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Volume XLVII No.12

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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 Zone 8: http://www.pca.org/zone PCNA: http://us.porsche.com/national/ PCA National: http://www.pca.org

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

For email notification of events please contact: emaster@pcasdr.org

De	cemb	er	January			
3	Sun	SDR Instructor Appreciation Day,	3 Wed SDR Monthly Meeting, (page 59)			
		Invitation Only, Qualcomm West Lot	Myrus Home			
6	Wed	SDR Monthly Meeting McLaughlin home	6 Sat SDR Installation Dinner and			
10	Sun	SDR Tour (page 6)	Charity Banquet (page 7)			
16	Sat	SDR Other Car Autocross,	20 Sat Z8 Awards Banquet			
		Qualcomm West Lot (page 63)	February			
17	Sun	SDR Charity Event, Toy Drop-Off at	3-4 S-Sun Z8 Time Trial Big Willow			
		Children's Hospital (page 9)	March			
20	Wed	SDR Tech Session (page 35)				
		JMC Motorsports	3-4 S-Sun Z8 Time Trial Streets of Willow			
26	Tue	SDR Last Tuesday Social, (page 6)	30-31 F-Sun Z8 Festival of Speed California Speedw	ay		
		Bertand at Mister A's	April			
		San Diego Region's 49th Birthday Party	1 F-Sun Z8 Festival of Speed California Speedw	ay		



Don't miss the annual Installation & Charity Banquet on January 6, 2007. "We Have Come a Long Way" will kick off the yearlong celebration of the 50th Anniversary of San Diego Region's PCA charter and recognize the women members of our Club and their continuing contributions.

Join your friends in celebration of another great year of fun. You will savor a delicious dinner with a choice of prime rib, sea bass or vegetarian that is accompanied with red or white wine. Take part in the silent and live auctions to give support to Rady Children's Hospital and Alta Vista Academy. You will be amazed at the wonderful auction items to be provided such as a sailing experience with dinner and wine on San Diego bay, a private fine dining experience, racing equipment, wine, and much, much more.

We have fabulous door prizes that all paying attendees will be eligible to win. These include:

A weekend escape to La Quinta Resort in Palm Desert

A weekend escape to the Ritz Carlton in Laguna Nigel

Gift certificates to Hoehn Porsche, Pioneer Centres, Black Forest, Dieter's, Extreme Motorsports, JMC Motorsports, Modern Image, and Bumper Medic

Dining certificates to Tapenade, Jack's of La Jolla, Rainwaters, Milles Fleurs, and Mexicocina

A gift certificate for La Costa Spa.

You will need to be in attendance in order to win..so do not miss out.

End the evening by dancing the night away to sounds of Kicks live music!!

Most of all you will be able to spend a great evening with all of your SDR friends.

Are you enticed yet? Signup information is on page 7.

AT THE WHEEL





I recently prepared a summary of all that we have done this year and presented it at the Zone 8 President's meeting. After detailing the 86 events and highlighting our accomplishments, the next President from the LA Region was to present his report.

Prior to starting, he looked at me, bowed down and said "How Can We Top That?" I just smiled.

This will be my last column for the Witness and I need to thank all those who have made our Region so notable throughout the Zone. First, to the 2006 Board who provided support and guidance to me. Thanks to Bob McLaughlin, Martha McGowan, Greg Phillips, Tami Ibbetson, Denise Dente, Ted Myrus and Michael Harris for everything they have done for the Club. Hardworking, dedicated, honorable and consistent describes all of them.

To our Chairs, you are the backbone of this Club. Planning for 86 events is no easy task. Several stand out which require recognition:

§ The AX Team of Curt Yaws, Chuck Sharp and David Kochanek conducted 15 Autocrosses this year (a record). Thanks to all the drivers who faithfully attended the autocrosses and supported the Club.

§ Pageant of the Masters and the 356 Concours weekend hosted by our dedicated Social Chair, Kathy Alnwick. No one could believe how much work Kathy does for this club.

§ Texas Hold 'Em Poker Tournament hosted by Katina Gonzalez and Denise and Steve Dente. What a blast and we raised \$3000 for Alta Vista Academy.

§ Hospitality Tent and Membership drive held at the Coronado Speed Festival. Everyone contributed to help make this event popular will all members.

§ Jack Miller and his team again proved that he is the best at conducting five Zone 8 Time Trials.

Thanks to every single one of you who set up the Concours, conducted the Rallies, led the Tours, organized the Tech Sessions, managed the Performance Driving Schools, secured our Insurance, advised us legally, developed our Website, created the Windblown Witness, worked corners, and instructed our student drivers.

I need to give special thanks to some folks. First to the WOMEN of PCA-SDR. Thank you for giving me your support. This year we have continued to prove that we have contributed a significant advantage to the organization. From leadership positions on the Board, Martha, Tami and Denise, we were awesome. To the women who chair committees, drive like hell and attend our events..... thank goodness you are here.

Special thanks to Bob McLaughlin as he is my right-hand person. If you were to look for one of the hardest working persons for this Club, you would not need to look far as Bob is always there. My left-hand person is Martha McGowan who guided me through the financial ins and outs of the organization as well as so much more. She is solid!!

Particular thanks to Michael Harris, Tom Brown and Bill Allen, all past Presidents who were the best source of guidance during my tenure. I could not have done it without your insight and guidance. Michael has given three years of his life to the board and for the benefit of the Club.

If I have failed to note anyone in particular, please forgive me. There are so many great members and so little space. I appreciate each and everyone one of you. Please give your new Board the same support you have given me. Ted Myrus, John Straub, Martha McGowan, Tami Ibbetson, Greg Phillips, Gary Burch and Jim Duncan need you.

I have made many friends in the Club whom I hope to maintain for a lifetime. We have come together for the love of a Porsche but stay together for the love of each other.

And I leave you with this:

"Are we going to be friends forever? asked Piglet. Even longer, Pooh answered."

—A. A. Milne from Winnie the Pooh





Happy Thanksgiving and a Merry Christmas to all and to all a good 2006. I am finishing up this issue to get it to the printers before Thanksgiving and hopefully in your hands in early December. That is the plan anyway; it does not always work out that way.

As we segue from 2006 and onto 2007, there will be a lot going in for the San Diego Region. December 26 will be the 49th anniversary of the charter of the San Diego Region and will be kicking off our 50th Anniversary year. Add to that the fact that the 52nd Porsche Parade will be in San Diego July 1-5 and you have an even more exciting year. These of course are on top of our usual array of events planned for 2007 (Margi counted up 86 for 2006). Starting with our Installation Dinner and Charity Gala Banquet on January 6th to the finishing celebration on December 26, 2007 as we finish our 50th year, 2007 will be a year to remember.

A lot of these events are still in the early planning phase, but Parade is well along in its plans. Paul and Ruth Young along with the Grand Marshals Jack and Ginny Case have planned an exciting Parade and are now implementing those plans. The January Panorama will have the official announcement and registration will follow in March. See page 8 for information on volunteering for the Parade.

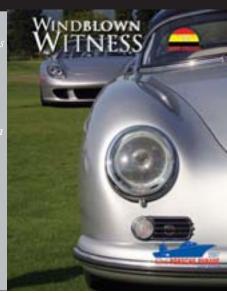
Although we won't know the autocross and DE schedule until later this year, Jack Miller has released the tentative schedule of time trials for next year. The firm dates include Willow Springs on the big track on February 3-4, Streets of Willow on March3-4, California Speedway for the Zone Festival of Speed on March 30- April 1 and Spring Mountain in Pahrump, Nevada on September 29-30. Still to be determined are possible dates for Buttonwillow. Start making your plans now and syou can review the 2006 standing on page 48!

This issue we have the report on another great Performance Driving School. Kudos to the Tres Amigos of Gary Burch, Dan Chambers and Carl Scragg. If you have not taken, the school, it is well the worth the effort and you will have a greater idea of what your Porsche (or other car) is capable of. Until then, think about coming out to one of the upcoming autocrosses. Instructors are standing by! Don't wait 6 years like Scot Sandstrom before trying a SDR event (see his Top Ten list on page 29).

In the spirit of Thanksgiving this would be a good time for me to thank the many people who have helped over the past year. Not only to the many chairs who plan and put on our events, but also the people who have helped with the Witness over the past year. Special thanks to Margi Knight for her support and proofreading (and timely columns), Martha McGowan who assists with proofreading and even more with the real editing of articles, Ted Witte who has helped with attending and photographing many of our events this year, Tom Brown who has helped with the calendar and First Impressions column, John Straub for his monthly column and support. And to everyone who contributes by writing articles, submitting photos or helping with event flyers, my heartfelt thanks.

ON THE COVER

This month's cover was also taken at this year's Portland
Parade juxtaposing a 356 with a
Carrera GT to show the Porsche evolution over the years
Greg



Last Tuesday Social

December 26, 2006 - 6pm

Come celebrate SDR's 49th

year







2550 Fifth Avenue Twelfth Floor, San Diego, CA 92103

DIRECTIONS

👫 From Interstate 5 Freeway

Traveling South

Exit Sassafras. DO NOT TURN ON SASSAFRAS. Continue straight on Kettner Blvd. Turn LEFT on Laurel Street. Turn LEFT on 5th Ave.



Exit 6th Ave. Make a RIGHT onto 6th Ave. Make a LEFT onto Laurel Street. Turn RIGHT on 5th Ave.









Traveling South

Exit University Ave. Turn RIGHT onto University Ave. Make a LEFT onto 4th Ave. Continue straight on 4th Ave. Turn LEFT into the Valet Parking Garage at 4th and Laurel.

Info: Kathy Alnwick 619.229.1515 imthekaps@yahoo.com

It's time to take your Porsche out for another fun drive at 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

Pine Hills Lodge

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



49thAnnual San Diego Region Installation & Charity Banquet

SANDIEGO Sa Ma

Saturday, January 6, 2007 Marriott - Gaslamp Quarter

660 K Street, San Diego

Sponsored by Hoehn Porsche

Cash Bar 5:30 PM Silent & Live Auctions Fabulous Door Prizes Banquet Dinner 6:30 PM Live Music by the KICKS Dancing 'til 11:00 PM



CHARITIES: Rady Children's Hospital and

Alta Vista Academy

MENU: Choice of Prime Rib, Sea Bass, or

Vegetarian upon request

COST: \$45/person postmarked before 12/28

\$55/person postmarked after 12/27

POLICY: Reservation requests accepted only

by mail. Seating limited to 200 based

on postmarks. Status response by eMail.

PARKING: Hotel Valet for banquet \$14

6th & K Parkade \$1

Entrance on 6th between K & L Streets

ROOMS: \$159 per night, breakfast included

Arranged individually with Marriott. Phone: (800) 228-9290; specify the San Diego - Gaslamp & request the Porsche rate, Cutoff date 12/06/06.

INFO: Kathy Alnwick (619) 922-2439

imthekaps@yahoo.com

PAYMENT: Check to PCA-SDR,

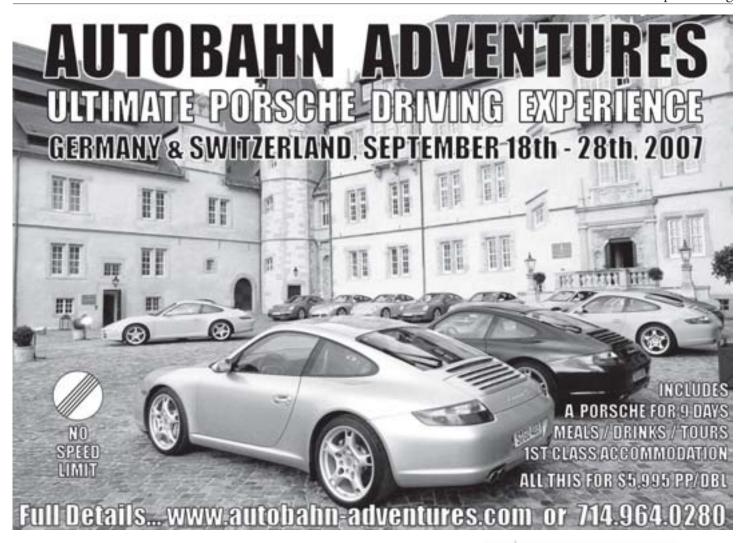
Credit Cards: Master Card, Visa

SEND TO: Martha McGowan (619) 265-8377

7954 Mission Vista Drive San Diego, CA 92120-1567

prereg1@cox.net

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			Expiration D	ate // /
eMail		Phone		



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 1^{st} - July 5^{th} , 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

- [] Administration & Troubleshooting Art Show [] Autocross [] [] A/V & Presentations [] Awards & Trophies Banquets [] [] Beach Party [] Charity Children's Activities [] [] Computers & IT [] Concours Door Prizes [] [] Equipment
- [] Gimmick Rally Golf Outing [] Goodie Bags [] [] Goodie Store Hospitality [] Hotel & Facilities [] [] Porsche Display [] Press & Publicity 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 []



Join us Sunday December 17, 2006

at Mimi's Cafe for

PCASDR's Annual Toy Delivery for Rady Children's Hospital.

Breakfast is at 8:30am.

After which we will take a short drive to the hospital. This is a family event and I encourage bringing the kids!

The address is:

5180 Mission Center Rd. San Diego, CA (619) 491-0284

WISH LIST

Arts & Crafts

surta (

Crayons, washable markers, construction paper, craft kits, coloring books, colored pencils, beads, markers, and watercolor & acrylic paints.

Toys

Barbie dolls, bubbles (non-toxic), doll house people, puzzles, remote control cars, shape sorter ball, medical play kit, plying cards, rattles, Viewmasters, cars, push & pull toys, crib toys (plastic & or musical), See n' say toys, Fischer Price / Play Skool play people, mobiles, and kites.

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, Videos, & DVD's

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).

Thank you all... Katina



32 poker players and numerous spectators had a blast at PCASDR Charity's First Annual Texas Hold 'Em Poker Tournament and chili cook-off. The event was held at the lovely home of gracious hosts Steve and Denise Dente in La Jolla. The evening kicked off with a feast of chili contest entries, along with side dishes anted up by the spectators. Apparently Denise and Steve barred all boring chili at the door, as each chili was deliciously Texas-grade and poker-qualified.

Jennifer Reinhardt's "Smack Talkin' Lip Smackin' Chili" was judged the winner and it netted her a \$50.00 Great News! Cooking School gift certificate. San Diego native Jennifer had never made chili before and she credited her win to weeks of Internet research and her selection of a mix from Pendery's, a 136 year old Texas spice purveyor. (www.penderys.com). When requested to make this chili for the next autocross, without hesitation she shouted, "No!" complaining that the meat took too long to chop up. When asked if she'd change her mind if husband Martin Reinhardt would handle the meat, Martin interjected, "absolutely not."

Although he attended compulsory Swiss cooking school as a lad, Martin was apparently only trained in the art of preparing cheese hors d'oeuvres and chocolate desserts.

The event's charitable purpose was a great success. Together with proceeds from the jacket drive and prior raffles, and led by Charity Chair Katina "Speedy" Gonzalez (who labored with state authorities just to





confirm the poker was legal), PCASDR managed to raise \$3,175. All the proceeds are going to the Alta Vista Academy, a public school in a residential treatment facility where at-risk teens receive the academic and social skills needed for successful transitions to health, freedom and adult independence.

Teachers from Alta Vista Academy are used to dealing with misbehaved and impetuous mavericks, skills which came in handy as they dealt cards to tables full of rowdy PCASDR card sharks. The poker tournament was played in two one-hour rounds, with minimum bets increasing every 15 minutes. For a \$50 buy-in, all players started with a theoretical base Cayman's worth of chips (\$50,000). Play was initially relaxed but grew frenzied as the end of the first round approached. At each table, only two players with the most chips could advance to the finals.

At my table, nobody had amassed a big trove of chips and only one player at the table had been eliminated by an "all in" bet. As the final hand was being dealt, it appeared I had a slight lead over Steve Dente, David Kochanek, Corey Crosser and the resurgent Dave Gardner. After receiving two mediocre hole cards, I



played it safe and folded. It being the final hand, every other player at the table was forced to go "all in" for any chance of advancing. Cool customer Corey Crosser, clad in sunglasses and a cap like poker legend Chris Moneymaker, had been dealt two kings and was a big moneymaker indeed. He took all the money on the table except mine and advanced to the final round!



After a brief intermission, the crowd adjourned to the Dente living room where finalists Victor Apostolou, Susan Brown, Corey Crosser, Gail Dana, Ted Drcar, Elena Eiden, Ron Hartmus and Bill Ibbetson brought their hard-won chips and took positions at a table covered with "Guards Red" tablecloths. Dealer Chad Pearson, a 7th through 12th grade P.E. teacher at Alta Vista, served as our dealer. From my table came the highest and lowest chip count finalists: my lightlyoptioned Cayman S-worth of chips (\$67,000) and leader Corey Crosser with a veritable Carrera GT of chips. Corey started the final round conservatively, frequently folding to avoid antes and preserve his "precious." Those with fewer chips knew they had to take big risks to have any chance of winning and those in the middle used their muscle in an effort to eliminate the little guys.

The big crowd drew in close and rode the emotional roller coaster along with the players. Not only were minimum bets much bigger in this round ("big blind" started at \$5,000 and rose to \$40,000), but players bet aggressively, sometimes recklessly, making huge bets in a long-odds quest to be victorious. On many hands there were all-in bets even before the three-card flop! With less than half the final hour left to go, Gail Dana risked it all and leaped into the lead on a big hand. Finding himself in a newly tenuous position, Corey



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Crosser went in on a couple hands, fared poorly and suffered a sudden reversal of fortune. Gail held onto a lot of chips, but shed the lead to yours truly. Then poker first-timer Victor Apostolou took a commanding lead with a huge pot ... which he won with three-of-a-kind hand by going all in on his 4 and 9 hole cards, before the flop! Victor had such a big lead that he wisely sat out of the next and final hands, since nobody could catch him. The final hand was an "all in" contest for second and I took the pot from Gail and Corey by having the highest of three pairs, unwittingly earning myself the role of tournament journalist.

Victor Apostolou won two nights of lodging in a suite at the La Jolla Cove Hotel, a fine prize donated by the munificent Neil Heimburge. Asked how a novice could



win, Victor said he had never played any poker before, didn't even read the instructions, but stayed quiet, sat back and went "all in" when the crowd cheered him to do it. I think the *real* reason is that he has a lot of experience handling expensive tests: in his day job he runs clinical pharmaceutical trials for Novartis. Well, either that, or it's good karma from his recent purchase of a GT3 to replace his BMW M3!



Following poker, five finalists were selected for judging in the "most intimidating poker outfit" contest. Four of the five were sunglass-clad archetypes of the sleazy poker look made popular on T.V. But by a clear mandate, the crowd cheered Alta Vista's own Principal Tom Logsdon as the winner. Clad in monotone black western wear reminiscent of Lee Van Cleef's "Angel Eyes" character in The Good, The Bad, and The Ugly, tremendously tall Tom soared above the finalists, including your bad and ugly wig-wearing event scribe. The Alta Vista teacher/dealers personally pitched in to purchase the prize for this contest, a gift certificate for a "Sports Car Auto Detail" at Pioneer Centres. Lacking a Porsche of his own and seeking to prove the win was not some sort of fix, Tom Logsdon turned the prize over to Charity Chair Katina Gonzalez for raffling at the October 22 autocross, where it raised another \$140 for the Alta Vista Academy.

We all learned some valuable poker lessons, including that when you're small, you have to go all in, and just because you're large doesn't mean you can lay back and do nothing. If you missed the event, aren't you sorry now that you didn't come? We'll see you next year at the Second Annual PCA Texas Hold 'Em Poker Tournament.





What a difference a year makes. Last year at the final SPEED GT race at Laguna Seca, Porsche was leading in the Manufacturer's standings ahead of Cadillac and Wolf Henzler's Porsche was on the pole. He led the start of the race until he was passed by Lou Gigliotti's Corvette who jumped the green flag after a full-course caution on lap 6. He was later black-flagged and penalized but, before he pulled off, he went wide in turn 2 with Henzler and allowed the Cadillac of Max Papis to pass both of them to take the lead and eventually the



race. Henzler also had contact with another Cadillac and a flat tire and did not finish the race. Cadillac ended up 1st, 2nd and 4th and, with the highest placed Porsche being James Sofronas in 5th, Cadillac ended up winning 63 to 59 over Porsche.

But in 2006 things went a little better for Porsche. They came into the race competing with the Dodge Viper for the Manufacturer's title and Porsche rookie Lawson Ashenbach leading in the Driver's standing. Although a Corvette was on the pole, Randy Pobst's Porsche GT3 was next with the Porsches of Ricardo Imery and James Sofronas right behind. Lawson Ashenbach was further back in the field, but had a substantial lead over Lou Gigliotti.





The cars were brought out onto the grid along with the flag girls and umbrella girls and then sent off on their warm-up lap. At the standing start they exploded off the line and, although the Porsches have a traction advantage, the Corvette had a power advantage and held onto the lead into the first turn and the next several laps. There were a couple of full course cautions as cars had exited the track and got stuck in the gravel traps. I was taking pictures at turn 11 and it was monotonous in the beginning. The black and yellow Corvette would arrive followed closely by the three Porsches.



But that all changed on lap 16 as, this time around, Ricardo Imery was leading and then the Corvette and Randy Pobst's Porsche. It turned out that there was oil on the track at turn 6 and both the Corvette and Randy Pobst lost traction and went wide and off the track. Imery was able to see their problems and slowed and stayed clear and took the lead. The Corvette was slowed by some suspension damage and was finally passed by Randy Pobst who then set off after Imery's Porsche.



The lead looked insurmountable, but Imery was slowed by lapped traffic and Pobst had an easier time as they were now looking for the rest of the pack and slowly reeled him in. At the white flag Imery still had good lead but Pobst was using the whole track to catch up and they were nose-to-tail coming into the last corner at turn 11. Imery ran a little wide and Pobst turned underneath him. Imery was still ahead by a nose as they bumped fenders and accelerated for the finish. But Pobst had a better run out of the corner and was ahead at the flag by a whopping 0.031 seconds!

It was a Porsche 1-2 with Max Angelleli's Cadillac in 3rd, followed by Leighton Reese's Corvette and then James Sofronas' Porsche in 5th. Lawson Ashenbach ended up in 9th place overall but did win the Driver's Championship with Porsche taking the Manufacturer's title.



It was not only a surprise for Pobst to win the race, it was also unusual for him to even be driving a Porsche in SPEED GT. He has primarily been driving for Mazda in SPEED Touring, but did drive the last two races in a Porsche. "The object of At Speed hiring me for these last two races was to help Porsche in the Manufacturers' Championship. The turning points of the race for me were obviously the Exxon Valdez oil slick in turn six.

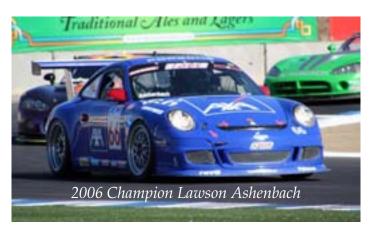


Wow, what a mess! Leighton [Reese] was the first one in it and he slid wide and I sort of did a Tokyo Drift through the gravel."

"After that, as good as I thought the car was, I didn't think there was any way to catch back up to Ricardo [Imery] until I saw the traffic and I thought 'maybe...' When Ricardo got through the traffic, they started looking in their mirrors more and it was much easier for me. The last lap was just an all-out battle and 31-thousandths good for me."

Imery's runner-up finish earned him the Piloti Rookie of the Race Award, a bittersweet prize for the Venezuelan. "All I can say is that this one stings a little bit. There was some sort of liquid or oil in turn six and Leighton [Reese] and Randy [Pobst] fell off and I went to the inside because I knew there had to be something wrong. When I got into the lead, I put my head down and really tried to put laps together."

"Then, we just began to hit lapped traffic. I'm pretty disappointed in some of the back markers, but that's racing. It was tough for me to get by and then it seemed easy for Randy. In the last corner, I just got the power





down and got a little sideways and Randy got a better launch out of the corner. That was it—31 thousandths. It stings, but it's good for Porsche and a good day for Jon Groom Racing."

So this year it was all roses for Porsche, although not for Ricardo Imery. Randy Pobst had a great time on the podium as it was his first win in SPEED GT since 2004 (in an Audi RS6). It ended a fun weekend at Laguna Seca with ALMS and the SPEED World Challenge races. Check the calendars for next year's races and plan to make the trip. You won't regret it.









At the conclusion of the recent Performance Driving School the Chief Driving Instructors (Three Amigos) Gary Burch, Dan Chambers and Carl Scragg asked the students for their feedback about the school and any suggestions they might have for improvement:

Subject: Re: PCA Performance Driving School - feedback

Carl, Dan and Gary,

Simply put; the weekend Performance Driving School far exceeded my expectations.

It was well organized and the exercises were paced reasonably so that one had a chance to integrate the learning before moving to the next exercise. Obviously the teaching skills and personalities of the instructors vary, but all seemed knowledgeable and capable of managing their assigned tasks. I did not have a loser during the weekend. Keith Verlaque was especially articulate and knowledgeable. I was most fortunate to have Martin Reinhardt as my instructor for the Sunday autocross. He is an excellent driver and a most helpful instructor. He progressively "nudged" me as my skill



and confidence increased. I would be most pleased to have him ride with me in a future autocross.

In addition to the driving exercises, the critique sessions were most valuable. One can observe a particular turn from a close up view point and see what technique works and what does not.

I knew I had a superb car (997), but lacked the full appreciation of its capabilities. Even more surprising was the skill improvement I was able to appreciate in a weekend of school. Like many other things in life, talking about it and watching it are great fun; but not the same as doing it! I'm really glad I did. On Sunday night I was totally exhausted, but far to pumped to sleep.

Hope to see you soon, Chuck Holland



Dear PCASDR -

I just wanted to say I had an INCREDIBLE time at the last PDR (October 14-16th). A sincere "Thank You!" to everyone involved.

I have to say, coming into the event, it had been a few years since I even owned a sports car, and my ideas of driving had been tormented with traffic jams and point A to B commutes. Your driving school has completely re-ignited my passion for driving.

The organization was terrific; the entire event ran as smoothly as possible. Scheduling the groups and the timings were perfect, not to mention the whole thing was catered!? The amount of driving time was excellent and the one on one instruction was top notch. All this with volunteers?? Many organizations should take note.

The thing that took away the most from this was not just the cars and the driving, but the fact that you have an amazing group of people there. Really stand-up,



dedicated and most of all fun group of individuals that makes your organization more like a family.

I'd like to thank in particular (your all great, but too many to list here!!!)

Dan - for laying the foundation Friday night (and the rest of the weekend), your enthusiasm is contagious. Keith - There was one run (apex drill) - that he literately talked me through - amazing instructor. It was as if he was driving for me!

Roland - Has that laid back California attitude and showed me what it meant to be smooth on the mini-AX Bob M. - I had the pleasure of spending all day on Sunday with Bob, and he inspired confidence in my driving and showed me "the line". When he let me go around on my own, I remember distinctively missing his instructions and having to talk myself through it! Jad- for taking me around at lunchtime and realizing what is possible on the track (wow!)

And to any and all the other instructors that made this PDR a success!! (you know who you are, each and every one of you!). Can't say enough good things about you all.



Thanks for the memories, it's fun to look back at the pictures and say wow - there's my friend, so and so... Another thing I learned is that while the Porsches are all different and had different characteristics, they are all still Porsches, and the drivers that love them one in the same. I have a new found appreciation, and am definitely going to join the family sooner than later, and hopefully move out to CA (made my decision that much easier, just another factor).

But for now, I'm back in Michigan, preparing for the coming winter. My big, fat pig of an SUV sure doesn't look much like a Porsche, but in my mind - I'm driving a 911;).

I can't say thank you enough for re-igniting my passion for driving and cars (not just any cars - Porsche). Till next time! Thanks again.

Sincerely,

- California Dreaming.(A.K.A. - "David's Brother";)



Thanks for a great experience - my family and I all had a great time and learned quite a bit!!!! I appreciate you getting me lined up with a great Instructor. We are all looking forward to Sunday's AutoX.

A thought for an addition to the curriculum is an exercise that Keith

(Yellow RS America) showed me after the Saturday session. He gave me a very informative lesson on Shuffle Steering vs. conventional steering (very low speed and short duration). The result was truly a 'BREAKTHROUGH'. Keith can share the details if you are interested.

I believe this brief exercise would be a suitable complement for the teachings of the school. Thanks Again,

Bob & Family



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This really is something you guys should be proud of. For an all volunteer effort to come off so well is just amazing. I am trying to think of some feedback for improvement, but really it would be nitpicking. O.K., here's something. During the Saturday exercises, have one person at each station greet the cars and have them park or line up where you want them. The opportunity to repeat each exercise a number of times until you start to get it is invaluable. I liked the format of the autocross with two extended sessions it really starts to click towards the end. I was talking to a guy who had driven down from L.A. for the school because there wasn't anything like it up there. Congratulations for a job well done.

Leigh Rayner



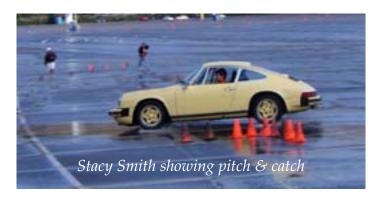
Overall excellent, especially for the price. 90% instructors excellent, esp. on Sat. For Sunday, heard a lot of different philosophies on autocross driving, but normal probably.

Good: organized and safe

Learned alot from each exercise, other than apex turning

stress alot of fundamentals and definitely learned the limits of the car.

nice to have all one kind of car in the group bonded w/ peers



Recommendations: Maybe provide an advanced autocross class (1-2 days) in the future...our only practice will be autocrossing, but would be nice to learn as a student more about tracking, philosophy, and especially braking. Didn't get into braking, which I only could experience with.



I had a blast and learned much. Since finishing, I am faced now with the dilemma....why did I buy the Boxster in the first place; was it to look good or was it to drive. I am thinking the latter and am looking into modifying the car for autocross. I can't wait to really ride again.

I believe the event was very well organized and I appreciated the enthusiasm of the instructors. It was easy to see they were just as excited to drive as I was. I would love to do this again.

Dave Herbst





THIS SCHOOL WAS ON OF THE BEST DRIVING EXPERIENCES I HAVE EVERY HAD. I HAVE BEEN RAVING TO MY BMW FRIENDS ABOUT THE SCHOOL. I HAD SO MANY AHA MOMENTS, I CAN'T EVEN COUNT THEM. A FEW MINOR SUGGESTIONS I WOULD LIKE TO MAKE.

THE PITCH AND CATCH AREA SHOULD BE LARGER FOR THE NEWER CARS. EACH CAR SHOULD HAVE A 1 THRU 12 NUMBER ON IT (GROUP COLOR CODED). THIS WOULD HELP THE PEOPLE DIRECTING THE CARS KNOW WHERE THEY ARE IN THE ROTATION. WE HAD FOUR SILVER CARS IN A ROW AND THEY WERE MIXING US UP. THIS WOULD ALSO MAKE THE SPLITTING UP OF THE GROUP FASTER. THE CARS SHOULD PARK AND NOT HAVE TO MOVE UP ON LONGER EXCERSIZES SUCH AS PITCH-AND-CATCH AND THE SKIP PAD. EACH CAR WOULD COME UP TO THE START AS HIS/HER NUMBER CAME UP. THIS SAVES A LITTLE GAS/WEAR&TEAR. ON THE AUTOCROSS DAY, IT WOULD ALSO BE INTERESTING TO DO A SLOW LEAD/FOLLOW LAP WITH ALL CARS IN THE GROUP WHILE THE CORNER

WORKERS GET CHANGED. TRACK MAPS WOULD BE HELPFUL ESPECIALLY WHEN THE INSTRUCTOR REVIEWS THE COURSE WITH YOU.

BY THE WAY, I HAVE A LIPSTICK CAMERA THAT CAN BE MOUNTED ON THE HOOD OR WINDSHIELD IF YOU WANT TO MAKE MORE DEMO VIDEOS. IT IS CALLED A CHASECAM. THANKS AGAIN TO ALL OF YOU.

MARTIN



Thanks for having us. The whole event was very well organized and you folks did a great job. What a nice group of people!!!

They only thing I would change is to find a way so participants could get more practice/seat time (smaller classes) specially on day one. Some of these are exercises than can not be performed on the streets but only in this save and controlled environment. Going around a few times (especially the skid pad and pitch and catch) is just not enough practice to really get the feel for it. I also realize that putting on more than two DE events like this per year is too much to ask a group of volunteers.

I can already think of a few reasons why the following idea may not work but I got to try:

Do you have enough room at an Autocross to have a skid pad and pitch and catch section? All Autocross rookies like me could go to this section in between runs and- under supervision- practice these maneuvers. Allow only members that completed the DE course to do this. Members would not need an instructor in the car just some one to supervise the area.

Again thank you for a great weekend and I will certainly start to participate in some events

Gunter Enz





I have to say that this was one of the most enjoyable weekends of my life. My instructor was Chris. I forgot his last name but he has a black 911 racecar. He was fantastic. He really knew how to drive and his one on one explanation to me about apexes was extremely informative. That being said, I think everyone that I had contact with was great. The enthusiasm was everywhere. I only wish we had more seat time but I understand why this was not possible.

All in all, it was a great weekend. You guys did a great job.

Thanks again, Richard Chang



The class was great and my wife and I will sign up again for the next one. I would love to learn autocross for myself.

Thank you. Robert deRose

I haven't had this much fun in many years. My car's limits are no longer a mystery to me, and I have great confidence in being able to handle it in extreme situations. I've been driving sports cars for 40 years and

my self teaching fell considerably short of what I learned in 2 days.

I wouldn't change a thing. Your organization, instructors, and lessons taught exceeded my expectations and I am fully satisfied with the experience. I had no idea this car club could affect my life so positively and you've earned my loyalty as a future long-term member.

Merle E McDougall



The school was awesome. I had a fantastic time and all of the instructors were great. My Sunday instructor, Dave, was extremely helpful, patient, and taught me more than I ever expected.

All of the Saturday instructors were great. It's nice to have different people with different points of view ride with you.

My comments on the class:

- Allow the newer cars (996/997) a bit more room for the pitch and catch exercise. We were all envious of the large track area the 912's and older 911's had:)
- A bull-horn at the trailer to communicate to the track workers when radios weren't on or working The amount of track time was great! Thank you again, it was an incredible experience. Charlie





Thanks you for a great weekend. I am planning to try my hand at Autocross ASAP...it was a blast and built on lessons learned at the Porsche Driving Experience. I do want to compliment the instructorswhile they varied in their communications style and feedback they were very helpful and Keith on Sunday was outstanding.

Charles Wilson



First of all I want to thank you, Dan and Gary again for a fantastic experience last weekend. Not only did I learn a lot about my car, but also valuable driving skills I can use everyday. The event was well organized and I appreciate the time and effort and patience of all the instructors. Moreover, very few activities or sports that I have ever done can match the thrill of the autocross-I can't get certain turns out of my head. I am already looking forward to when I can participate in another PCA SDR autocross.

I liked the progression from classroom to specific exercises to autocross. Very logical. It helped to have the manual ahead of time to review. It would have been nice to have a specific instructor for a longer time

period on Saturday like on Sunday, but I realize the need to rotate instructors with the exercises. Also I would have preferred a shorter lunch on Sunday and more track time.

Thank you again! *Gary Spoto*



In my humble opinion one would have to search very hard for something that would necessitate change. It was a superb event that to all appearances went well. It's not every auto club that can manage to have 1 water truck keep 4 skid pads perfectly wet for several hours. That being said though when changes were deemed necessary they were made and Plan B was either ready and waiting or staff utilized their decades of past experience to think and quickly act on a new approach to the issue. To be honest I had a little apprehension going in having read of some instructor-student incompatibility in the spring PDS but was pleasantly surprised that the issue was addressed at the Fri. & Sat. driver meeting. I found everyone from the trailer staff to the TRES AMIGOS to the individual instructors to be very acknowledgeable and eager to help students. The Saturday instructor rotation worked very well and having the same instructor on Sunday worked very well also. Besides all of that a large dose of fun was provided.





I would love to attend another PDS in the spring to further improve my driving skills. Of special use to me was the critique periods and also watching the instructors in their cars Sunday evening. *Ralph Turner*



Everything was awesome just wish there was more soap on the pitch and catch.

Sincerely,

Jason Judy



First of all, it was a fantastic weekend!!!
The instructors were all excellent, and they were all so different. From Chris who kept pushing me to go faster on the skid pad, to Jad reminding me to be smooth and relaxed, to Ted reminding me to feel the dance of the slalom, to the exhuberance of Keith and Gary in the Apex exercise yelling "You nailed it". Great work—all of you.

To make a great school even better, I would recommend spending more time on the skid pad and the pitch and catch exercises. Either smaller groups or two areas. For the apex, don't change a thing. It was our last exercise and it worked out great. Gary and Keith were running to our cars. We kept getting back in line. We got a lot of seat time.

Sunday was great too. Our track walk with the designer really helped. Almost all of us were reading it wrong. We were going into our "throw away" corners too hot and then we weren't set up for the corner or the slalom. Once we knew this, I think we improved a great deal. Anyway, great school and thanks from all of us. What a weekend!

Mark Sturhann



I was very impressed with how well run and well designed your driving school was. I had taken a SDR PCA driving school a number of years ago so I had some idea what was involved. This school was even better than I had remembered.

I liked the sequence, with everyone starting on the skidpad.

I really got a lot out of the apex exercise and the slalom as well. I had really excellent instructors at every stage. Each one was friendly and knowledgeable and good at showing encouragement. It was impressive to see the quality and dedication of your all volunteer staff. The only other suggestion I would make is to devise some way to exchange contact information among interested students. I met some great people that I'd like to keep in touch with.

Thanks again for a truly excellent school. *Rick Ewing*



Let me start out by stating I had a GREAT time at the performance driving school. Thank you and please extend my thanks to all the instructors who took the time teach us how to drive better.

In terms of feedback, I'm not a good enough driver yet to provide detailed feedback but I can give you my impressions of the program.

- 1. On the drive back to LA today I've already noticed an improvement in both my confidence level driving and skills on the road. I also have a strong desire to continue improving upon that now.
- 2. I really appreciated the number of teachers you have in the school. Every student having a teacher to work with him/her is and should continue to be a priority in my opinion. It makes a huge difference how quickly we learn because we get so much feedback.
- 3. All the teachers had a great attitude and enthusiasm for the program and I really appreciated that, as well. Critiques and Suggestions for the future:



- 4. My main impression of the program that I'd like to point out is that some of the teachers were very specific in their teaching and critiques of my driving, and others were not. . . . some of the teachers got into my car and said "you didn't throttle steer here, you missed the line there, and you were too jerky right there." They were so specific about what I did wrong that on the next run I improved much more quickly.
- 5. The principles. The principles of oversteer, understeer and weight distribution were extremely helpful in my understanding of why the car acts the way it does. . . .

Anyway, my point is that I think the program is run very well, it's organized very well, and the material is structured very well....However, tweaking the way the principles are taught might make it easier for us to process all that we learn so we come away from the weekend knowing what we need to improve upon exactly.

But like I said, I had a great time. I think the program was great overall, and I only wish that the LA chapter had your similar program and driving teachers with the same level of expertise to impart. My criticisms are minor compared to the benefits I got out of the program.

Thanks again! *Jeremy*



I was really impressed with how much I learned over the weekend. The enitre event seemed to be very well planned, especially the way the exercises built up the skills necessary to make the Sunday autocross successful. All of the instructors I spent time with were excellent. Thanks again for a great weekend!

As for suggestions ——



- 1 I think I would spend more time discussing with the students how to properly work a corner at both Friday chalk talk and on Sunday morning.
- 2 Starbucks coffee in the morning
- 3 Raffle for a set of new rubber at discount tire maybe even a discount tire truck with onsite tire replacement, etc.
- 4 Videotape the autocross and soffer for sale to students/club members

Thanks again! Rob Moreland



The PDS was great. Seems to get better every year. How can you improve on perfection? I liked the current schedule of doing all the skid-pad, pitch and catch in the am as a group. The pitch and catch is the hardest exercise, and it would be nice to offer remedial training at the end of the day for anyone who wanted it. I thought this was an extremely collegial group, with everyone being relaxed, and having a great time, both student and instructors. . . .

Michael Harris



Scot Sandtrom's Performance Driving School Top Ten

I cannot begin to describe the fun, but you requested it so I will attempt it! Here are Scot's Top Ten things he got out of the PCA Porsche Driving School this last weekend....

#10 Meeting great people that love their cars, but are even more dedicated to sharing that passion with others. Once I got home Sunday evening, I even pulled out back issues of "Windblown Witness" and re-read them as now I can identify those that I met and got to know. Thank you to all that participated and volunteered their time!

#9 Getting my Boxster into a four wheel drift within the right line on turn 7/8 is as satisfying as anything I have ever done. All 5 of my senses are on full alert so much so that the next day seemed to be in slow motion. Speed is a drug and I am hooked.

#8 Did I mention the friendly, dedicated, approachable people that make up the club that are fun to be around and love their cars?

#7 Having a talented driver like Ted Drcar skillfully instruct me in my own car around the Autocross at speeds that I did not think I was going to get close to after a very humbling Saturday Session.

#6 The technical information that was presented on Friday by Dan was at the right pace and skill level (thanks Dan) that made all the logical sense in my mind that night, only to make absolutely no sense when trying to execute it on Saturday, and then again made perfect sense in the seat of my pants Sunday during the autocross!!! Amazing fun.

#5 Corner working during the Instructor Session on Sunday-Speed vision cannot hold a candle to corner working. That was as educational as anything I did during the weekend (OK, but not as much fun as actually driving!)

#4 Having the correct pace of events each day that kept my attention fully focused.

#3 Safety-Felt totally safe all weekend and felt you cannot stress that enough.

#2 Just hanging around watching the best built and engineered cars in the world put through the paces as they were designed to perform at (and not sitting idle at some concourse event!).

And the #1 reason I had a blast this weekend, (besides the people I met) I have now finally decided to sell my 1965 Fastback Mustang (instead of the Boxster) because that Mustang just won't grip like the Boxster in an Autocross!

Thank you again for a truly delightful event. I would not change a thing.

Scot Sandstrom

P.S. Though this is my 6th year as a SD PCA member, this weekend was my first event with the club. I am kicking myself for waiting so long. But now I have some catch'n up to do! I am out of town this weekend so I look forward to November's events!







CAR#	PLACE	DRIVER	NAVIGATOR	CAR	CLUB	TOTAL
2	1st E	Bill Jonesi	none	88 Honda	TRC	193
6	2nd E	Doug Rhoades	Conner Rhoades	90 911 C2	SDR	758
8	1st N	James M Sommers III	Michelle C. Sommers	97 Acura NSX	na	962
9	2nd N	Chris McLauchlin	Steven Hadro	97 911 (993)	SDR	974
4	3rd N	John Stevenson	Michael Stevenson	04 Boxster	SDR	978
1	4th N	Margi Knight	Diane Vaughan	01 Boxster	SDR	1027
3	5th N	Chris Lewth	Mike Lenta	02 Boxster	SDR	1151
7	6th N	Eric Brockmire	Christine Brockmire	?	SDR	1276
5	7th N	Douglas Briggs	Catie Briggs	94 968	SDR	1800

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Novice Class Car #5 DNF

Novice Class Car #7 wins Press on Regardless Award (highest score turned in at Finish)



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When: Wednesday, December 20, 2006

Where: JMC Motorsports

4783 Ruffner Street (Kearny Mesa area)

San Diego, CA 92111

Time: 7:00 pm

Website: www.jmcmotorsports.com

Directions: From Interstate 805 exit Balboa Ave. East, turn left on Ruffner St., proceed ½ mi to 4783 Ruffner.



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





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SDR-THE WAY WE WERE

John Straub, Archivist

Here we are, 1976, one year before the first Porsche Parade in San Diego Region. So about this time the Region decided to have a logo contest for the coming Parade. Members got fired up and sent in entries for the logo, the winner was Ken Klempan. Little did he know the logo he came up with was not only the '77 Porsche Parade Logo, it was also to become the logo for San Diego Region, the same logo we have today. It was the image of a San Diego sunset with a seagull in it.

Just for your information, the 1992 Porsche Parade here in San Diego also had a logo contest. However, that logo was to be unique to that Parade and not to carry on with the Region. In a few months I will spend considerable time telling you about the past two Porsche Parades we have had here in San Diego.

Turning back to the Region that year, the new President was Bea Cole (our first woman President), Vice-President was George Thwing, Secretary was John Thomson, Treasurer was Grace Hanggi-Noe, with Board Members Ed Thompson, Bill Bartee and Bill Haggerty. The Editor for the Witness was also Bill Haggerty. The Region was growing so we had 12 Committees. It was the first time we had Social, Autocross, Timing, Rally, Concours and Telephone committees.

Just a word about Bea before I go on. She was like the mother of San Diego Region! She and Wally became members in the fall of 1958 about a year after the Region started. She knew more about the history of the Region than anyone else I knew. She was truly a wonderful lady and I remember the times we would just sit and talk. I wish she was here to share her knowledge about San Diego Region on our 50th anniversary.

In January of that year, we held our "Installation Dinner Dance" at the Sheraton Harbor Island. The cost was \$11.00 per person. Special Awards were given out to George Thwing, a "dead fire extinguisher" used on his fire-breathing 904 Turbo, a "German-English" Dictionary to Dieter Vongehr to help him spell techni-

cal terms, a "Datsun pickup tailgate" for attending the most events in cars other than a Porsche to Bill Bartee, and to our Editor, Bill Haggerty, a special calendar with every date the deadline date to help get the Witness out in time.

In February of that year, I put together a Tour to the Briggs Cunningham Auto Museum. We met at the Mission Bay Info Center and left for Costa Mesa. We spent considerable time checking out the fine craftsmanship and engineering found on early Bugattis, Duesenbergs and Porsches, one of them a 904 that Mr. Cunningham had raced. That Museum eventually closed and the cars ended up all over the country., I believe the 904 went to a Florida collector, Miles Collier, for his Museum (if you're ever in Naples Florida, try to see his Porsche Museum).

In March, we held our first Holtville Driving Event of the year with John Bond taking TTOD in his '74 RSR. I'll tell you a little bit about John since we got to know each other fairly well. I would go up to his house in Escondido to work on Porsches. John's dad had started "Road and Track" magazine so John was a car guy! John owned, get this, a '74 911RSR, a 550 Spyder, a Carrera Abarth, a '67 911R, and a 914/6 IMSA car. John was one of those rebel kind of guys. Not everyone liked him, but he didn't care, he still came out and blew people away with his cars. I liked him, a neat guy!

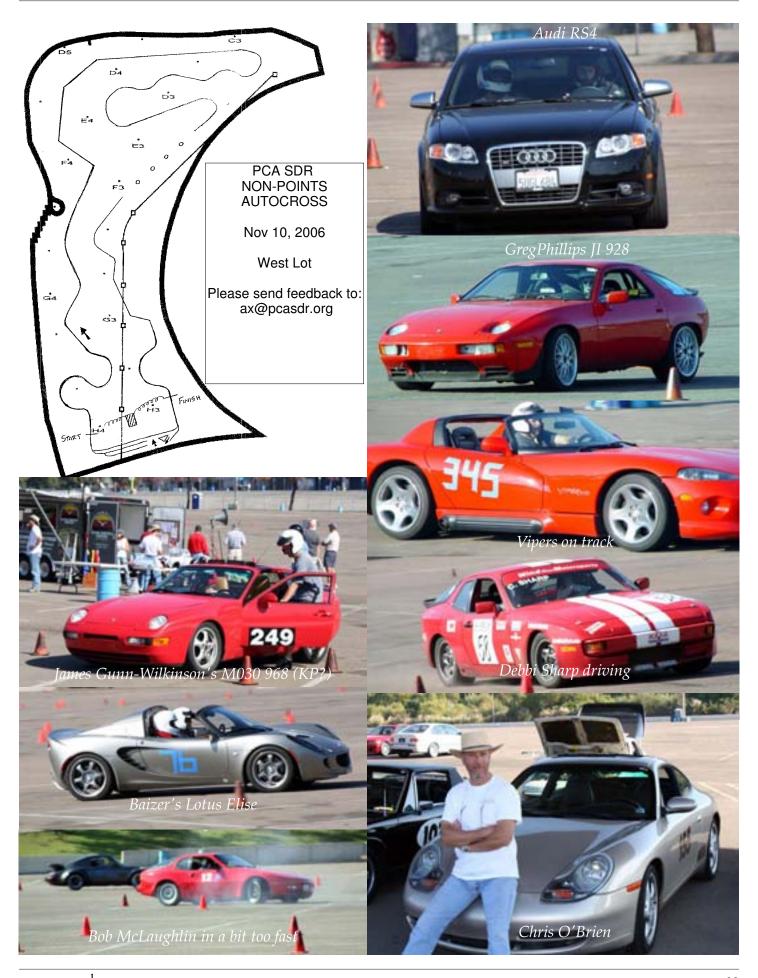
In April, we had a "Predicted Economy Run and Picnic." Bill Haggerty and Jim Noe tied for first. Ivan Richmond finished last but with the best overall mileage in a 914/4 at better than 37.5 mpg. Remember, gas was only about \$.50 a gallon at this time. The winners received gallon gas cars for first place.

In June that year, we had our Alan Johnson Porsche-Audi sponsored Rancho Bernardo Car Show. This was put on by John Norris and was a way we could get \$300 for our Treasury at no cost to the members.

See you next month.







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O.K. folks, Wednesday was time to get up close and personal with some of the most exotic and powerful cars on the planet at San Diego Prestige Exotic & Luxury Car Rental Services, www.sandiegoprestige.com. I have often been close to exotic cars but never like this. Normally when one is around these types of cars you can only glare at a distance. Not at Prestige, climb in and enjoy!

Out on the showroom floor were a number of heart thumpers, including: Aston Martin Vantage, Ferrari 360 Modena, Ford GT 40, Lamborghini Gallardo, Lotus Elise and Porsche Carrera S. In total, Prestige has ten cars in their fleet which also includes Bentleys, Cayenne, Porsche 911 and Boxster models. Access is also available via Los Angeles to over 1000 vehicles. Also coming soon is a Ferrari 430.

Krystal Ondler, Public Relations and Marketing Director, gave an overview presentation of the operation. Prestige is fairly flexible on their rental policy. Hourly, daily, weekly and longer term rentals are possible, dependent on availability, for a price that an enthusiast would consider. A Super Car Tour also exists where you can check out six of these babies in a single

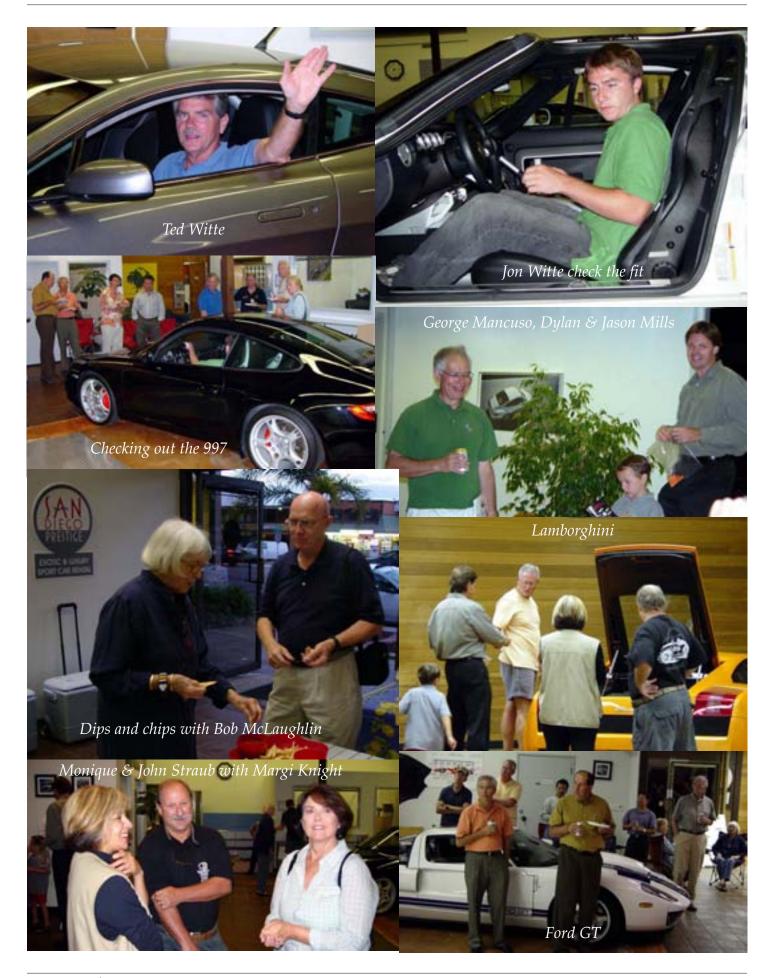
day. Included in the package are a Ferrari, Lamborghini, Porsche, Lotus, Ford GT 40 and Aston Martin. The Super Car Tour package starts at \$495.

Rental conditions require a minimum age of 25, credit card security deposit; and coverage by an individual's insurance company, which is typically not an issue. Special rates are available for PCASDR members.

Another noteworthy point is that Prestige has a relationship with Symbolic Motors, Hoehn Porsche, and Pioneer Centres. If you rent a car from Prestige for an extended test drive, and then buy from one of the respective dealers, your rental fee can be reimbursed. Inquire for details.

On Sunday, December 17, Prestige will sponsor a road event named, time2Rally Supercar Tour. On May 6 they will have a longer rally. This is a timed rally with no wheel to wheel, breakfast; lunch and a cocktail hour are included. In addition to the driving fun this is a chance to meet some new and interesting people. This event covers aound 300 miles.







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FEBRUARY 93

Windblown Witness



Porsche Club of America , San Diego Region

This month's cover is from February of 1993 (photo by Chrissy Roberts) and features Ann Cunningham showing off the bounty of the food drive she

ran. The food drive was held at an autocross and benefited the Senior

Brown Bag program at the San Diego Food Bank. Over a 1000 pounds of canned food was collected along with \$315. Participation was encouraged by raffling off a gold 911 medallion (designed and donated by Steve Dente) to the food donors (which was won by Barry Levine). As you can see, San Diego Region has a long history of including charitable works in our club culture. This month we are holding our annual toy drive and next month, at the annual banquet, we will hold our traditional auction; both of which benefit Children's Hospital. Come join us and participate and in the process spread a little Christmas cheer to those that are less fortunate.

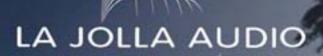


Class	Car Number	Driver		Car Tear	Car Mode	01 2			-	10- 01	Total
944	154	Sharp, Charles	1995	9:	93	<u>15</u>	<u>20</u>	<u>20</u>	<u>15</u>	<u>20</u>	90
944	112	Bessette, Rich	1985	9.	44	-	-	<u>15</u>	-	<u>15</u>	30
944	39	Foley, Mark	1985	9.	44	<u>20</u>	-	-	-	-	20
944	301	Sharp, Greg	1985	9.	44	-	-	-	<u>20</u>	-	20
944	713	Kinkaid, John	1983	9	44	-	-	-	<u>12</u>	-	12
944	77	Rickard, John	1983	9	44	1	<u>1</u>	1	-	-	3
944	55	Corwin, Jackie	1985	9	44	1	1	_	-	-	2
944	35	Richmond, Jim	1984	94	4 T	1	-	_	-	-	1
944	842	Perdikaris, Nick		9	44	-	-	1	-	-	1
944	1510	Momeyer, John	1984	9	44	-	1	_	-	-	1
AM	255	Risvold, John	1973	91	1 E	<u>20</u>	<u>20</u>	<u>10</u>	<u>20</u>	<u>15</u>	85
AM	2	Andrews, Dan	1973	91	1 T	-	-	<u>12</u>	<u>12</u>	<u>12</u>	36
AM	906	Park, Richard	1978	91	4-6	-	-	<u>15</u>	<u>10</u>	8	33
AM	916	Steedman, Jim	908	Unk	nown	<u>15</u>	<u>15</u>	-	-	_	30
AM	205	Pedersen, Chris	1980	911	SC	-	-	-	-	<u>20</u>	20
AM	95	Kinninger, Mark	1972	91	1 T	-	-	<u>20</u>	-	-	20
AM	118	Cook, Jeff	1974	9	11	-	<u>8</u>	-	1	<u>10</u>	19
AM	29	Anderson, Curt	1973	91	1 T	-	-	-	<u>15</u>	-	15
AM	267	Metten, Chad	1977	91	1 S	-	<u>12</u>	-	-	-	12
AM	10	Schermuly, Andrew	1970	91	4-6	-	<u>10</u>	-	-	-	10
AM	46	Hannum, Timothy	1970	9	14	-	<u>6</u>	-	-	-	6
AM	45	Williams, Eric	1972	91	1 T	-	1	-	-	-	1
AP	64	Myrus, Ted	1964	35	6 C	-	-	1	-	1	2
AR1	275	Dawson, Bill	1977	91	1 T	<u>1</u>	<u>20</u>	<u>20</u>	<u>20</u>	-	61
AR1	44	Ehrman, Bob	1974	9	11	<u>10</u>	<u>15</u>	<u>12</u>	<u>10</u>	<u>10</u>	57
AR1	352	Copp, Jim	1976	91	1 S	<u>15</u>	<u>10</u>	<u>8</u>	<u>15</u>	-	48
AR1	31	Schmidt, Roland	1981	9	11	-	-	<u>15</u>	<u>12</u>	<u>15</u>	42
AR1	244	Simone, John	1978	911	SC	-	<u>12</u>	<u>10</u>	-	-	22
AR1	144	Payne, John	1976	91	1 S	<u>20</u>	1	-	-	-	21

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Class	Car Number	Driver		Car ear	Car Mode		01- 22	03- 26	04- 23	06- 04	10- 01	Total
AR1	59	Gagen, Mike	1969	ç	911	1		-	-	-	<u>20</u>	21
AR1	81	DiLanzo, Anthony	1970	ç	911	-		-	-	-	<u>12</u>	12
AR1	409	Van Zandt, Mike	1988	94	14 T	<u>12</u>		-	-	-	-	12
AR1	852	Copp, Michael	1976	91	11 S	<u>8</u>		-	-	-	-	8
AR1	276	Clingman, Bryan	1974	ç	914	-		8	-	-	-	8
AR1	631	Rogers, John	1973	ç	914	-		-	1	-	-	1
AR1	900	Buhain, David	1969	ç	911	-		1	-	-	-	1
AR1	97	Grosekemper, Steve	1974	9	014	1		-	-	-	-	1
AR1	454	Newton, Don	1975	9	014	-		1	-	-	-	1
AR2	820	Lee, Jae	1973	91	11 T	-		-	-	<u>20</u>	<u>20</u>	40
CS	173	Gastelo, Armand	1974	9	14	-		<u>20</u>	-	-	-	20
CS	71	Heinz, Birgit	1973	9	911	-		-	-	<u>20</u>	-	20
FI	1554	Mellinger, Jan	1970	91	11 E	-		<u>20</u>	-	<u>20</u>	-	40
FI	554	Blaesi, Randy	1970	91	11 E	-		<u>15</u>	-	<u>15</u>	-	30
FI	194	Wichman, Mark	1971	91	1 T	1		-	-	-	-	1
FI	11	Taty, Steven	1973	ç	11	-		1	-	-	-	1
FI	36	Davis, Paul	1969	91	11 T	-		-	1	-	-	1
FI	313	Hicks, Jim	1986	92	24 S	-		-	-	<u>1</u>	-	1
GP	494	Chambers, Dan	1987	9	944	-		-	<u>20</u>	-	<u>20</u>	40
GP	534	Buchynsky, Bo	1986	9	944	-		<u>20</u>	-	-	-	20
HI	454	Taylor, George	1974	9	911	<u>20</u>		-	<u>20</u>	<u>1</u>	-	41
HI	279	Quesnel, David	1975	9	911	1		<u>20</u>	-	<u>20</u>	-	41
HI	97	Grosekemper, Steve	0			-		-	-	<u>15</u>	<u>20</u>	35
HI	266	Wilbur, Hector	1979	91	1 SC	-		-	-	<u>12</u>	<u>15</u>	27
HI	168	Pappas, Carolyn	1970	91	14-6	-	_	<u>15</u>	-	-	-	15
HI	47	Haake, Greg	1971	91	14-6	-		1	-	-	-	1
HI	391	Jackson, Alan	1977	9	11 S	-		1	-	-	-	1

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Cla	SS	Car Number	Driver		Car ear	Car Mode				06- 04	10- 01	Total
	HI	132	Flower, Michael	1982	91	1 SC	-	-	-	1	-	1
	HP	9	Wolk, Charlie	1977	91	1 S	<u>20</u>	<u>15</u>	<u>20</u>	<u>20</u>	_	75
	HP	711	Hollander, Jeffrey	1974	91	4-6	-	<u>20</u>	-	<u>15</u>	_	35
	HP	26	Smith, Stacy	1974	9	11	-	-	-	-	<u>20</u>	20
	HP	51	Dilger, John	1971	91	1 S	-	1	-	-	_	1
	IP	303	Fuller, Bryan	1978	9	11	<u>20</u>	-	-	-	-	20
	IP	881	Griffin, Jerry	1978	91	1 SC	-	<u>20</u>	-	-	_	20
	IP	93	Lai, Roger	1980	91	1 SC	-	-	-	-	<u>20</u>	20
	IP	158	Field, Brent	1979	91	1 SC	-	<u>15</u>	-	-	_	15
	IP	266	Wilbur, Hector	1979	91	1 SC	<u>1</u>	-	-	-	-	1
	IP	709	Moreland, Chuck	1973	91	1 T	-	1	-	_	_	1
	IS	461	Young Jr., Paul	1979	9	11	<u>15</u>	-	<u>20</u>	<u>15</u>	<u>20</u>	70
	IS	46	Young, Paul	1979	91	1 SC	<u>20</u>	-	-	<u>20</u>	<u>15</u>	55
	IS	960	Behun, Bill	1980	91	1 SC	-	<u>20</u>	-	<u>12</u>	<u>12</u>	44
	IS	1	Mills, Rick	1971	9	14	<u>12</u>	-	-	-	-	12
	ISS	273	Palmer, Ron	1982	91	1 SC	-	-	-	<u>20</u>	<u>20</u>	40
	ISS	442	Dubonsky, Steve	1974	91	4-6	<u>20</u>	-	-	-	-	20
	JI	178	Millikin, Pete	1986	9	11	<u>1</u>	-	<u>20</u>	-	-	21
	JI	928	Phillips, Greg	1986	92	28 S	-	-	-	-	<u>20</u>	20
	JI	1301	Pons, Michael	1986	94	4 T	<u>1</u>	1	-	-	<u>1</u>	3
	JI	114	Muscat, Ed	1988	9	11	-	<u>1</u>	-	-	-	1
	JI	697	Heldman, John	1983	9	11	-	<u>1</u>	-	-	-	1
	JP	928	Phillips, Greg	1986	92	28 S	<u>10</u>	<u>20</u>	<u>15</u>	1	-	46
	JP	577	Obrist, Otto	1986	94	4 T	<u>20</u>	1	-	<u>20</u>	-	41
	JP	664	Tyler, Mark	1976	9	11	-	-	<u>20</u>	-	<u>20</u>	40
	JP	12	McLaughlin, Bob	1986	94	4 T	<u>12</u>	-	-	-	<u>15</u>	27

Class	Car Number	Driver		Car 'ear	Car Mod)1- 22	03- 26	04- 23	06- 04	10- 01	Total
JP	296	Bradshaw, Perry	1984	Ģ	911	<u>8</u>		<u>15</u>	-	-	-	23
JP	96	Kott, Doug	1989	94	4 S2	<u>15</u>		-	-	-	-	15
JP	682	Souza, Tim	1988	9	911	-		1	-	<u>1</u>	<u>12</u>	14
JP	719	Barnes, Paul	1987	Ç	911	-		1	-	-	-	1
JS	52	Cornelius, Michael	1988	94	44 T	<u>20</u>		1	<u>20</u>	<u>20</u>	-	61
JS	37	Scragg, Carl	1984	Ç	911	-		20	<u>15</u>	-	<u>20</u>	55
JS	238	Ray, David	1983	Ģ	944	<u>15</u>		<u>15</u>	-	-	_	30
JS	227	Foust, Kevin	1990	94	4 S2	_		-	-	-	<u>15</u>	15
JS	334	Upsher, Albert	1982	91	1 SC	_		12	-	-	_	12
JS	998	DellaLonga, Jim	1985	Ģ	911	_		10	-	-	_	10
JS	30	Dolphin, Michael	1977	Ģ	911	-		8	-	-	-	8
JS	682	Souza, Tim	0	Ç	911	1		-	-	-	_	1
JSS	21	Buck, James	1988	Ò	911	-		20	-	-	-	20
KI	640	Miller, Jack	1992	91	1 C2	<u>15</u>		20	1	<u>20</u>	<u>20</u>	76
KI	934	Dahlkamp, Ethan	2001	Во	xster	<u>20</u>		-	-	-	<u>1</u>	21
KI	14	Binford, Jim	1993	911	RSA	1		1	-	-	-	2
KI	586	Matherly, Jim	1984	g	911	-		1	-	-	-	1
KP	83	Duncan, Jad	1988	944	4 T S	<u>15</u>	-	<u>15</u>	<u>10</u>	<u>20</u>	<u>20</u>	80
KP	491	Ibbetson, Bill	1994	9	968	<u>10</u>		-	<u>15</u>	<u>12</u>	<u>15</u>	52
KP	594	Reinhardt, Martin	1990	91	1 C2	<u>6</u>		10	<u>20</u>	<u>15</u>	<u>1</u>	52
KP	90	Duncan, Jim	1988	944	4 T S	<u>8</u>		8	<u>8</u>	<u>10</u>	<u>10</u>	44
KP	151	Lindstrom, Mats	1989	94	44 T	<u>20</u>		20	-	-	-	40
KP	4	Brand, Bob	1993	911	RSA	<u>12</u>		<u>12</u>	-	-	-	24
KP	1491	Ibbetson, Tami	1994	Ç	968	_		-	<u>12</u>	-	_	12
KP	395	Urquhart, Kris	1985	g	911	-		-	-	-	12	12
KP	3	Knauf, Vince	1989	94	44 T	-		-	1	-	1	2
KP	131	Mulligan, Mike	1984	Ģ	944	-		-	-	-	1	1
KP	488	Nettles, MaryJo	1993	911	RSA	1		-	-	-	-	1

Class	Car Number	Driver		Car Car ear Mod			04- 23	06- 04	10- 01	Total
KP	85	Juvet, Peter	1994	911 RS	-	1	-	-	-	1
Clas	S Car Number	Driver	Car Year	Car Mode	01-22	03-26	04-23	06-04	10-01	Total
KS	197	Swinton, Steve	1994	911 RSA	-	-	-	-	<u>20</u>	20
KS	197X	Swinton, Kameron	1994	911 RSA	-	-	-	-	<u>15</u>	15
KS	72	Knoke, Jim	1989	944 T	-	<u>1</u>	-	-	1	2
LP	338	Roberts, Brad	1997	Boxster	<u>20</u>	1	-	-	-	21
LSS	20	Kleinhans, Charlie	2001	Boxster	-	<u>20</u>	-	<u>20</u>	-	40
LSS	333	Yaws, Curt	2002	Boxster	-	-	<u>20</u>	-	-	20
MI	113	Clements, Kary	1997	993	<u>20</u>	<u>20</u>	-	<u>20</u>	-	60
MI	257	Marlin, Glenn	1996	993	<u>15</u>	-	<u>20</u>	<u>15</u>	-	50
MI	435	Walker, Forrest	1996	993	-	-	-	-	<u>20</u>	20
MI	32	Gardner, David	1996	993	1	1	<u>15</u>	1	-	18
MI	49	Lu, Jackie	1996	993	-	-	<u>12</u>	-	-	12
MI	1257	Felton, Alex	1997	993	-	1	-	-	-	1
MS	933	Ruther, Mark	2001	Boxster S		<u>20</u>	-	-	-	20
MS	462	Carlseen, Robert	2000	Boxster S	_	1	-	-	-	1
MS	310	Hartsock, Thomas	2000	996	-	<u>1</u>	-	-	-	1
NP	76	Baizer, Robert	1991	911 T	<u>20</u>	1	<u>20</u>	<u>20</u>	<u>15</u>	76
NP	435	Walker, Forrest	1996	993	<u>15</u>	<u>10</u>	<u>15</u>	<u>12</u>	-	52
NP	63	Hegener, Joe	1991	911 T	-	-	-	<u>15</u>	<u>20</u>	35
NP	686	Kravig, Don	1983	911 T	-	<u>20</u>	-	-	-	20
NP	1686	Carstens, Herman	1983	911 T	-	<u>15</u>	-	-	-	15
NP	7	Hasel, Chuck	1999	996	1	-	-	-	<u>12</u>	13
NP	518	Wilson, Kevin	1998	993 C2S	-	<u>12</u>	-	-	-	12
NP	842	Perdikaris, Nick	1996	993	1	-	-	-	<u>10</u>	11
NP	757	Dougherty, Mike	2002	Boxster S	-	1	-	_	-	1

Cl	ass	Car Number	Driver		Car ear	Car Mode	01 22			06- 04	10- 01	Total
Ī	NP	1771	Adelman, Greg	1986	9	11 T	-	1	-	_	_	1
Ì	NP	134	Muscat, Cory	1987	9	11 T	-	<u>1</u>	-	_	_	1
Ì												
ĺ	NS	817	Schmidt, Jeffrey	1997	Ģ	993	<u>20</u>	<u>12</u>	<u>20</u>	<u>20</u>	<u>20</u>	92
Î	NS	157	Czajkowski, Peter	1997	Ģ	993	<u>12</u>	-	<u>15</u>	-	<u>15</u>	42
Î	NS	284	Benabdeljalil, T	1997	Ģ	993	<u>15</u>	<u>10</u>	-	-	1	26
Ī	NS	418	Sylvestri, Rick	1977	Ç	911	-	-	<u>12</u>	_	<u>12</u>	24
Ī	NS	176	Gehman, Joe	1999	Ç	996	-	<u>20</u>	-	_	-	20
	NS	7	Hasel, Chuck	1999	Ç	996	-	<u>15</u>	-	_	-	15
	NS	248	Stedronsky, Erwin	1999	Ģ	996	-	<u>8</u>	-	_	_	8
	NS	737	Delagrammaticas, E	2001	g	996	-	<u>1</u>	-	_	_	1
	NS	772	Maple, John	2003	g	996	-	-	-	-	1	1
	NS	1737	Delagrammaticas, D	2001	9	996	-	1	-	-	_	1
	OP	288	Zhang, David	2003	Ģ	996	<u>1</u>	1	-	-	_	2
	PS	54	Heimburge, Neil	1997	99	3 TT	<u>15</u>	<u>15</u>	<u>20</u>	<u>20</u>	<u>20</u>	90
	PS	56	Benbow, Chris	2004	(GT3	<u>20</u>	-	-	-	-	20
	PS	444	Straub, Alan	2004	(GT3	-	<u>20</u>	-	-	-	20
	PS	171	Burg, Sam	2001	99	6 TT	-	<u>1</u>	-	-	-	1
	PS	94	Bogard, Bernie	2005	(GT3	<u>1</u>	-	-	-	-	1
	PS	636	Agena, Darwin	2004	(GT3	-	<u>1</u>	-	-	-	1
	PSS	36	Sexton, Marc	2001	99	6 TT	-	-	-	<u>20</u>	<u>1</u>	21
	PSS	92	LaFleur, Tom	2004	(GT3	-	<u>1</u>	-	-	_	1
	X	423	O'Donnell, Chris	1997	993	RSR	<u>20</u>	-	-	-	<u>20</u>	40
	X	337	Magnuson, John	1993	O	ther	-	-	-	<u>20</u>	1	21
	X	944	Torbert-Hayes, C		Mu	ıstang	<u>15</u>	-	-	-	-	15
	X	315	Middaugh, Ken		O	ther	-	-	-	-	<u>15</u>	15
	X	123	Leufven, Nils	2000	O	ther	-	-	-	-	1	1
	X	71	Spielberg, Kelley	2006	O	ther	-	-	-	-	<u>1</u>	1

Class	Car Number	Driver		Car Year	Car Mod		01 22			04- 23	06- 04	10- 01	Total
X	5	Hammond, Michael	1967	91	1 S	-		1	_		-	-	1
X	80	Murillo, Robert	2003	9	11	-		1	-		-	-	1
X	161	Chin, Frederick	2004	G	T2	-		-	-		-	1	1
X	53	Price, Richard		91	1 RS	1		-	-		-	-	1
X	321	Holzeman, Todd		О	ther	-		-	-		-	<u>1</u>	1
X	772	Munck, Eric	2003	G	T2	-		-	-		1	-	1
X	15	Freeman, Jeffrey	1995	O	ther	-		1	-		-	-	1
X	117	Blazek, Jerry	1983	91	1 SC	-		<u>1</u>	-		-	-	1
X	163	Warren, Lamar	2000	O	ther	-		-	-		-	<u>1</u>	1
X	761	Lohr, Rene		О	ther	-		-	-		-	1	1
X	87	Korstad, Pete	1973	91	4-6	-		1	-		-	-	1
X	761	Gagne, Don		O	ther	-		1	-		-	-	1
X	41	Navarro, Jim	2005	O	ther	-		-	-		-	1	1
X	453	Plotkin, Richard	2000	O	ther	1		-	-		-	-	1
X	666	Preble, Al	2000	O	ther	-		-	-		-	1	1
X	245	Eyer, Aubrey	1995	993	RSR	-		<u>1</u>	-		-	-	1
X	102	Farmer, Jeff	1999	9	11	-		1	-		-	-	1
X	372	Hagan, Stuart	2000	O	ther	-		-	-		-	1	1
X	11	Eyer, Aubrey	1995	993	RSR	1		-	-		-	-	1
X	98	Nicklin, Steve		О	ther	-		-	-		-	1	1
X	957	Ditri, Richard	1973	91	1 T	-		<u>1</u>	-		-	-	1
X	17	Rogers, Matthew		O	ther	-		1	-		-	-	1





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BOARD MINUTES

Greg Phillips, Secretary

November 1 2006 at 7:24 PM Calendar:

01-SDR Monthly Meeting New Location — Brown Home 04-SDR Rally, Fall Frolic 04-Z8 Concours, Arizona Region 04-Z8 Autocross, Cal Central Coast Region

05-Z8 Autocross, Arizona Region 10-SDR Autocross, Qualcomm West Lot

12-Z8 Rally, Orange Coast Region 15-SDR Tech Session - moved to Nov 16

16-SDR Tech Session

24-SDR DE, Qualcomm West Lot

25-SDR hosts Z8 Autocross,

Qualcomm West Lot

28-SDR Last Tuesday Social

Members Present: Tami, Margi, Bob, Martha, Denise, Greg

Members Absent: Ted Myrus,

Michael Harris

Minutes Approval: MSP

Treasurer Report: \$49,316 positive for the year. PDS had a profit of \$3009.37 (to date). October autocross had a profit of \$1700. Pahrump TT had a profit of \$6600. Goodie store was \$1737 and expenses of \$345. Concours had a profit of \$975. Witness is still positive at \$1600 for the year. Discussion of Speed Festival event which ended up costing \$300 for the event after the Hoehn sponsorship of \$1000. Charity had \$3000 for the poker event.

President's Report: Thanks to the Browns for hosting. Paul Young's mother recently passed away and a contribution in her honor is considered. Ginny Case is hospitalized at Tri-City Hospital and improving. Margi read the letter from Carol Paschoal regarding our donation in Ernie's name.

Discussion of President's Meeting upcoming and also meeting at margi's on Nov. 15 for the EOY awards.

Bring Toys for Rady Children's Hospital. Discussion of Timing issues (Bill Ibbetson sent a report). Review of Budget Requests was undertaken:

\$500 driver's Lunch for December autocross

\$1200 Cables for timing \$2000 TT trophies

\$1200 for 4 EZ ups

\$100 for Hope center donation

All MSP

\$3000 for Driver's Dinner MS failed.

\$1750 for AX driver's discount MS failed

\$2500 for frequent fliers failed for lack of a motion

Discussion of Driver's Dinner Chair Reports:

Archivist: John Straub reported on the storage space and consideration for increasing space.

Autocross: Chuck Sharp reported on upcoming autocross

Auto Museum: Skip Shirley requested a donation for museum to help with matching funds available. Charity: Budget request was tabled. CDI: Reconciliation presented for fall PDS.

Concours: Ziggy reported the possibility of a Concours school for next year. Discussion of the Parade rules for Concours being different

than Zone 8. Possibility of tech sessions for Parade events discussed. *Corner Working:* No report *EMaster:* Budget Request tabled. *Equipment:* Discussion of loading of the trailer and labeling of equipment.

Goodie Store: Gary Samad presented report of income and expense and planning on inventory for 2007. *Insurance:* Tom Golich reported on insurance issues are current for upcoming events.

Legal Liaison: No report Membership: Primary: 1543 Secondary: 1164 Total: 2707 (Up from 2696 last month) Parade: Margi presented Paul Young's report that Parade planning is doing well. Concours site is set and all positions are filled. Good report from National on planning. Equipment costs for Parade to be considered. Panorama in January will have the information on Parade. Discussion of informational event before the registration opens. Rally: Fall Frolic is this Saturday Region Rules: Update on status. Nov. 15 Special meeting on Rules if

Safety: No report Social: Halloween party was enjoyable. Allyson Kelly reported and requested venues for next year's events. Annual Banquet planning. Budget Request Sponsor Liaison: Keith Verlaque presented on sponsorship from

needed.

Tech Session: Next session is at the Braille Institute on Porsche Memorabilia.

Time Trial: Budget reconciliation was presented.

Timing: Doug Briggs reported on the maintenance for timing equipment and optimization. Discussion of software needed. Cabling issues discussed and approved. EMI shielding was also discussed for the timing equipment.

Tours: Keith Verlaque presented on the last weekend's tour to Julian at Menghini Winery with 24 cars present. Next event will be in December.

Vintage Racing: Palm Springs Revival was cancelled. Good feedback on the Hospitality Tent.

Web Team: Tom Brown reported no issues. Discussion of interactive budget forms.

Witness Editor: Budget Request was tabled.

Witness Business: Royce-Ann Myrick submitted an aging of accounts. Still a problem with one advertiser and necessity for collection agency. Discussion of options for future delinquencies.

Witness Sales: No report

New Business: Donation for Paul Young's mother of

\$100 MSP Old Business: Adjournment: 9:37

Next Meeting: December 6, McLaughlin Home





Cone Marks from braking cones at PDS (digitally enhanced below)

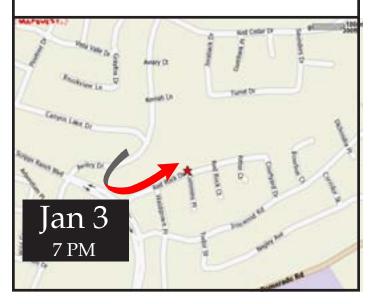




Monthly Meeting

Location: Myrus Home 10898 Red Rock Drive San Diego, CA 92131 858-566-5039

Directions: Exit I-15 at Miramar Road/Pomerado Road East on Pomerado to the second traffic light Turn left onto Scripps Ranch Blvd.
Turn right on the second street, Red Rock Drive



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Race Car Rental Local AX arrive and drive 944 spec rental. \$250 w/instruction from 20 yr PCA driver. 944's also available for big track DE's & TT's. Tim Comeau 619.994.0919 www.comeauracing.com

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Price reduced! Boxster S, 2002, Seal Gray Metalic, 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 \$27,900 OBO Please call Kerrie for more details or email for any specific picture you would like. kvaughan@liai.org(619) 315-1972 or Tim at phone no.(619) 315-1970

1995 BMW M3. 6,450 miles (not a misprint). Dakar Yellow/Black. 5-Speed, LSD, Heated "Vader" Seats, Trip Computer. Flawless "as new" condition. \$38,500 (858) 775-3932

2001 Boxster S 18" 5 spoke light weight factory wheels, Falken Azins 615's 39,000 mi. meridan with black and grey interior excellent shape \$31,000 (760) 788-9558

1980 924 Turbo Extremely clean-Rebuilt engine and Turbo, New Paint, Ruby Red Metallic, always garaged-less than 2,000 Miles on Rebuilt engine. 2nd owner purchased in 1983 \$8995 OBO wsilvestro@sec.sanyo.com

1983 911 SC BLACK ON BLACK,3.0 L, 165K MILES, PWR BRKS, PWR WNDOW, ALL OEM, NEW 1ST GEAR, NEW CLUTCH KIT, NEW TIRES, REGISTRATION GOOD TILL SEPT '07,NO A/C, MINOR SCRATCHES, WE DON'T DRIVE IT, NEEDS LITTLE TLC, \$11,200(619) 287-2783. dsq1racing@earthlink.net

CLASSIFIEDS

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

1997 Silver Boxster Beautiful Porsche Boxster, PERFECT CONDITION!!, TipTronic, Full Leather interior, 17" Chromes, Factory Premium Sound System, NEW Rear Tires/ Brakes/ Rear-AntiFade-window, hate to sell but moving out of state, 89k miles, \$16,500 call Dante (858) 688-3916

2001 porsche 911 carrera 4 cab, tiptronic, black on black. Needs nothing, dealer maintained.35000 miles, 6 disc c.d.invisible front bra. \$44,000. Please call bob at (858) 538-5801

2002 C4S Coupe 6 spd; Adv Tech & PCM pkg, Nav; Custom Blue (near lapis); Bose + chgr. Maint. Records., 42,500 miles — \$55,000 OBO, (619) 944-8265

2003 911 Cabriolet Stunning Artic Silver Cab w/6 speed. 18" Lt Carrera w/ new tires. 25K miles. Digital Stereo. One owner CA car w/ bal of warranty. \$51,900. (760) 522-7327

1987 Carrera Coupe 55K Miles. Very clean. beautiful Red with Black leather interior, 18" turbo wheels. \$31,000 obo (760) 716-4486

911 Slant Nose Cabriolet 1984 911 Carerra Cabriolet Slant nose, wide body, whale tail, 930 turbo look. Champagne with tan leather, 5 speed, 6 cyl engine. Blaupundt CD/ AM/ FM stereo, Fusch aluminum wheels, elec. doors/ mirrors, z rated tires, owner since 1988, only 76K miles, maintained at same Porsche shop past 8 years, \$18K OBO, call Joel at 619-994-2178

99 Carrera Cabriolet Silver/blk Brand new fact engine and 6-spd trans w/1yr warranty. \$3K upgraded audio w/ Navigation/ DVD/ CD/ MP3 Excellent condition, garaged, new tires brakes, Porsche matts, service records. \$37,400 (619) 737-6988

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miles. Over \$12K in extra options: Adaptive sport seats (fully adjustable with air powered side bolsters), Bi-Xenon Headlamp package, PASM, Sport Chrono Package, 9 speaker Bose Surround sound system, Remote 6 disc CD Changer with in dash CD player, upgraded 19" wheels with Carerra Classic Rims. Windows have also been professionally tinted. This car is beautiful and amazing to drive. All reasonable offers will be considered. (619) 264-8360 OR (619)571-7573 (619) 264-8360

911 Carrera Classic color combo; meticulously cared for and maintained; Black chrome exhaust tips; silver crest; smoke grey side lights. Elegant appearance. 18" Porsche rims w/ new Pirelli P Zero Rosso tires (225/265); Beautiful condition!! (619) 977-8700

1981 911 SC FORE SALE: All original, very nice clean car. Locally owned San Diego car. E-mail j_simone@msn.com, or call for detials. (760) 940-1244

1977 Porsche 911S, \$14,500 Fully Restored in 2004. \$20,000+ spent. Serviced at Dieter's. Will consider as a trade towards '99 or newer Porsche Boxster. chuelga@hotmail.com/(619) 892-1685

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 in form at ion. Peter (plevine1@san.rr.com) (858) 457-2618

For Sale: 2005 RUF 3600S Incredibly rare and fun seal gray RUF boxster converted to 3.6L X51 + lots more. Approx 360 HP. Less than 13k miles since conversion. \$72,500 for best roadster on the planet. Contact Hill Bullock at 214 418-8329 or hill_bullock@yahoo.com. (214) 418-8329

2001 911 Cabriolet \$45500

Meticulously maintained, Porsche serviced. Fully equipped+ hard top, 19" chromes colored crests, NEW Michelins, NEW Clutch, Rear Main Seal. 42300mi 757-642-0577

1997 C2S. 15,700 miles. Speed Yellow/Black. 6-Speed, M030, LSD w/ABD, Heated Sport Seats with Painted Backs, Yellow Belts, Full Carbon Fiber Interior, In-Dash & Trunk CD, Litronics, 18" Twists, Motor Sound, Oval Tips. Flawless "as new" stock condition. \$74,500 (858) 775-3932

1985 Carrera Targa Triple Black 96K mi. never raced wrecked new tires top clutch records perfect chrome, leather, 98%car, always garaged & covered, \$20K (619) 260-8283

1993 968 Cabriolet White/Black, 115K miles, brakes/tires recently done, mechanically sound, must sell, I bought a 997 cabriolet!! \$10K obo for quick sell (858) 692-9729

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76 non sunroof race car 76 tub severly lightened, GT Racing FG Fenders, bumpers, hood and doors. Full cage. Lexan rear and gtrs. Big Reds &17" BBS wheels, 3.4l w/ Weber 46's on top, 1 hr dyno and 4 hr. enduro on motor. Enduro finished 9th overall...less than 4 sec behind 993RS class winner, and we suck! Motor dyno'd 310 rwhp. JE 10.5:1 TI retainers, lightened flywheel, boattailed case. Quaife and T-bars. 915 w/ short 3,4,5. No rust no accidents. As a 3.2l SS turned 1:27 @ Willow, 1:49 @ Cal Speedway. 2006 PCA club race entered 5 races GT3S and 2S (2 sprints in class; 2 sprints and Endouro UP one class) Finished first in class ALL races, and we suck! Full vinvl wrap that can be peeled if not your cup of tea. PCA and POC logbooks. \$31k. Pix, video, buildsheet on request...serious only please.lowyder993s@yahoo.com (760) 633-4432

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some fiber glass, Hoosiers and Khumos. Beautiful car in Marathon Blue. Constant class winner. \$10,500. (619) 944-0934

1970 SUNOCO TRACK CAR FOR SALE 970 RS Replica, Sunoco Excellent. To much to list. Incredible car, all records available, please contact Bruno@san.rr.com or (858) 693-1394

TTOD Track Car TTOD at every PCA SD time trial entered this year (3). Class winner in every PCA Club Race entered (3).1977 911 turbo track car.Upgrades for 2006 season: top end rebuild by Mirage on Andial built motor, C2 induction, huge intercooler, 27 gal. fuelsafe, adj. fuel reg., killer setup by Jae Lee.Full specs. and recent dyno avail. to interested parties. \$45k. (858) 586-9036

OTHER VEHICLES

2004 Audi S4 Quattro Sedan w/24K mi. Loaded. Imola yellow/ black. 340-hp; 6M; Recaros; 19" BBS wheels/ P-Rossos. All records; under warranty. Gorgeous. Must sell \$38K /obo. (760) 598-5285

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3.6L engine rebuilt top end rebult, complete w/ brain/ harness or, can build to full race spec.. jae lee (858)581-1101 email: jae@mirageintl.com

944 rollbar Autopower rollbar for 944/944 turbo. List \$440, sell for \$250 or best offer. Jad (858) 350-4589

1975 911s 2.7 motor 1975 911s complete motor with CIS injection and stock exhaust. Motor has been sitting for over ten years. Was stored inside and does turn over. Motor is located in EI Cajon \$ 1750/offer (619) 733-8142 (619) 733-8142 (619) 733-8142

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TIRES, V710'S two (2), 245/45/17\$250.00 dsq1racing@earthlink.net or (619) 287-2783.

RIMS CHEVY / GMC, 16", 8 LUG, 3/4 TON, 2004, POLISHED ALLOY, VERY CLEAN, \$300. (619) 287-2783

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Boxster (stock seats). Perfect4DE/TT. TIG welded type304stainless powder coated black wrinklefinish, holds2.5lb extinguisher. PCA compliant. \$95 (List\$127) (858) 774-1804 Russell rdshon@san.rr.com

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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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Genuine OEM 993 Seats. Black leather with 4-way power and sliders. Fits all Porsches 1974-1998. Flawless "as new" condition. \$750 Genuine OEM 964/993 RS Seats. Speed Yellow with black cloth. Light weight. Very rare. Fits all Porsche from 1974-1998. Flawless "as new" condition. \$5,500 Genuine OEM 964 RS Magnesium 17" Wheels. Speed Yellow with Painted Crest Center Caps. Very light and extremely rare. Flawless "as new" condition. \$5,850 Genuine OEM 964 Turbo S Wheels 18" 3-piece wheels with "polished" centers and "SPEEDLINE FOR PORSCHE" on the outer rim. Flawless New Condition. \$5,500 (858) 775-3932

Cobra Imola GT Kevlar Seat Includes lightweight aluminum mounts and sliders. Wide version. VERY GOOD condition, nearly new! FIA/HANScompliant, fits ~36" waist. \$499.95 James 858-243-8091.

17" Sport Classic II wheels (for Boxster,993, or 996) with used Yokahama ES100 tires and center caps, used but usable wheels, tires, caps, original equipment. (858) 693-8678

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

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 wheels. Al James, 17x7,17x9 james@raytheon.com, 858-774-3782

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Need 2006 Boxster Wheel/Tires For autocross, need 2nd set wheel/tires, 18" rims and/or tires. Derrick

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

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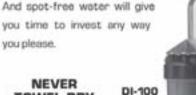
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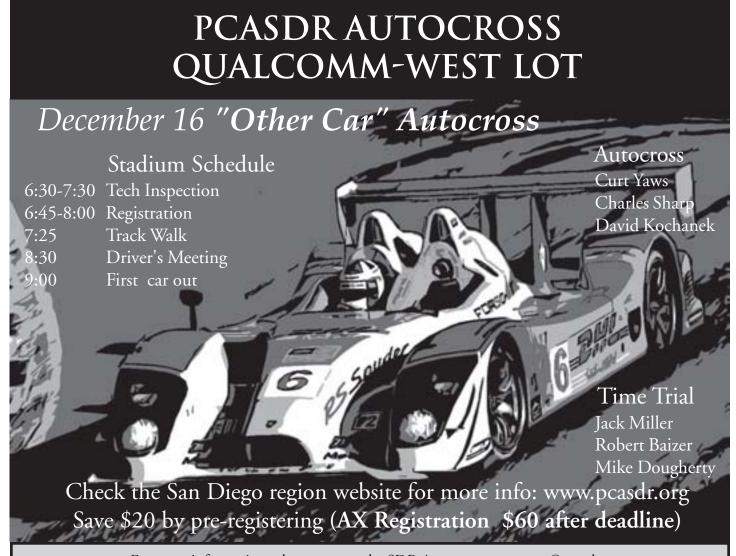
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Stadium Policy

- 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

Instructor Appreciation Day

Dec 3	mstructor Appro	chanon Day
	(Invitation only))
Dec 16	Autocross	West Lot
Feb. 3-4	TT Big Willow	
Mar. 3-4	TT Streets of W	Villow
Mar30Apr	·1 TT California S	Speedway

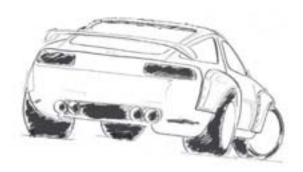
Sep. 29-30 TT Spring Mountain

Classified Ad Policies

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

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

To place ad, go to the website: www.pcasdr.org



Commercial Ads

Full page	(7.5×9.5)	\$200 /month
1/2 page	(7.5×4.5)	\$125 /month
1/4 page	(3.5×4.5)	\$75 /month
Business card	(3.5×2)	\$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.

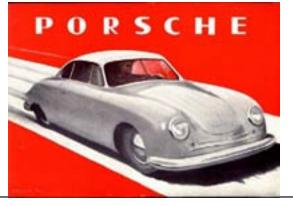
Business Manager Artwork & Photos to: Royce-Ann Myrick Greg Phillips, Editor 619.475.1199 707 Palm Ave.

WitnessBusiness@pcasdr.org Imperial Beach, CA 91932

Editor@pcasdr.org

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2006 Bugatti Veyron W16



2006 Rolls-Royce Phantom



2006 Lamborghini Murcielago



2006 Bentley Cont. Flying Spur



2006 Saleen S7



2006 Spyker C8



2006 Lotus Exige

SYMBOLIC MOTOR CAR COMPANY

www.symbolicmotors.com



7440 La Jolla Boulevard La Jolla, CA 92037

858.454.1800

WINDBLOWN WITNESS Greg Phillips, Editor





To:



MOVING? Send change of address for Windblown Witness to: PCA Executive Office, P.O. Box 5900, Springfield, VA 22150 or submit change via www.pca.org.

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Play this Holiday.







Pioneer Porsche

858.695.3000 9020 Miramar Road San Diego, CA 92126 pioneerporsche.com Parts and Service Mon-Fri 7:30AM-6:30PM

