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November 2006

Spring Mountain Time Trial
SDR Concours
Coronado Historics



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WINDBLOWN WITNESS

Porsche Club of America, San Diego Region

Volume XLVII No.11

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C O N T E N T S

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The *Windblown Witness* (U.S.P.S. 361-790) is the official publication of the Porsche Club of America San Diego Region, Inc. and is published monthly. \$14 of each member's annual dues is for a subscription to the newsletter. Copies are also available by subscription to non-region members at \$36 per year (Continental US). Any statement appearing in the *Windblown Witness* is that of the author, and does not constitute an opinion of the Porsche Club of America, the San Diego Region, Inc., its Board of Directors, the *Windblown Witness* editors or its staff. The editorial staff reserves the right to edit all material submitted for publication. © 2006 by the Porsche Club of America, San Diego Region, Inc. All rights reserved. Permission is given to chartered regions of PCA to reprint articles in their newsletter if credit is given to the author and the *Windblown Witness*. Office of publication: 4423 Date Ave., La Mesa, CA 91941. Periodicals postage paid at La Mesa, CA and at additional mailing offices.

POSTMASTER: Send address changes to PCA Executive Office, P.O. Box 5900, Springfield, VA 22150-5900.

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

November

- | | | |
|----|-----|--|
| 1 | Wed | SDR Monthly Meeting, Brown Home |
| 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 |
| 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
(page 59) |
| 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 |

January

- | | | |
|---|-----|--|
| 3 | Wed | SDR Monthly Meeting,
Myrus Home |
| 6 | Sat | SDR Installation Dinner and
Charity Banquet |



AT THE WHEEL

by Margi Knight, President



I am pleased to announce the PCA-SDR Officers and Directors for 2007: Ted Myrus, President; John Straub, Vice President; Martha McGowan, Treasurer; Tami Ibbetson, Secretary; Directors Jim Duncan, Greg Phillips and Gary Burch. The group is well qualified and enthusiastic. They are already planning for the Club's 50th anniversary and for the 2007 Parade in San Diego. Volunteers are needed!!! Please contact the Board as there are several committee chairs still vacant: Goodie Store, Region Rules, Tech Inspection (Driving Events at Qualcomm), Windblown Witness Staff, Corner Working, Social, Tech Sessions and more. They need your help if you would like to continue with all of the Club's events!!

Wow!! What a month October has been and, as I write this, we are not yet finished!! We had several activities going on during the Coronado Speed Festival. With the help of numerous volunteers and Hoehn Porsche as sponsor, we were able to host our first Hospitality Tent and Membership Drive at this vintage racing event. We provided a place for all members to congregate while watching the races. Eleven new members signed up: welcome to Thomas Ricotta, Steven & Pamela Myers, Kelly & Hank Locklar, Roger Wood, Bruce & Elaine Hoover and John & Lisa Weinberger. In addition, many prospective members walked away with PCA membership applications with promises to join later. I met many members who signed up to volunteer for next year: Ken Keach, Charlene Lemperle, Mike Page, Rubyn Gladish, Mike Knapp and David Duket.

On Saturday, Cunningham BMW hosted a lunch for PCA members. On Sunday, our Tours committee organized a brunch and caravan to the event. What a sight to see 60 beautiful Porsches drive in and join 40 other Porsches parked in our corral. Thanks to Hoehn Porsche for sponsoring the tent and bringing two beautiful Porsches. Thanks to the volunteers who hosted the tent: Bob & Lee Woodin, Bob McLaughlin, Kent & Gloria Lewis, Martha McGowan, Michael Harris, Kathy Alnwick, Paul Davis and Rick Valentine (who arrived before me on Sunday morning and gra-

ciously offered to help). With friendly and enthusiastic members like these, no Porsche owner could refuse to join our Club. This is certainly an event to be repeated each year.

The last Time Trial of the year was held September 30 – October 1. Jack Miller has led his team to put on another successful event and include a Tour of the Track. All who attended loved the track. Even though the drive home from Pahrump was long, it was another successful TT put on by our very experienced team. The team has managed another successful Time Trial series and is looking forward to more next year.

Los Tres Amigos organized another successful Performance Driving School on October 13 – 15. PCA members come from all over the country to attend our school. This team was able to add some new dimensions to the event and adjust as circumstances warranted. I was so pleased to hear student after student say how much they enjoyed the experience. More importantly, they were astounded at how much they learned. Our instructors are the backbone of this school and are greatly appreciated.

We had a Charity event during the School organized by Katina Gonzalez. She managed to convince Mike Gagen and Bob Erhman to come offer rides for a lucky student and instructor in their Porsches. Also, thanks to John Simone for hauling them to the Q. The price for a chance to take a ride was a donation to our Charities. The winners were Seann Bernshaw, student and Jim Duncan, instructor. Jim gave me his winning ticket and I was taken on the ride of my life with Mike Gagen. Thanks to all of you who donated as we raised over \$500.

Many more events are coming up for the rest of the year. In November, we have a Rally, two Autocrosses, the last Driver's Ed, and the usual Last Tuesday Social. Look at the Club Calendar to see what is scheduled. Instructors, please take note that December 3 is Instructor Appreciation Day at the Q. This is our way to thank you for your efforts this year. Do not forget to bring a toy for Rady Children's Hospital to any event. The annual breakfast and toy drop off is scheduled for

continued next page

UP FRONT



(WHERE THE ENGINE BELONGS)



At least this month I can keep my comments short. It has been a very busy month. It started with the season-ending time trial at Spring Mtn. in Nevada and was quickly followed by the Coronado Speed Festival historic races, the Fall Performance Driving School and then I skipped the October autocross to go to Monterey for the ALMS season finale at Laguna Seca.

That did not leave a free weekend for the Witness. I had hoped to get some the time trial article written at Monterey, but did not get as far as I had hoped. I did get lots of pictures however and some of them accompany the ALMS article on page 48. It was a good weekend for Porsche, both in the ALMS, but also the

December 17. We will follow Santa to the Hospital with our sleigh full of goodies.

The annual Zone 8 Regional President's meeting is November 11. I will detail San Diego Region achievements for the year as well as learn all that the other Regions have accomplished. The Presidents will also consider and vote on the final Zone 8 Rules.

I am also pleased to let you know that the annual Installation and Charity Banquet will be held on January 6, 2007 at the Marriott Gaslamp Quarter in San Diego. We will celebrate the Club's 49th year and kick off our yearlong 50th anniversary celebration. The cost of the banquet is \$45 per person and lots of fabulous door prizes will be given. See the ad on page 7 and sign up now. You will not want to miss out.

I am proud this month to honor the Los Tres Amigos, also known as the Chief Driving Instructors, Dan Chambers, Carl Scragg and Gary Burch. "Our PDS is a benchmark for others." This sums up what these three volunteers have achieved this year. Without them, we would not have students saying "Kudos to all that helped make this event a great success." Organizing and pulling off two driving schools each year is no easy task. They accomplished this with style and class. You three are awesome!!



SPEED World Challenge races. Look in next month's issue for that report.

The Performance Driving School was also a busy weekend. It started with the lectures Friday night and continued through Saturday's driving exercises and into Sunday's autocross. Again look for the full report in next month's issue.

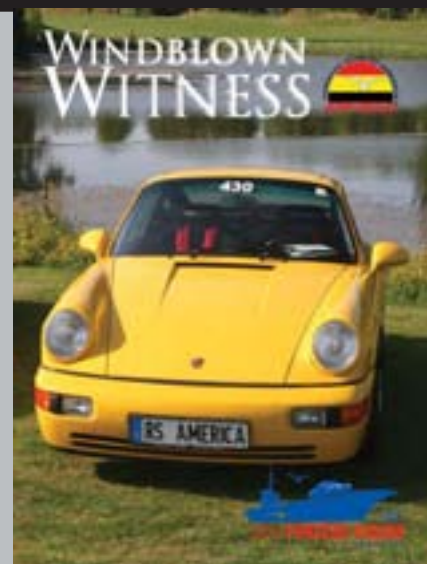
But the Coronado Speed Festival is covered in this issue. See John Straub's insight as a first-time competitor on page 26 and Bob McLaughlin's spectator's report on page 48.

And I should not forget that the weekend before Spring Mtn.; San Diego Region held its Concours at Sunset Point. Check out the article and pictures on page 20.

So when will I have a free weekend? It won't be for a while yet. Check out the schedule for November and it will be busy again. Hope to see you at one of our many different events in the coming months.

ON THE COVER

This month's cover was taken at this year's Parade in Portland of Keith Verlaque's Ferrari Yellow RS America Greg

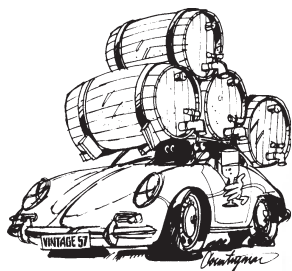


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contact: Kathy Alnwick; imthekaps@yahoo.com / phone 619-922-2439

The San Diego Region Presents:

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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.

49th Annual San Diego Region Installation & Charity Banquet



Saturday, January 6, 2007
Marriott - Gaslamp Quarter
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Silent & Live Auctions
Fabulous Door Prizes
Banquet Dinner 6:30 PM
Live Music by the KICKS
Dancing 'til 11:00 PM



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MENU: Choice of Prime Rib, Sea Bass, or
 Vegetarian upon request

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 \$55/person postmarked after 12/27

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It's time to take your Porsche out for another fun drive at November 2006
PCA-San Diego Region's last "Back Country Roads" tour of 2006

Sunday December 10th

Meeting at 8:30 am in the parking lot of Steele Canyon High School

12440 Campo Rd, Spring Valley, CA 91978

Drivers' meeting at 8:45 - departing at 9:00 SHARP in an attempt to avoid the usual Sunday drivers!

This is a chance to explore back country roads that you might otherwise never drive.

The tour will finish at around noon with a sumptuous buffet brunch at the famous

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with its rustic resort atmosphere, it is a retreat providing luxury in the wilderness in the Cuyamaca mountains.

Buffet lunch \$20 per person (tax + gratuity included) - payable at start of tour.

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

If you have any questions please call Keith V on (619) 265 8377



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
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- ☐ Door Prizes
- ☐ Equipment

- ☐ Gimmick Rally
- ☐ Golf Outing
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- ☐ Hospitality
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- ☐ Porsche Display
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- ☐ Printing
- ☐ Protest Committee
- ☐ Rally
- ☐ RC Autocross
- ☐ Registration & Mailing

- ☐ Scoring
- ☐ Security & Parking
- ☐ Signage
- ☐ Sponsorship
- ☐ Tech Inspection
- ☐ Tech Quiz
- ☐ Tech Sessions
- ☐ Transportation & Shuttles
- ☐ Treasurer's Committee
- ☐ Volunteer Workers
- ☐ Website
- ☐ Welcome Tent
- ☐ Zone Challenge

Spring Mtn. Time Trial



By Greg Phillips

Photos by Jennifer Reinhardt & Greg Phillips

The last few years we have ended our time trial season at Spring Mountain Motorsports Park in Pahrump, Nevada. Jack Miller has been able to coordinate with their fall festival and rodeo. He says the rodeo is a great show. Maybe one year I will have the energy to check it out after the track.

The trailer caravan left San Diego on the I-15 and headed towards Las Vegas. I was a little slow leaving Coronado and missed the rendezvous point but was not far behind and caught up with them just past the I-215 split. Bill Ibbetson was on point with his toy hauler along with Stacy Smith, Ethan Dahlkamp, Steve

Grosekemper and Hector Wilbur, Jad and Jim Duncan, Martin and Jennifer Reinhardt along with Jeff Schmidt. Traffic was good for a Friday and we made steady progress. Traveling with a convoy of trailers has a couple of advantages; no tickets and great gas mileage (27 mpg), with the downside being a slower speed.

But we did well and rolled into Pahrump at about 4:30 PM and headed to the track to drop off the trailers and unload cars. Jack Miller and Robert Baizer were already there and we were able to also get tech inspection and registration out of the way. Next stop was the Best Western to get checked in and then we headed for

Rounding up the trailers



Caravan with Gulf 911





Beer & Pizza at the Sports Bar

the sports bar for dinner. It was the end of the baseball season and the Padres were in a tight pennant race with the Dodgers and hoped their games would be on the big screen TVs. No such luck, but the food and beer and camaraderie more than made up for it (and they ended up winning the division anyway).

The next morning we were up early and after gassing up headed back to the track. Although it was officially fall, the weather was expected to be warm and it was bright and sunny. At the track it was time for last minute preparations and then off to the driver's meeting. Although we had been to Spring Mtn. several times, this was the first time on the new longer track. They had extended the track significantly and it would be a new experience for most of us. Jack went over the track and passing zones and rules and also invited all instructors to take a few recon laps in the first red run group.



Jack Miller's Drivers Meeting

He finished with the student-instructor pairings and I was assigned to work with Kameron Swinton along with Neil Heimburge. Kameron was sharing an RS America with his dad Steve Swinton. Although fairly new to the car he had done a weekend at Streets of Willow previously.



On the first grid

They called red run group and I tagged along for the first couple of yellow flag laps. Even at the reduced speed it looked like there were some faster sections, but also some tight corners along with some abrupt elevation changes with a drop and then up and down over a sweeping rise. My new car seemed to be running well. This was to be its first big track experience, at least with me. Actually the previous owner had lived in Las Vegas and had brought the car to Spring Mtn. before. I was planning on working on my braking technique; driving at my first autocross with the car a couple of weeks before I had some problems with front wheel lockup and had flat-spotted my RA1s. In the hopes of preventing further flat spots I was running on a set of older, harder street Yokohama tires and saving the front RA1s for timed laps. Hopefully by then my right foot would have learned there was no ABS help and be threshold braking better.



Bench racing in the pits

I pulled back into the pits and got Kameron adjusted for the harness and ready for our first session. I was not long before we were called to the grid and then flagged out onto the track. A couple more yellow flag laps to try and memorize the track and then it was green flag and



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we were off. During the yellow laps we had bunched up some and it took a few laps to try and get sorted out and let by the faster cars and get past the slower cars. We followed a Mustang for a short time. I thought I would be able to get by on the straight, but he had just as much acceleration as I did (turned out he was super-charged also) but we were faster in the corners and he pointed us by.

Not as much luck following an early 911 with flares. He was also fast on the straights and had big enough tires, but was learning the track and tentative. We followed him for a couple of laps and I had problems again with brake lockup. I was OK under regular braking zones, but when the cars checked up for a spinning car and I jumped on the brakes, I also sent a smoke signal. Later on in the lap the 911 slowed just as I was accelerating for the rise and I had to brake quickly, more smoke and a few corners later he again slowed where I was starting to accelerate and more smoke was produced. Finally at turn 7, before coming onto the back straight, he locked up and went straight off into the dirt and we were by. The rest of the session was uneventful and we were soon flagged back in.



But now with three run groups, I was back out in Kameron's car with a hot swap. We started slowly as he began to learn the track and line. He did well, but was having problems with shifting since he did not usually drive a manual transmission or an RSA. He was also trying to heel-toe on downshifts and this was adding to his difficulty. At the debrief after the session, we decided to skip trying the heel-toe and just work on braking and downshifts in a straight line and concentrate on following the racing line.

After a short break for the red run group it was time to head back out. This time we had much less traffic and could start concentrating on the new track sections. Although there is not much in the way of landmarks in the desert scrub, the elevation changes did help to delineate the track. In some of the tighter sections, I tried different lines to see which seemed to work best, but mostly just had some fun with my new car and an open track. My lap times did come down some and it felt better overall.





Stacy Smith

But soon we were back in the pits changing cars again and Kameron was driving out for another session. This time he did better as there were fewer things to work on and his times came down some, but primarily his line was better and he was smoother overall. His shifting was better. We concentrated on braking in a straight line and then putting the clutch in at the end of the braking zone making the downshift, then letting out the clutch smoothly before coming off the brakes and turning in.

When we finished our session, we found the pits had gotten busy with broken cars. Ethan Dahlkamp's Boxster was no longer running and Martin Reinhardt's C2 had engine troubles. It did not look good when they found pieces of a valve retainer in the oil! Paul Young's 911SC was also having problems with his transmission stuck in gear! And the engine for Ted Myrus's 356 was also broken. Steve Grosekemper and Jae Lee were kept busy as mechanics in the morning.



Paul Young

The rest of the morning went smoothly, but in the afternoon we had more problems. I was instructing with Kameron when we saw a yellow flag ahead at turn 7 before the back straight. I kept looking for the problem and finally saw some skid marks and then debris in the

middle of the track about halfway down the straight and then spotted a yellow 993 off in the desert. It turned out Tawfik's rear suspension had broken on the straight and he spun off into the dirt, ending his week-end.



Hector Wilbur

Later in the afternoon I was ready for a break and Steve Grosekemper went out in the last session in my car to check the suspension settings and performance. He was having fun and turning some good times until he overcooked it coming into Ego Check, the hairpin at the end of the longest straight and got on the brakes hard; too hard, as they locked up. He left a pair of long black stripes on the pavement which did finally stop when the pavement ran out and he was out into the gravel. After getting out of the gravel, he came back to the pits as the wheels were making some noise which turned out to be some rocks in the brake pads. After that was cleared, we looked at the front tires and found that although the Yokohamas were flat-spot resistant, they were not flat-spot proof as they were worn down through the tread to the cord, but just in one spot.

I now would need a set of front tires to get me through Sunday practice. I checked at the tire shop, but they were closed and looked at some of their used tires,



Chuck Sharp's 944 Spec



Swinton's RSA

but none seemed to be in the size that could fit. Theirs were mostly Corvette or Radical tires. I was looking around the pits to see if I could borrow someone's street tires when I found Jeff Schmidt taking off his worn RA1s and mounting a new set. There was still some rubber left and he was kind enough to let me use his old tires and after unlocking them from his trailer we wheeled them over and mounted them.

In the meantime, Steve was trying to figure out why they were locking up. We were blaming my ABS foot, but Steve has been driving non-ABS cars almost exclusively and was still having problems. The previous owner had upgraded both the front and rear brakes to the Big Red Turbo brakes, but was still using the smaller master cylinder for the 928S brakes. Steve felt this would need upgrading, but for the weekend he tried removing the power assist from the brakes. After driving around the pits, I was able to stop. I just had to push much harder, but that would also hopefully allow better modulation and not flat-spot Jeff's tires!

After getting everything done and the pits in shape, it was time to head back to the Best Western for cleanup and back to the sports bar again. We were hoping to catch some F1 qualifying on the Speed channel in the sports bar along with dinner. More pizza and beer was consumed and after staying up for the qualifying it was time for bed.



Toyota Supra



Radical line

Sunday started out cloudy and cooler in the morning and there were predictions of possible rain for Monday but it was still comfortable as we got gas and headed back to the track after breakfast from the Best Western.

The crowd was a little smaller as some of the broken cars had taken an early start back to San Diego. But the Youngs were running again as they were able to get their transmission shifting again. Overall attendance was off slightly as there was also a PCA Club race at the new Miller Motorsports Park near Salt Lake City and several of our usual drivers ended up there. We did pick up a few unusual X cars like the Supras, Mustangs and also the Radicals. Along with the other Porsche drivers most were still having fun.

The first session we headed out and after clearing a little traffic I started picking up some speed. Even worn, Jeff's RA1s had much more grip than the old Yokos and I was also able to carry my braking points a little deeper and although my right leg was getting a workout, the 928 was stopping. My times had dropped from the low of 2:52 on Saturday down to 2:49.

Jeff's black centered CCW wheels looked so good on the front wheels, he offered up the matching rears and we mounted them for the second session. I was starting to learn the new layout and it was a lot of fun. The start



Nice wheels Jeff!

is the same as you come down the pit straight and start-finish before braking into turn 1 the right hand sweeper. This then transitions into turn 2 and you start sweeping to the left. As you sweep around you start looking for the apex and accelerating onto the straight and trackout. This used to be a short straight but it now leads into the new Radical Loop section where 3R is a gentle sweep to the right taken at full throttle and the straight is at least twice as long. At the end is heavy braking and down 2 gears for turn 4R “Ego Check.” There is a large runoff area with gravel and was used by several drivers.



After 4R it was back on the gas for a short straight before heavy braking into the tightest hairpin 5R. There was some slight banking at the apex if you got right down to the corner and could then accelerate out to 6R “The Drop” which did just as described. Now you could trackout and start setting up for 7R “Zora’s Run” which was another sweeping right that had a small hill right at the apex to unsettle you as you flew over and then were accelerating onto another short straight. At



Turbo Powered

the end of the straight was heavy braking and downshift to turn right into 8R. This was a wide open area with many different lines tried over the weekend. Again there was another short straight before a tight left hairpin at 9R then a quick right at 10R to setup 11R to the left and use all the trackout and accelerate on through 12R if you got it right. Now you were back on the old section and had to get back to the left to set up for 5B



Vince Knauf

which leads onto a straight before briefly slowing for 6 and then braking for 7 and onto the back straight. This straight leads into an increasing radius turn 8 where it was easy to brake too much and then scrub off too much speed before braking and downshifting at turn 9 to the left and then getting back to the left to setup the last turn leading onto the front straight at 10. They had cut down the curbs here and it allowed you to get closer to the apex to help get a run onto the straight and past the start-finish again. The total distance is now 3.1 miles with 18 turns. In the last session before lunch I was able to get down into the 2:48s. Thankfully by then Jeff’s times had improved on his new tires. Although his first sessions on the full tread RA1s were slower then he



Roland Schmidt



Bill Ibbetson

had been on Saturday, they did start dropping. Bad karma to beat someone on their own tires.

Speaking of tires, I was not the only on swapping tires around. Hector Wilbur and Steve were sharing Hector's HI 911 and trying out the new suspension. They started on some R-rated tires for practice but on Sunday had switched to a set of slicks. The suspension was working well and the times were dropping, but when they checked the tires at the end of a session they noted a suspicious bulge where the rubber was gone and the cord was bulging out. The slicks were done and it was back to the R-rated tires again. They both felt it was hard to go backwards and give up grip, but ultimately safer.

For once, Stacy Smith was not having problems with his tires. He spends so much time drifting in his early GP 911 and is limited in the width he can get under the fenders so that they usually overheat. But his Toyo RA1s were holding up well to the pressure and his times improved through the day and he dropped under 2:50 and finally to the 2:48s.

The competition at the top was wide open as Bill Dawson was off taking a class win and 8th place finish in



Jeff Schmidt

the enduro at the PCA Club race. In AR Mike Gagen was shaking down his car with the new body work while Bob Ehrman, Jae Lee (AR2), Anthony Dilanzo and Roland Schmidt were fighting for TTOD. In AM it was Chris Pederson, Dan Andrews, John Risvold, Richard Park and Jeff Cook competing. KP is usually tightly contested but without Martin Reinhardt's C2, Jad's 944 Turbo S was running away from the field of Bill Ibbetson's 968, Kris Urquhart's C2, Mike Mulligan & Vince Knauf's 944 Turbo S and Jim Duncan sharing with Jad. The longer track gave the turbo time to spool up and breathe. Bill ran one session in Jad's car and still was able to turn a time faster than his 968!



Jad Duncan

But at some point you have to back up those transponder times with the real timed runs. After the lunch break and driver's meeting we had one last practice session before starting timed runs. The red run group was last and with nicely warmed tires they were on the grid for timed runs. Did I mention that the weather was worsening with rain clouds overhead?

After the first group the times were in with Jae Lee setting TTOD at 2:28.11 just nipping Mike Gagen at 2:28.4. AR1 took the next few spots with Roland Schmidt at 2:30.53, then Anthony DiLanzo at 2:31.83. Chris Pederson was listed in AM and turned a 2:32.88 ahead of Bob Ehrman's 2:33.74, but it turned out he was mis-classified and should have been in AR1.

Next was Jack Miller's KI C2 at 2:34.97, Joe Hegener's NP 911 Turbo at 2:35.14 just ahead of Chris O'Donnell's 993 RSR at 2:35.33. Rounding out the top



Mike Gagen (straightend out)

ten was Jad Duncan's KP 944 Turbo S at 2:36.92. The weather ended up holding and only a few drops of drizzle were noted and dried before affecting the track.

The AM boys were shut out of the top ten but John Risvold's 2:38.7 ended up ahead of Dan Andrews at 2:29.68. But kudos and extra points go to Dan for driving his car out from Orange County. Robert Baizer turned in a quick time in his NP Turbo at 2:38.44.

In HI Steve Grosekemper luckily turned in a quick first lap of 2:41.69 in Hector's 911 because on his second lap he again overcooked Ego Check and ended up in the gravel. Hector ended up with 2:46.18 for his fastest lap of the weekend.



Joe Hegener's Turbo

On my timed runs I started well and was carrying a lot of speed into Ego Check also. I was braking hard but thought I may have been too deep and was concentrating on my braking and when I found I was stopping in time remembered I should downshift. But my downshift was late and I was already trail braking into the corner when I let my clutch out and the rear end broke loose. I was able to catch it and found myself rotating and pointing in the right direction and caught it with

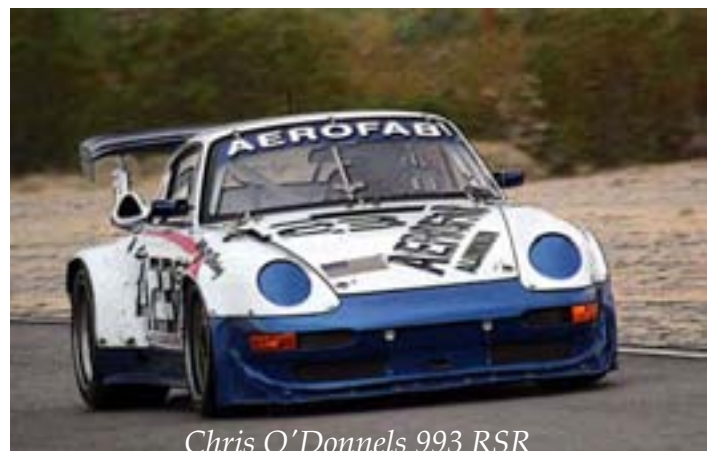
more throttle and finished the lap at 2:46.85. My next lap was a little smoother with no drifting and I turned my best lap of the weekend at 2:45.43! I did not have to worry about beating Jeff Schmidt as he turned his best lap at 2:43.00 in his 993 to finish ahead of Peter Czajkowski's 993 at 2:51.37.

In IS, Paul and Paul Jr. were vying for supremacy and finally the son broke through to beat his dad by a whopping 0.05 seconds: 2:44.63 to 2:44.68! In HP Stacy Smith turned a quick 2:47.67. In JP, Mark Tyler's 911 nipped Bob McLaughlin's 944 Turbo 2:46.27 to 2:47.53. In JS Carl Scragg beat Kevin Foust with a 2:48.71 to 2:57.64.

Rounding out KP after Jad was Bill Ibbetson's 968 at 2:41.1 ahead of Kris Urquhart's 911 C2 at 2:42.08 and then Jim Duncan at 2:46.31. In KS Steve Swinton turned a 2:54.71 and Kameron came in with a 3:08.81 for his first time at Spring Mtn.

At the end of the timed runs it was time to pack up the cars and trailers and head back home, if only the traffic would cooperate. It turned out that there was a road closure at the I-15 and I-215 split that backed up traffic for miles. Our trailer convoy slowly crawled along until finally clearing the jam and picking up speed. We got back well after midnight! The smart ones had headed for Las Vegas for more fun and then a leisurely clear drive home mid-week. Although the traffic tried to spoil the weekend, it was still a lot of fun with the new track configuration. Surprisingly, compared to previous years the tire wear seemed less in the new track layout. More research is needed and we will be back next fall to find out why.

Jack is already planning to 2007 season and the first event will be at Willow Springs in February. Start making your plans now.



Chris O'Donnells 993 RSR



The Concours at Sunset Point



By: Steve Lopez
 Photos by Ted Witte,
 Greg Phillips & Eleanor Myrus

On September 23, 2006 the San Diego Region held their yearly Concours event on a beautiful Saturday at Sunset Point in West Mission Bay. The location, as always during this time of year, is picturesque with the glimmering bay as its backdrop and lush trees throughout to display many of the stunning Porsches in Southern California.

As we arrived that early morning, the sun was gradually rising to what would be a great day for our event. The smell of hot coffee caught everyone's attention to those who were already present and preparing the area for the day.

We were in charge of bringing some of the equipment, tables, chairs, easy-ups for the day. We also assisted in putting things up and in place for lunch later that day as well as registration, the Goodie Store and scorers tables.

Upon getting everything up and running, I was ready for a fresh cup of hot coffee or orange juice and fresh bagels with a variety of spreads at the breakfast table. Thanks once again to Pat Corona in doing a great job in putting this together.



Paul Young cleaning 997



Pat Corona Gretchen Finlan & Margi Knight

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Michael Harris's 914

Many participants started arriving, as the morning was under way and the registration tent buzzing with activity to pick up materials and score sheets. Veterans of these events had already pre-registered in advance, while all others were asked to register at this time.

Every participant whose vehicle was judged received a nice goodie bag filled with products provided by Meguiars. Thank You Meguiars, once again for your extreme generosity and support in providing such great products to this event.



Doc Pryor cleaning Ziggy's 928

Many have spent countless hours in preparing for this event by starting weeks in advance and breaking down their vehicle in segments such as interior, exterior, engine, cargo, wheels, glass, etc., in order to be prepared for this show. Upon arrival to the venue, you will have about three hours for your final detail before judging begins.

A brief judges' meeting took place to go over the final aspects of the judging format across the board and pairing of head judges and crew as well as divisions. An announcement was made that judging would begin and that light dusting only would be allowed.



Guy & Gretchen Finlan

All participants chose in what division to show their vehicle according to the following; Concours, Street, Unrestored and Wash and Shine. Once a selection in the proper division was made, a choice in the proper category had to be identified in order for a vehicle to compete with similar vehicle body types, models and years.



Brats are ready

After a few hours of judging, all score sheets were tabulated at the scores table to determine 1st and 2nd place, as well as Best in Class in each division. While the scores were being tabulated, lunch was served at the main table. Our catered lunch for the afternoon consisted of BBQ Brats, German potato salad, green salad, chili beans and dessert with a choice of drink to choose from.

The day moved rather quickly after lunch with everyone anxiously awaiting the final scores to determine the division and best in class winners along with

the distribution of some of the most awesome looking trophies that Inca Szielenski has chosen.

By the end of the day, the Concours at Sunset Point Presented by Pioneer Centres was again a great accomplishment for all.

At this time I would like to thank our main sponsor Pioneer Centres for their continued support. Pioneer has been sponsoring this event for many years and we look forward to working with them again next year. Thanks also to Maguire's Products in furnishing goodie bags to our participants. Furthermore, our sincere thanks to Ziggy & Inca Szielenski, and to all the judges who volunteered their time and effort on this day and to all San Diego Region members who came out to support this event and make it a great success.



2006 Division Winners

Wash & Shine Gary Peterson San Diego Region

Unrestored Ziggy Szielenski San Diego Region

Street Joe & Karen Nedza Orange County

Full Concours Robert Chamblin Riverside Region

The following participants received first in their class: Paul Young, Steve Lopez, Andy Grimaud, Mark Mivilee, Michael Iverson, Guy and Gretchen Finlan, Bev Frohm, Greg Staurus, John Gurell, Michael Harris, Eric Hansen, and Bob Graham.



Gary Peterson's 911 Club Coupe



Steve Lopez



Bev Giffin-Frohm



Gary Peterson





Coronado Speed Festival

"A First-Timer's Impression"



By John Straub
Photos by Greg Phillips

Before I get started with the racing activities of the weekend, I need to tell you about HMSA and General Racing, Ltd. The Historic Motorsports Association (HMSA) is a vintage racing club and the race control organization for many fine vintage races here on the west coast operated by Cris Vandagriff. They strive for true authenticity in the race cars, all the way down to the tires. General Racing, Ltd. is Steve Earle's organization and they work in conjunction with HMSA. In addition to this event, Mr. Earle produces some of the finest vintage events in the world, including the Monterey Historics, which take place in August each year. Mr. Earle believes that it is truly about the cars - not the drivers. In truth, it is only at his events that

you can witness such unique cars being driven at speed on a race course. Later in my story, when I tell you about the Victory Banquet, you will understand.

To start the weekend off, Monique and I, along with our faithful pit crew of Skip and Leslie Shirley, arrived at North Island Naval Air Base on Thursday. We were met by long time club member Dean Spooner, who graciously arranged and towed a "toy-hauler" for use as "pit central." After pit set-up, we all headed to registration for credentials, and then were met in our pit for "roving tech" inspection.

On Friday morning, I was able to take advantage of the ride-around laps offered to first timers. Wow, this is where I found out that this course looks totally different first hand than it does sitting in the stands. I spent the rest of the morning talking to friends including Gerry Layer who runs a clean silver 356 coupe, Rug Cunningham (a huge supporter of this race), and Don Anderson, who drives a beautiful 1965 Bobsy Porsche, all of them PCASDR members. Don spent some time with the course map showing me the fast way around the track.



On the front straight



On the grid

Mid-day Friday was the first official function, a drivers meeting held by Steve Earle. He explained that the purpose for this event was to help our friends in the military service by bringing them this race to enjoy. It was pointed out that our main goal for the weekend was to be safe, have fun, and use our heads.

That afternoon was the first practice session on the track. I was fairly nervous, having never driven on this track, or this type of tire before. The car was placed in Group 6, along with Cobras, Shelby GT 350s, and Corvettes. This is an extremely competitive, fast group of cars and fun to run with. I learned quickly to watch my mirrors and signal the faster cars by.

The start/finish straight is the longest straight on the course, where I would eventually see fifth gear at about

110 mph. Turn one and turn two look like two separate corners on the map, however, if you trail brake into one and drift to the outside of the course before entering turn two it becomes one large turn. This was a third gear corner, fairly high speed. Exiting turn two the track was about seven cars wide, all the way to turn three. Turn three was the first left-hander and again, a third gear corner which switched from concrete to asphalt and back to concrete on the exit, fairly high speed. Exiting turn three was a short straight popular for passing. Turn four would be one of the sharpest corners on the track, more than 90 degrees. This was a second gear corner. Exiting turn four you entered onto the back straight. This was a fourth gear straight for me, before braking for the tire chicane. The chicane was only wide enough for one car at a time and this was third gear for me. The tire walls, stacked almost as high as my car, were pretty intimidating. Exiting the chicane



Shelby Cobra & GT350

you headed for turn six and seven, which are really one turn. This is an extremely late apex turn, again second gear. Turn eight is a short left-hander, and turn nine is a short right-hander, both third gear corners, kind of like driving an autocross. Another short straight to turn ten, which was also a popular passing spot. Turn ten was a 90 degree left-hander on asphalt. This turn was extremely important in setting you up for turn eleven which leads on to the main straight.

Next up was our Saturday morning practice and qualifying session. Skip had worked on the tire pressures, since I noticed on Friday that the car was a little loose on the left-handers. As I would later find out, adjusting the air pressure would dial it in. I also noticed in this session that I was able to out-brake all of the



John & Skip Shirley



bigger cars going into the corners. Being able to stay with the cars going through the corners and then watch them pull away on the straight, don't get me wrong, was a blast.

After qualifying, we were off to lunch at the Cunningham BMW racing pit. They were serving lunch to about 200 Porsche and BMW club members. What a lunch it was. There's nothing like a race track hamburger that tastes so good.

Our first race of the weekend, on Saturday, was a fifteen lap qualifying race. This would determine placement for the Sunday afternoon race. I started the race towards the end of the group, with another 914-6GT next to me. After about a lap and a half, all the Cobras, Vettes, and GT350s had left us in the dust, so it became a race between two other Porsches and a Tiger. I finished ahead of a Cheetah, Tiger, GT350 and another Porsche.

Before our Sunday warm up and practice session, Monique and I bled the brakes and checked the car over. Everything was looking good. The practice went well, however, I did notice tire marks going into the tire wall on the first part of the chicane. Not sure what car that was - but it must have hurt.



Sunday afternoon was the feature race of the weekend. This was going to be a twelve lap race. On the start, the Tiger I was gridded next to got ahead of me down the start/finish straight. I was able to make an inside pass under braking in turn ten and gain a position. Then I gave chase to the other 914-6GT and the GT350s. I ended up finishing 20th out of 26. The one thing I can say, running with these faster cars was truly fun. After every session I would come in with a big smile on my face.

The Victory Banquet was held on the USS Ronald Regan that night. Steve Earle awarded a trophy for each run group, not for the first place finisher, but for the car and driver that performed in the true spirit of vintage racing, the way it should be. In reflecting over the weekend, it is really more about the journey than the destination. The friendships made, racing against faster and slower cars, being thrilled to see the track tour guides showing people our GT, and answering questions from interested people were the true highlight of the weekend. I found out that it is the ambience of the whole event that makes us winners.

Thanks to Skip and Leslie Shirley, Dean Spooner, and Paul Davis for their support.

Special thanks to Rug & Gina Cunningham for hosting lunch for our PCA club members.







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SDR- THE WAY WE WERE

John Straub, Archivist

Well, last month we talked about the first half of 1975. This month it's the last half of that year.

The first event for July was a Progressive Dinner. We had some 50 Porsches and over a hundred members in attendance. The first stop was at Diana and Bob Falar's home in Del Cerro for beer and wine. The next stop was Dave and Linda Naples's for salad, then to Jim and Barbara McDaniel's in La Jolla for German food, set to live music, with donated wine by Joye and Sam Farrar. And the last stop was at Alan and Diana Johnson's home in Del Mar for dessert with more wine and beer! This was a "Pot Luck" to keep the price down.

The next event that month was a Tech Session at Dennis Sherman's in La Mesa. This tech session was about Concours preparation, put on by Pat Scanlan and myself. This was a tune up for our very first Zone 8 Concours. This was the start of Zone 8 Concours 1975.

That Concours happened at the Hilton Inn on Mission Bay in August. Over 23 cars entered with a wide variety from 356s to 1975 911s, a few race cars and one very rare 911R. The Chair of the event was Ed Thompson. Some of the entrants were Richard Miller, Joe Fritzenkotter, George McClelland, Mike Springer, and Pat Scanlan.

We even had film footage on Channel 10 from PCASDR member Bob Craft and stills shots by Channel 10 Photographer Bob Lampert. Just a note, north of the Hilton was to be the site of 1992 Parade Concours, little did we know at that time.

In September of that year we had a "Mexican Fiesta" at the Hauseur's home in Pacific Beach. We had Mexican Food prepared by Nat Hauseur and margaritas and beer, all for \$6 per person. This event was limited to the first 100 members and it filled up fast. If I remember correctly, people put away a vast number of margaritas. Some of the members helping with this event were Bea

Cole, Carol Paschoal, Dawn Lehrer, Mary Jane Bartee, Don Anderson, Ernie Nanson and Grace Yonemoto, who was later to become Grace Hauseur.

In October we held our second Autocross of the year. This was again held at the General Dynamics parking lot. With Tech Inspection starting at 9a.m., practice from 9:30 to 12:30, lunch break and then timed runs at 1p.m.. The cost was \$3 per car. This was Chaired by Tom Hauseur Jr and myself. Remember, we were still not using the San Diego Stadium.

Next up was our high speed Holtville Driving Event. The Chair was Joe Ramos and the cost was \$5 and \$2 more for a second driver (family member) in the same car. We had a pre-tech at Cunningham BMW in El Cajon a few nights before the event. These pre-techs were done for two reasons. First, if you had something to fix on your car you had time to do it before the event and second it helped cut the tech line at the track.

Holtville was really our last event of the year. It's an old airstrip about 30 miles east of El Centro and was a perfect place for driver training. Not much to hit! Dennis Sherman in his 914/6 took TTOD, again! Some of the other drivers were Richard Wozniak, Jerry Sturm, Steve Miller, Dave Goodell, Wayne Baker, Paul Haas, Peter Zarcades, Roy Woodward, Cliff Johnson, Bill Roberts, John Bond in his RSR, and Ben Franklin in his RSK. All of these guys were extremely fast and many went on to run events in IMSA and SCCA!

See you next month





NOVEMBER 3-5, 2006



NEW VENUE!

The 29th Annual Phoenix Flight weekend returns to a site used many years ago in central Phoenix - the luxurious resort at The Pointe at South Mountain, just off the I-10 freeway at Baseline Rd. (www.pointesouthmtn.com). This is a very central location and should provide easy access for all. The event will begin Friday, November 3, with a Welcome Reception at the Palm Court within the Pointe Resort - a spacious, beautifully lit outdoor court with a cash bar and complimentary food.

CONCOURS ON THE GRASS!

For the first time in many years our Concours d'Elegance will be held on the lawn, in a spacious grass court within walking distance from the hotel and outdoor dining. This Zone 8 Concours event typically attracts more than 120 cars and we will have plenty of room for even more. Following the concours event, members will have plenty of time to relax or play (the resort has a water park) before preparing for the Awards Banquet and Charity Auction which will be held in an enormous tent next to the concours area.

HONORING ONE OF OUR OWN

This year's event will honor one of our Arizona Region PCA members, Don Jackson, who passed away this year. In keeping with Don's memory and his family's wishes, the charity for this year's event will be Camp Sunrise and Sidekicks (www.azcampsunrise.org), a local organization for children who have or have had cancer and their families, run by the American Cancer Society.

NEARBY AUTOCROSS VENUE!

On Sunday, November 4, we will travel a short distance (about 6.5 miles) to our Zone 8 Autocross venue at the Phoenix Municipal Stadium parking lot. Event organizers have promised us a great course and we expect some lively competition!



We hope to see you there!

Steve Sapareto
Steve Sapareto, Phoenix Flight 29 Chairman



To register, please visit www.phoenixflight29.org



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Statement of Ownership, Management, and Circulation

1. Publication Title Windblown Witness	2. Publication Number 3 6 1 - 7 9 0	3. Filing Date 10-25-06
4. Issue Frequency Monthly	5. Number of Issues Published Annually 12	6. Annual Subscription Price \$36
7. Complete Mailing Address of Known Office of Publication (Not printer) (Street, city, county, state, and ZIP+4) 4423 Date Avenue, La Mesa, San Diego County, CA , USA 91941		Contact Person Greg Phillips Telephone 619-429-7700

8. Complete Mailing Address of Headquarters or General Business Office of Publisher (Not printer)
707 Palm Avenue, Imperial Beach, CA 91932

9. Full Names and Complete Mailing Addresses of Publisher, Editor, and Managing Editor (Do not leave blank)
Publisher (Name and complete mailing address)
PCA San Diego Region 4423 Date Avenue, La Mesa, San Diego County, CA , USA 91941

Editor (Name and complete mailing address)
Greg Phillips 707 Palm Avenue, Imperial Beach, CA 91932-1229

Managing Editor (Name and complete mailing address)
Royce-Ann Myrick

10. Owner (Do not leave blank. If the publication is owned by a corporation, give the name and address of the corporation immediately followed by the names and addresses of the stockholders owning or holding 1 percent or more of the total amount of stock. If not owned by a corporation, give the names and addresses of the individual owners. If owned by a partnership or other unincorporated firm, give its name and address as well as those of each individual owner. If the publication is published by a nonprofit organization, give its name and address.)

Full Name	Complete Mailing Address
Porsche Club of America- San Diego Region	4423 Date Avenue, La Mesa, San Diego County, CA , USA 91941

11. Known Bondholders, Mortgagees, and Other Security Holders Owning or Holding 1 Percent or More of Total Amount of Bonds, Mortgages, or Other Securities. If none, check box ☒ None

Full Name	Complete Mailing Address

12. Tax Status (For completion by nonprofit organizations authorized to mail at nonprofit rates) (Check one)
The purpose, function, and nonprofit status of this organization and the exempt status for federal income tax purposes:
☐ Has Not Changed During Preceding 12 Months
☐ Has Changed During Preceding 12 Months (Publisher must submit explanation of change with this statement)

PS Form 3526, October 1999

(See Instructions on Reverse)

13. Publication Title Windblown Witness	14. Issue Date for Circulation Data Below November 2006	
15. Extent and Nature of Circulation	Average No. Copies Each Issue During Preceding 12 Months	No. Copies of Single Issue Published Nearest to Filing Date
a. Total Number of Copies (Net press run)	1800	1800
(1) Paid/Requested Outside-County Mail Subscriptions Stated on Form 3541. (Include advertiser's proof and exchange copies)	200	204
b. Paid and/or Requested Circulation	1400	1480
(2) Paid In-County Subscriptions Stated on Form 3541 (Include advertiser's proof and exchange copies)	0	0
(3) Sales Through Dealers and Carriers, Street Vendors, Counter Sales, and Other Non-USPS Paid Distribution	0	0
(4) Other Classes Mailed Through the USPS	0	0
c. Total Paid and/or Requested Circulation (Sum of 15b. (1), (2), (3), and (4))	1600	1684
d. Free Distribution by Mail (Samples, complimentary, and other free)	0	0
(1) Outside-County as Stated on Form 3541	0	0
(2) In-County as Stated on Form 3541	0	0
(3) Other Classes Mailed Through the USPS	0	0
e. Free Distribution Outside the Mail (Carriers or other means)	200	120
f. Total Free Distribution (Sum of 15d. and 15e.)	200	120
g. Total Distribution (Sum of 15c. and 15f.)	1800	1800
h. Copies not Distributed	0	0
i. Total (Sum of 15g. and h.)	1800	1800
j. Percent Paid and/or Requested Circulation (15c. divided by 15g. times 100)	89%	93.3%
16. Publication of Statement of Ownership <input type="checkbox"/> Publication required. Will be printed in the December issue of this publication. <input type="checkbox"/> Publication not required.		
17. Signature and Title of Editor, Publisher, Business Manager, or Owner Greg Phillips Editor Date 10-25-06		

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- In item 16, indicate the date of the issue in which this Statement of Ownership will be published.
- Item 17 must be signed.

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PS Form 3526, October 1999 (Reverse)

FIRST IMPRESSIONS

by Tom Brown

JANUARY 93

Windblown Witness



Porsche Club of America // San Diego Region

This month's cover is titled "From 1957 to 1992" and was taken by Keith Nelson. January of 1993 was a busy month in the Witness, there was a Tech Session on the competitive rule changes for the New Year (What class am I in this year?). There were several articles recapping the Deutsche Marque Weekend, an event we held for many years where we invited the BMW and Mercedes clubs to come to an autocross, rally, tech session, swap meet and dinner. You could read about the Palm Springs Vintage races, the upcoming ski trip, a Sunday brunch social, and the Hare and Hound rally. The Deutsche Marque Dinner sounded like a great time, which included both a German costume contest and a Concours d'Miniature, which appeared to be a Concours of model cars, all capped off with a raffle for a free set of tires. On a sad note, this issue also included an obituary for Bea Cole, who passed away in December of 1992. She had been a club member for over 30 years, holding many positions including newsletter editor and president. She was affectionately known as the matriarch of our region, having been a guiding light during the 60's and 70's.

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FORUM TECH TALK

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

So I'm trying to put together a proper "event bag" for club fun. See if I'm missing something:

- 1) PCA License
- 2) High Quality Tire Pressure Gauge
- 3) Quart of Synthetic Mobil One
- 4) Helmet, Snell 2000+
- 5) Extra Water
- 6) Hat and Sunblock
- 7) Someday a 5 point harness
- Someday a mounted fire ext. (Where?)
- 9) ?

Bryan Earll

bryanearll wrote:

- Someday a mounted fire ext. (Where?)
- There are some slick ext. mounts that attach to the passenger side seat rail which makes it both accessible and unobtrusive, if you don't mind the \$\$\$\$. Once you get your roll bar in, it can be attached to that.
9. Collapsible chair.
 10. Rain gear (depending on weather.)
 11. Work gloves for picking up the course afterwards and/or driving gloves if you use them.
 12. Windshield cleaning kit.

TT

Tom Tweed — #908

2006 Tech Inspection Chair for local events

Greg Phillips

I use a small plastic tub to tote event things, plus a rolling backpack.
 Hat to keep sun off
 Sunglasses
 Brake fluid
 Power steering fluid
 12v air pump for tires
 Basic tools, depending on your mechanical expertise
 Light windbreaker for cool mornings
 Prefilled out tech forms
 Car numbers and tape to apply them (blue masking tape)
 Racer's tape
 Flashlight

For events further away add more tools and spare parts, coolant and hoses, duct tape, cable ties, brake pads, spare tires
 If not on street tires, jack and tire tools, torque wrench

Greg



American LeMans Series Laguna Seca



By PCNA
Photos by Greg Phillips

PORSCHE TEAMS, DRIVERS AND CARS CLINCH SIX AMERICAN LE MANS YEAR-END AWARDS; LUHR, MAASSEN, BERGMEISTER ARE CHAMPIONS

MONTEREY, Calif. — October 21 - Porsche, the most successful manufacturer in the history of the American Le Mans Series, added to its sports car racing legacy by securing six year-end championships as the result of top finishes tonight in the Monterey Sports Car Championships at Mazda Laguna Seca Raceway.

The four-hour endurance event, which included both daylight and night-time racing action, saw both the Porsche RS Spyder factory cars, prepared by Penske Motorsports, finish one-two in the LMP2 class and wrap up all the championships available, and Jorg Bergmeister, one of the drivers of the Petersen/White Lightning Porsche 911 GT3 RSR, win the drivers championship in GT2 for the second year in a row.

This marks the first time in the American Le Mans Series' eight-year history that a manufacturer has won two class driver and manufacturer's championships in two different classes in the same year. Here's a summary of the 2006 Porsche American Le Mans Series manufacturer, team and driver titles:

—ALMS LMP2 Class Chassis Constructors Championship - Porsche RS Spyder

—ALMS LMP2 Class Engine Championship - Porsche 3.4-liter V-8

—ALMS LMP2 Class Drivers Championship - Sascha Maassen and Lucas Luhr (tie)

—ALMS LMP2 Class Team Championship - Penske Motorsports

—ALMS GT2 Class Manufacturers Championship - Porsche 911 GT3 RSR

—ALMS GT2 Class Drivers Championship - Jorg Bergmeister

LMP2 - Seven Wins in Ten Races Bring a Title

The Porsche RS Spyder, the car that brought the Porsche factory back to prototype racing for the first time since 1998, won the LMP2 class in seven of the ten 2006 American Le Mans Series races, and finished one-two overall in the event at Mid-Ohio - the only time LMP2 race cars have finished one-two overall in the history of the series.

While Porsche and Penske clinched the manufacturer and team titles several races ago, consistent finishes for the AER-powered Intersport Lola left the drivers title in doubt until the final event. The team split up the long-

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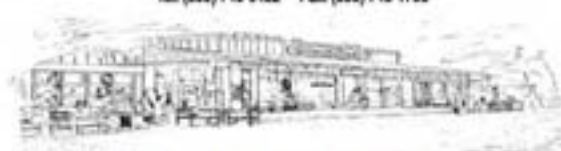
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Roger Penske inspection

time driving combination of Maassen and Luhr to maximize its finishing results with four races to go, and the pair had to each win two of the remaining four events (with the other one finishing second) to reach their goal of a shared championship.

“We accepted Porsche’s decision to split the driving assignments, but we then formulated our own plan to try to finish the season with equal points. It is not easy to plan anything that happens on the race track, but the reliable RS Spyder, great work by the Penske team, and some hard driving by our co-drivers Timo Bernhard and Romain Dumas all helped us reach our dreams,” said Maassen, who clinched his third ALMS title with Luhr.

“We accomplished the goals we set for ourselves before the season began,” related Tim Cindric, president of Penske Racing. “We won a race overall, took home the LMP2 manufacturers championships for Porsche, the LMP2 team title for Penske Motorsports, and the LMP 2 Drivers Championship for our drivers.



Winning RS Spyder #7



Wrong way Audi means RS Spyder in the dirt

It was also great to see Sascha and Lucas tie for this honor, especially since they were paired in different cars for the latter part of the season.”

Luhr and Dumas, who won the class and finished fourth overall in the race, gave race winner and LMP1 competitor Alan McNish a chase for the overall lead late in the event, but Lucas, who was in the car at the time, realized he couldn’t afford to take a chance of messing up the points. “I got close to the Audi, but the greater power of the LMP1 car never allowed me to be in a position to pass. Near the end, I pushed too hard and spun, but was fortunate to get back on the track without losing my class lead. I then concentrated on finishing the race and winning the championship,” said Luhr.



Wheel to wheel LMP1

Earlier in the event, Dumas lead the race overall from lap #54 to lap #70, and Luhr led the race overall from lap #99 - #107. It was during that latter stint when Lucas turned the fastest race lap overall - faster than all the more powerful LMP1 cars. Timo Bernhard also led the race overall in the other RS Spyder from lap #87 - #98. For Porsche, it was the seventh and eighth driver’s championship in the eight years of the American Le Mans Series, as well as the seventh, eighth and ninth manufacturers’ title.

Porsche competitors have now earned 71 class victories (Porsche RS Spyder, Porsche 911 Turbo, and

Porsche 911 GT3 R/RS/RSR) in the American Le Mans Series, and placed their cars on the pole 70 times - outdistancing all other manufacturers by a wide margin.

For 2007, Penske Motorsports has already announced it will return to the American Le Mans Series to defend its championships in the LMP2 class with updated Porsche RS Spyders.



Flying Lizard Johannes van Overbeek

GT2 - A Battle to the End

The GT2 class has been an interesting points battle all year, with the Ferrari 430 being the fastest car during the season, but the Porsche 911 GT3 RSR being the most consistent. Johannes van Overbeek, one of the owners and senior driver for the #45 Flying Lizard Motorsports Porsche 911 GT3 RSR, entered the event with co-driver Wolf Henzler with a chance to win his first ALMS championship.

As Henzler had joined the team part-way through the season, only Johannes had a shot for the title, and he was battling defending champion Jorg Bergmeister, whose Petersen/White Lightning Porsche 911 GT3 RSR was closing fast, with two wins in the last three events. Bergmeister's co-driver, Patrick Long, missed the opening event at Sebring to drive the Porsche RS Spyder, so Jorg, like Johannes, was pursuing the title alone.

The two cars were running together on the track



White Lightning Jorg Bergmeister

early in the event, but, a little more than a hour into the race, van Overbeek was cut off by a LMP1 car, and broke a radiator, causing a lengthy pit stop that cost the team a chance at the championship. Bergmeister and Long were not a cinch to win the title - even after the Lizard car fell behind, however, as they were hit by the Ferrari (resulting in a penalty for that car), and had to chase the Mike Rockenfeller/Marcel Tiemann Alex Job Porsche for much of the event.

"Our plan all year was to just win races, and the championship would take care of itself. I was driving my stint when Johannes had his problems, but no one told me, so I was pushing hard for first place. Patrick Long, my GT2 co-champion a year ago, was a hard-working teammate, even though he had no chance for the driver's title. In my mind, that makes him a true champion as well." Bergmeister became the first driver to win both a Rolex Grand-Am title (in the Daytona Prototype class) and an American Le Mans Series title the same year.

In the race results, the Ferrari 430 finished first, with Bergmeister/Long second and Rockenfeller/Tiemann third.



RS Spyder #6 at top of Corkscrew



Winning Audi Diesel



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Deborah Andrade
San Marcos, CA
1971 911

Mark Andrews
Coronado, CA
2007 911 Coupe

Victor Apostolou
San Diego, CA
2004 911 Coupe

Irena Beal
San Diego, CA

Alejandro A. Bellini & Enrique
San Diego, CA
1983 911

Gerry M. Blumenstock
San Diego, CA
1979 911 Targa

David B. Cox
Carlsbad, CA
2007 Carrera

Tracie L. Crawshaw & K Goode
La Jolla, CA
2001 911

Michael J. Cronin
San Diego, CA
1999 911 Coupe

Dennis Desouza
San Diego, CA
2001 996 Coupe

Bill Fetzer & Shelia
Coronado, CA
1968 911

Jennifer M. Ford & Tony J.
San Diego, CA
2001 Boxster S

Charles A. Grest
Solana Beach, CA
2005 Carrera

Montgomery L. Griffiths
Poway, CA
2000 Boxster

Jeffrey B. Harris
San Diego, CA
1973 914

Todd J. Hoida & Michael
Huntington Beach, CA
1988 911 Coupe

Rob Insinger & Leslie Mitchell
La Jolla, CA
2002 Boxster

Sean P. Johnson & Ralph
Escondido, CA
1986 911 Targa

Jason Lemberg
Poway, CA
1975 914

**Roger E. Long & Colleen
Murphy**
Lakeside, CA
2002 Boxster

Kenneth M. Matthias
Oceanside, CA
1977 930 Coupe

Mike McBride
Rancho Santa Fe, CA
2007 997TT Coupe

Antoine M. Megevand
San Diego, CA
1983 928

William Packwood & Aurora
San Diego, CA
1970 914

**Michael A. Palacios
& Stacey Jane**
Carlsbad, CA
1978 911SC Targa

Anil S. Patel & Anish
Encinitas, CA
2006 911S Coupe

Bobby G. Roberts & Patrice M.
Chula Vista, CA
2005 997

**Martin F. Schacht
& Vicki Di Francesco**
San Miguel, CA
1997 993

Dennis A. Schade
Wildomar, CA
2006 997 Coupe

Douglas C. Skeen & Phillip
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1973 911

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Coronado Classic Speed Festival



By Bob McLaughlin
Photos by Loren Spiegel & Greg Phillips

Margi Knight called me Saturday as I was approaching North Island Naval Air Station. It was 7:10 AM and I was feeling pretty smug about being twenty minutes early to set up the Hospitality Tent at the Coronado Classic Speed Festival. It turns out Margi was already there and ready to go to work. That's the kind of leadership Margi has provided this year, always ahead of expectations.

There was a lot of excitement anticipating this spectacular event as key players in each car club rolled into their assigned spaces in the car club parking area. The Porsche tent was near the track where lots of spectators could visit us, see the race, as well as see row upon row

of fabulous Porsches lined up for viewing. Margi had muffins, rolls, coffee and all of the accoutrements. Margi, Jovani, and I set up tables, put up the Porsche banner and started welcoming members and guests.

The Coronado Speed Festival is truly a spectacular event. It features 225 of the most unique and pedigreed vintage racecars. The best part is that spectators are able to walk among these cars and talk with the owners and drivers. Of special interest to us is that several PCASDR members were driving their cars in the race. Don Anderson and wife Karen, long time members of our San Diego Region, had their orange Bobsy Porsche in perfect condition. Buddies Bob Gagnon and Steve Miller, as well as Kevin and Dennis Adair were there to lend a hand. With that many doctors, no wonder the Bobsy is such a fabulous racecar. Near by were other long time members John Straub and wife Monique, who were making sure their 914-6 GT was ready to run in Group 6. Skip and Leslie Shirley were on hand to lend their expertise and socialize.

The San Diego Region had a special invitation to have lunch at the Cunningham BMW pits on Saturday. Although a BMW dealer, Rug still owns a 356 and a 911. Rug and Gena Cunningham have been very



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Trans-Am BMW & lunch line

generous to the Porsche Club and their hospitality is greatly appreciated.

We were pleased to have Hoehn Porsche display two Porsches next to the Hospitality Tent. Salesman Roger Wood brought a silver Cayman S and parts expert Paul Becker brought a silver 997 Cabriolet. Both of these cars proved to be very popular with attendees,

It was exciting to see so many Porsches in competition. There were 356 coupes and speedsters, 914-6s, Porsche Abarths, 911s and 911 RSRs, a 904, and a 906. All were well-cared for and race-ready.

Each of the eight race groups put on exciting racing on the North Island 1.68 mile track. Group One cars included a 1926 Frazer Nash Boulogne, a 1953 Morgan TT Replica, and a 1925 Vauxhall. The most unique car in the group was the three-wheeled 1934 Morgan. Morgans have a special significance to past President Michael Harris. He has a great story of being given a factory tour of the Morgan plant by Peter Morgan himself.

Group Two featured the thundering Allards, monsters of their day, with then new overhead valve Cadillac engines. Ferrari 500 MD, Jaguar D-Type and Maserati were represented here as well. These historic cars can still put on a good show.

Group Three demonstrated the most exciting racing



Lunch with the Cunninghams



Bob McLaughlin & Cid Richards

of the weekend for us. This group featured the big V8 engined Corvettes against the little four cylinder Porsches. Leonard Turnbeaugh from the Sierra Nevada Region put on the most impressive drive of the weekend in his 1620 cc speedster by chasing down and overtaking the lead Corvette of Noel Parks. The Corvette had some advantage in the long straight sections, but in the turns the speedster was right back on its bumper until finally overtaking the Corvette for the win. Exciting stuff for Porsche fans! Most of the Sierra Nevada Region members drove in Group three. Great guys! In fact, after meeting them a couple of years ago in Coronado, I was invited to see some of their home shops. Number 48 Speedster owner Paul Christensen was assembling a transaxle bearing when I arrived. A retired high school principal, his automotive expertise is quite impressive. Don Tevini, PCA member from Salinas, owner/driver of car number 159, a silver Porsche 356, stopped by to thank us for the invitation to visit the Hospitality Tent. While visiting, he passed out his fun Prontoburro Racing buttons.

Group Four, racing for the North Island Credit Union Cup, consisted of the nimble Lotus, Elva,



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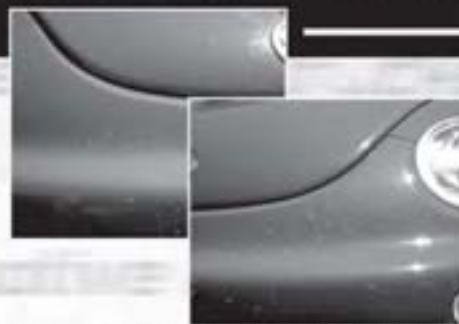
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Don Anderson (928GT owner)

Masarati, Ferrari, and Lola cars. These cars appeared small, but they were deceptively fast.

Group Five was where PCASDR member Don Anderson put on a great showing in his orange Bobsy Porsche against Star Cooke in his Bobsy Corvair. Pat Costin, from Reno, driving his 1966 Porsche 911, also held up well against the other cars. Pat visited our Hospitality Tent and was impressed by San Diego Region's showing. He spoke at length with Curt Yaws about Curt's new red GT3. Pat has some impressive cars in his garage, too.



Early Porsche 906

In Group Six, John Straub was up against some strong competition. The throaty big V8 Cobras, Ford GTs, and Corvettes didn't intimidate John at all. He drove well and held his own in the group.



John Straub's 914-6GT

Group Seven included the impressive CAN AM cars. The ground shook and hands covered ears as the powerful McLarens of Mules Moritz, Jr. and Robert Ryan sped by. Although driven exceptionally well, the two Porsche RSRs, the Porsche 906, and Rug Cunningham's BMW 3.5 CSL were back from the winning Chevron B-16 in this group.

Group Eight featured Ford vs. Chevrolet. The Trans Am series cars produced some exciting racing. Loud noise, power, and aggression characterized this group. For an inside look of how these cars were developed, I recommend the book by Mark Donahue, "Unfair Advantage." Competition was strong in those days and a lot of impressive research and development took place so these manufacturers would win on Sunday and sell on Monday.

Sunday also brought the RS America Group to our Hospitality Tent, which had driven from a brunch at the 94th Aero Squadron, to fill the Porsche corral. This brought the corral up to about a hundred cars. The Hospitality tent was filled to capacity for most of the day and sandwiches, sodas and water went quickly. It was so nice to see so many members. I was pleasantly surprised to see so many new members, as well. Many expressed interest in becoming more involved with the club.

This event brought together PCASDR members with a variety of interests: autocross, time trial, club race, Concours, and the social crowd. It was wonderful to see a great deal of interaction among members. All had a great time. As Michael Harris suggests, this is a "must do" event for next year. I fully agree!





Are those SUV's getting bigger?



Eleanor Myrus & 906



Flybys



Porsche Corral



Fast 356



John Straub



Bugatti at Museum Exhibit

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TECH QUIZ

1. In the postwar renaissance of Porsche, the chief designer and the body designer were:
 - a. Norbert Singer and Helmuth Bott
 - b. Karl Rabe and Erwin Komenda
 - c. Peter Falk and Jurgen Barth
 - d. None of the above
2. A lone aluminum-bodied 1.1-liter Porsche coupe won its class and placed 20th overall in which 1951 race?
 - a. Rolex 24 at Daytona
 - b. 12 Hours of Sebring
 - c. Le Mans
 - d. Targa Florio
3. At the end of 1955, the Allies returned the original Werk I to Porsche. Coincidentally, it happened on the 25th anniversary of the Porsche firm.
True or False
4. The Porsche Type 597 (Hunter) vehicle was envisioned for:
 - a. Military and civilian use
 - b. Military use only
 - c. Civilian use only
 - d. None of the above
5. In the late 1950's the US Marine Corps evaluated a Porsche-powered Gyrodyne one-man helicopter.
True or False
6. In the September 2002 issue of Panorama there was a tribute to the legendary Al Holbert. Mr. Holbert's first Porsche racecar was a model:
 - a. 911R
 - b. 911S
 - c. C-production 914/6
 - d. None of the above
7. As part of the final testing program for the 959, a modified prototype was entered for the 1986 and 1987 Le Mans races. What model designation did it have?
 - a. 960
 - b. 961
 - c. 964
 - d. None of the above
8. Bosch mechanical fuel injection was introduced in which 1969 Porsche models?
 - a. 914 and 911T
 - b. 924 and 944
 - c. 911S and 911E
 - d. 911R and 911L
9. Design ideas for the Type 993 Targa came from which Porsche model concept?
 - a. 989
 - b. 911R
 - c. Panamericana
 - d. 997
10. The Porsche TAG V-6 Formula One engine of the eighties weighed 330 pounds and used a Bosch Motronic fuel injection system.
True or False

1. B Excellence, Vol. 1, page 47-b
 2. C Excellence, Vol. 1, page 53-c
 3. T Excellence, Vol. 1, page 133-T
 4. A Excellence, Vol. 1, page 135-a
 5. T Excellence, Vol. 1, page 15-T

6. C Panorama 9/02, page 24-c
 7. B Porsche 911 Story, page 313-b
 8. C Excellence, Vol. 2, page 534-c
 9. C Excellence, Vol. 3, page 1289-c
 10. T Excellence, Vol. 3, page 1051-T



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BOARD MINUTES

Greg Phillips, Secretary

October 4, 2006

Calendar:

01-Z8 Autocross, Riverside/Orange Coast Regions

01-SDR hosts Z8 Time Trial, Spring Mountain

04-SDR Monthly Meeting, Straub Home

07-Z8 Concours, Golden Empire Region

07-Z8 Rally, Golden Empire Region

07-08 -SDR Hospitality Tent & Membership Drive at the Coronado Speed Festival

08-SDR Brunch & Tour to Coronado Speed Festival

08-Z8 Autocross, Golden Empire Region

09-Gran Prix Region Driver's Ed

13-15 SDR Performance Driving School, Qualcomm West Lot

20-SDR Social, Poker Night – Dente Home

20-Z8 Tour to ALM, Orange Coast Region

21-SDR Tech Session, Autopia(Moved from Oct. 18)

22-SDR Autocross, Qualcomm South East Lot

27-29 -Carrera Region OktoberFiesta

28-SDR Tour and lunch at Menghini winery in Julian

28-SDR Social, Halloween Party – Harris Tomb

28- 2007 Parade Meeting

31-SDR Last Tuesday Social – Clay's (Formerly Elarios) In La Jolla

Present: Margi Knight, Bob

McLaughlin, Greg Phillips, Ted

Myrus, Martha McGowan, Tami

Ibbetson, Denise Dente and Michael Harris

Minutes Approval: MSP

Treasurer Report: Martha

McGowan reported that we had income of \$15,850 for the month and expenses of \$13,840.

President's Report:

Announcement of 2007 Board and Officers Ted Myrus, President, John Straub, Vice-President, Martha McGowan, Treasurer and Tami Ibbetson, Secretary. The rest of the 2007 board is Greg Phillips, Jim Duncan and Gary Burch. PCA announces request to suspend four members involved in Porsche 908 damage lawsuit. Information on Hospitality Tent at Coronado Speed Festival, Hoehn will be bringing cars and posters. Miscellaneous year-end budget requests presented for End of Year awards, President's Reception and Installation Banquet MSP.

Chair Reports:

Witness Sales: Bob McLaughlin reported on problem account with GT Motorsports for delinquency of \$1400 and will be turned over to collections if not cleared.

Witness Business: Royce-Ann Myrick presented a report of the aging of accounts for advertisers.

Witness Editor: Need writers and photographers for each edition.

Web Team: No Report

Vintage Racing: John Straub reported the great turnout of members for Corral Passes and recommended \$1000 budget for the Hospitality Tent MSP

Tours: Keith Verlaque gave an update on Coronado tour Oct. 8 and Julian tour Oct. 28 at Menghini Winery.

Timing: No Report

Time Trial: Spring Mtn. update, planning for the 2007 season.

Tech Session: October Tech session Thursday at the Braille Institute, budget request of \$100 for the tech session MSP. Perfect Shine tech session is scheduled for Sat Oct. 21.

Sponsor Liaison: Hoehn still not committed for the Coronado Speed Festival. Concours event of September did not have cars from Pioneer. Parade sponsorship issues discussed

Social: Miscellaneous updates by Kathy Alnwick. Progressive dinner had profit of \$200. Discussed Parade quilt and requested photos for the quilt.

Safety: No Report

Region Rules: Reviewproposals submitted for Zone. Zone 8 Presidents meeting on Nov. 11 to vote on any new proposals. Plan for meeting of November 15 at Margi Knight's.

Rally: November 4 rally information. Budget request for \$175

Parade: Paul Young reports the next meeting Oct. 28 to be full day with PCA and PCNA. Discussed equipment purchases for Parade that could be used after the Parade.

Membership: Primary: 1534 Secondary: 1162 Total: 2696 Up 12 since last month.

Legal Liaison: No Report

Insurance: Tom reported insurance is in place for PDS and autocross. Need \$150 for additional SE lot costs.

Goodie Store: Gary Samad reported an income of \$899, need to adjust for Parade shirts.

Equipment: Skip Shirley is working on the trailer repairs.

EMaster: No Report

Corner Working: No Report

Concours: Report on September 23 Concours and budget reconciliation by Inca & Ziggy Szielenski. Over 50 cars presented with a net income of \$966 - (pending Zone assessment). Fifteen new members had lunch presented.

CDI: Still have openings available. Denise will check previous wait lists for possibilities.

Charity: Bring Rady Children's Hospital Donations to Board meeting. Announce date for delivery to hospital (12/17) Update of Poker Night. Photo CD available at PDS.

Budget for \$1000 for Alta Vista and Rady Children's Hospital for jacket and backpacks.

Auto Museum: Presentation by Bob Hanson, new President of Auto Museum.

Autocross: No Report **Archivist:** John Straub reported that Tami Ibbetson and Tom Brown were reviewing the archives for the 50th plans.

New Business: Reviewed plans for 50th anniversary logo and made a selection. Motion for the President's gift MSP

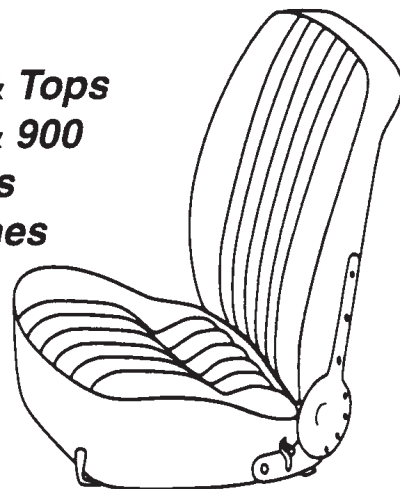
Old Business: Tami Ibbetson presented a budget request for Calendars MSP

Adjournment: 9:28 (or thereabouts)

Next Meeting: November 1, Brown Home



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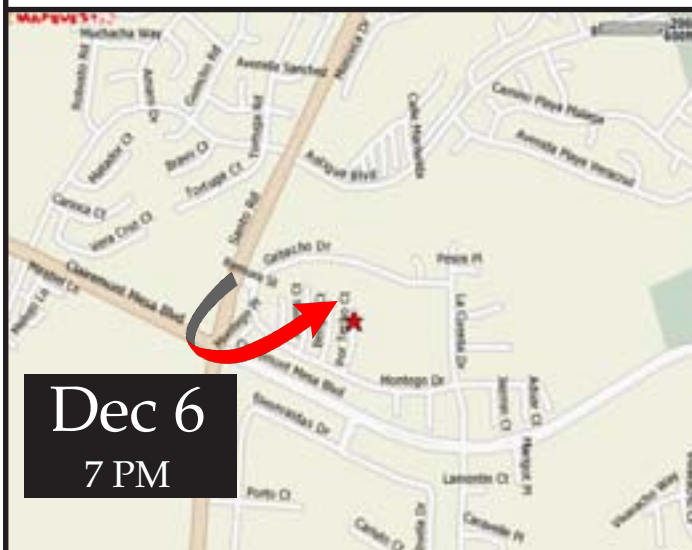


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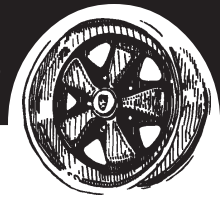
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1994 Speedster. 15,600 miles. Guards Red/Black. Air Conditioning, LSD, Trip Computer. Flawless "as new" stock condition. \$68,500 (858) 775-3932

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. Peter (plevine1@san.rr.com) (858) 457-2618

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996/986 Fire Extinguisher Mnt NEW BreyKrauseR2020 Mount for 996/Boxster (stock seats). Perfect4DE/TT. TIGwelded type304stainless powdercoated black wrinklefinish, holds2.5lb extinguisher. PCAcompliant. \$95 (List\$127)(858) 774-1804 Russell rdshon@san.rr.com

78 911 SC Eng. and Trans complete \$5,500 OBO (858) 583-8440

17" C2-Turbo Replica wheels 7.5's&9's w/ tires. Great Cond. Fits EARLY OFFSET 944s. \$600 or trade for EARLY OFFSET 15" Phone-Dials and \$350. Andy. (619) 952-0534

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Bilstein coilovers PSS9's adj. shocks to fix Boxster excellent condition less than 5000 mi. \$995 won every autocross with them on car. (760) 788-9558

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18x8, 18x9.5 Turbo Wheels Good condition - minor curb rash right front - will polish out - Yokohama rubber - rears usable, \$1000 or trade for set of 17x7, 17x9 wheels.

Al James, james@raytheon.com, 858-774-3782

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November 10 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

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

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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



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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

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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.

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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