West lot
Dec 3	Instructor Appreciation Day (Invitation only)
Dec 16	Autocross West Lot

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.

Business Manager
Royce-Ann Myrick
619.475.1199

WitnessBusiness@pcasdr.org
Imperial Beach, CA 91932

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

Editor@pcasdr.org

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- 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 F1 Spider...8K...Dark Green / Cream
- 2001 Ferrari 360 Spider...2K...Titanium / Gray
- 1999 Ferrari 360 Coupe...7,900...Yellow / Black
- 1999 Ferrari 355 F1 Spider...14,800...Silver / Black
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- 2004 Maserati Spyder 6-Speed...2,800...Black / Black
- 2005 Mercedes-Benz SL500...10K...Black / Cream
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