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2006 REGION OF THE YEAR



October 2007



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WINDBLOWN WITNESS

Porsche Club of America, San Diego Region

Volume XLVIII No.10

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C O N T E N T S

Inside this issue



Sailing Tour
(page 15)



Progressive Dinner
(Page 42)



Karl Strauss Social
(Page 47)



August 11 Ax
(Page 50)

Features

- 16 Changing Drivers
- 18 July 22 Autocross
- 22 Sailing Tour
- 24 Progressive Dinner
- 26 August 4 Autocross
- 29 Monterey Historics
- 42 It's the Detail That Counts
- 44 SYDKA Forrest Walker
- 47 Karl Strauss Last Tuesday Social
- 50 August 11 Autocross
- 54 August Tech Session

Coming Events

- 6 SDR Last Tuesday Social
- 6 SDR Tour
- 8 SDR Coronado Historics
- 9 SDR Buttonwillow Time Trial
- 11 SDR DE & Time Trial School
- 14 SDR Mystery Weekend
- 15 SDR November Tour
- 35 SDR Tech Session- Modern Image
- 56 SDR Performance Driving School
- 59 Monthly Board Meeting Map
- 63 SDR Track Events

Departments

- 2 SDR Board of Directors & Chairs
- 3 Calendar
- 4 From the Pole - SDR President
- 5 Up Front- Editor
- 10 First Impressions
- 30 Welcome Mat
- 31 Anniversaries
- 37 SDR Archives
- 38 SDR 50th Anniversary
- 58 Board Minutes
- 60 Classified Ads
- 64 Ad Rates, Classifieds Policy
- 64 Advertisers Index

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San Diego Region Calendar

Check www.pcasdr.org for last minute changes

Web Sites:

San Diego Region: <http://www.pcasdr.org>

PCNA: <http://us.porsche.com/national/>

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

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

Zone 8: <http://www.zone8.org>

PCA National: <http://www.pca.org>

October

- 3 Wed SDR Monthly Meeting,
San Diego Auto Museum
- 5 Fri GER CA Challenge Party
- 6 Sat GER Z8 Concours
- 6 Sat GER Z8 Rally
- 6 Sat Z8 Dinner Casa Guadalajara (page 8)
- 6-7 S/Sun Coronado Speed Festival
- 7 Sun GER Z8 Autocross
- 6-7 S/Sun SDR Z8 Hospitality
at Coronado Speed Festival (page 8)
- 8 Mon GPX Z8 Autocross
- 13 Sat SDR hosts Z8 Autocross,
Qualcomm West Lot (page 63)
- 13-14 S/Sun LVR DE, Spring Mountain
- 14 Sun SDR South County Tour
to Campo Train Museum (page 6)
- 14 Sun SBR Z8 Concours
- 20-21 S/Sun SDR Mystery Weekend (page 15)
- 30 Tue SDR Last Tuesday Social Oggi's Pizza (page 6)

November

- 2 Fri AZ Phoenix Flight Welcome Party
- 2/4 Fri/Sun Rennsport Reunion
- 3 Sat AZ Z8 Concours
- 3-4 S/Sun SDR DE School, Qualcomm West Lot
(page 11)
- 4 Sun AZ Z8 Autocross
- 7 Wed SDR Monthly Meeting-Myrick Home
(page 59)
- 10 Sat Z8 Presidents Meeting
- 10 Sat SDR Autocross, Qualcomm West Lot (page 63)
- 11 Sun SDR Tour to Temecula (page 15)
- 11 Sun SGVR Z8 Autocross
- 16/18 F/Sun SDR Performance Driving School (page 56)
- 17 Sat OCR Z8 Rally
- 27 Tue SDR Last Tuesday Social

December

- 1-2 S-Sun SDR Z8 Time Trial Buttonwillow (page 9)
- 5 Wed SDR Monthly Meeting - Myrus Home
- 9 Sun SDR Tour to March AFB Museum
- 15 Sat SDR Autocross, Qualcomm West Lot (page 63)

January

- 12 Sat SDR 50th Anniversary Installation Dinner
Hotel Del Coronado



SDR=San Diego Region, Z8=Zone 8, SGVR=San Gabriel Valley, LVR=Las Vegas,
DE=Drivers Education, GER=Golden Empire, SAR=Southern Arizona, SBR=Santa
Barbara, AZ=Arizona Region, GPX=Grand Prix Region, RR=Riverside Region,

From the Pole

by Ted Myrus, President



September was certainly a busy month. We had our first ever National Instructor Certification on Saturday, 9/8. This valuable training was open to all San Diego Instructors at no charge. The Progressive Dinner was on the 15th. I've attended many of these events and this was one of the nicest. The homes were in close proximity and the attendance was small enough to allow for some intimacy. We had a joint Tech Session with the BMW Club at Discount Tire with a good size crowd and excellent door prizes. I visited the Charity Poker Tournament on the 22nd. They had a chili contest and awards for the best poker costume and some serious Texas Hold 'Em players. Sunday was our annual Zone 8 Concours at Sunset Point. It was a great venue, with perfect weather and lovely cars. As I write this I'm looking forward to the Last Tuesday Social and a weekend at Spring Mountain for the Zone 8 Time Trial.

Saturday, January 12, 2008 we will be holding our 50th Anniversary Celebration. This milestone event will be at the Hotel Del Coronado. The program will differ from past Installation Dinner and Awards Banquets. There will be a separate driving award event in February. This will free up the evening to celebrate and recognize our club's history and achievements. We will thank the outgoing Board and welcome the incoming Board of Directors. We'll have our traditional charity auction, always hotly contested. Music and dancing with The Mar Dels, recognized as America's Best Dance and Show Band. If you have never been to the Hotel Del this is your opportunity to experience one of the country's and region's famous and historic resort hotels. This is an event not to be missed, save the date!

Want to help? As I mentioned above we'll be having our charity auction. What makes these interesting, fun, and successful are the items offered. We'll have the Porsche-related products, gift certificates, restaurant certificates, and other items of interest to Club members. What we are looking for are truly unique offerings. Some of you may have just what we need. Think out of the box.

How about a day on the bay in your jet skis, or the use of your motor home for an upcoming race weekend?

A Timeshare week?

A couple of laps in your top time of day car?

The opportunity for someone's grandchild to exercise your horse on a Saturday?

A ride in your biplane?

You get the idea. If you can help, please contact Katina Gonzalez, Charity Chair or give me a call.

Thanks,
Ted



Save the Date!

San Diego Region
Celebrates
50 Years

January 12, 2008
Hotel Del Coronado



(Where the engine belongs)

Up Front



Greg Phillips, Editor

I am heading down the home stretch to put my final issue to bed. I will be taking the October *Windblown Witness* to the printers in the morning and turning over the editor's reins to Larry Clark. Although it is not true that I will be entering the Witness Protection Program, I will have a lower profile in the coming months. I will still be working with Larry to help with the transition as well as some writing and photography, but I will be out of the day to day operations. I do have the rest of the year to finish up my responsibilities as a Director and will still be active at driving as well as social events. I might find time for even more events without the newsletter deadlines.

Speaking of deadlines, Larry wants to remind everyone that he will be trying to get the *Witness* out and in your hands earlier. To do this he is requesting for contributors to please have their articles, flyers, photos or other submissions ready and to him by the 10th of the month preceding publication. That means if you have something you want in the November issue, it should be to him about now. The e-mail address will remain the same editor@pcasdr.org. Please use that address and take every opportunity to get submissions in promptly.

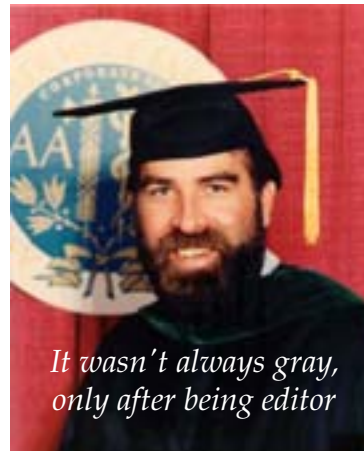
And speaking of Directors, by the time you read this we will have elected our new board and they will be meeting soon to select the officers for 2008. They will need plenty of help and volunteers for chair positions for next year. So please consider what you might be able to help with and let the board now as soon as possible. From the social committees, to tours, or autocross and corner workers, plenty of help will be needed. Not only for the cahris but also for their committees for the coming year.

Although there were no competitive driving events in September, we did have several social events like the Progressive Dinner and this issue also contains the results from the end of July and the August autocrosses. Check the calendar for upcoming events and the

website will have a current schedule if there have been changes.

I had originally planned to use my final editor's column to thank everyone who has helped over the past several years. But as my deadline grows nearer I will take a page from Larry and plan on writing a column in an upcoming issue as my finale.

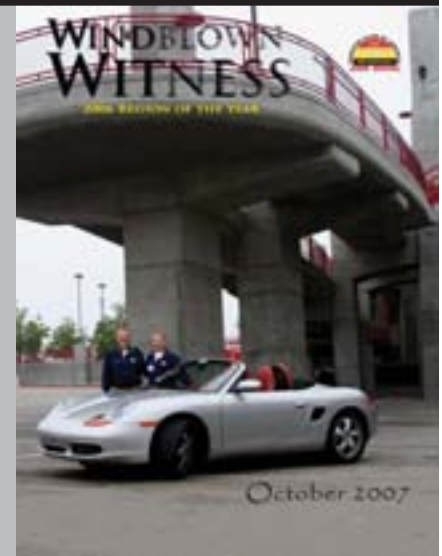
It is hard to say which emotion is stronger. The thrill of my first issue of the *Witness* as editor; or the elation of my last issue of the *Witness*. Only time will tell.



*It wasn't always gray,
only after being editor*

On the Cover

This month's cover was shot during the 2007 Porsche Parade Autocross for Kevin & Dennis Adair. They had won a cover shot at the installation dinner auction. We used the Qulacomm Stadium Trolley Station as our backdrop.
Greg



Last Tuesday Social

Tuesday October 30 6- 9 p.m.

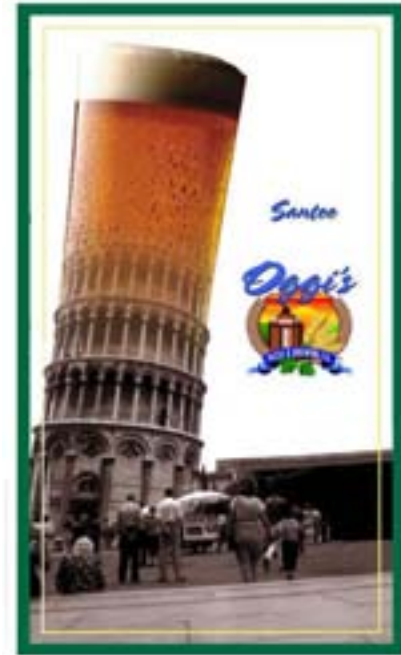
Location: Oggi's Pizza & Brewery
9828 Mission Gorge Road
Santee Towne Center
619-443-6441

We're heading east for this October last Tuesday social. Come join all your friends at this wonderful restaurant and brewery. The owner, Ryan Deady is a San Diego Region Porsche Club member, and is looking forward to showing the club a good time.

Enjoy gourmet pizzas, salads and more...

Don't miss it!

Contact: Kathy Alnwick 619.229.1515
imthekaps@yahoo.com



Sunday Morning 14 Oct A Day for *ROAD AND TRACK*



Join us for some fun twisties followed by a historic train ride and tour of the Campo Pacific Southwest Railway Museum

\$20/adult, \$5/childr

An early morning **8:00AM rally at the Starbucks**
Hazard Center Shopping Center
7610 Hazard Center Drive
San Diego, CA 92108

Depart 8:30 sharp!

You **must RSVP no later than 7 Oct.** to
(wemarsh@san.rr.com) because I need a solid
reservation head count for the train ride.



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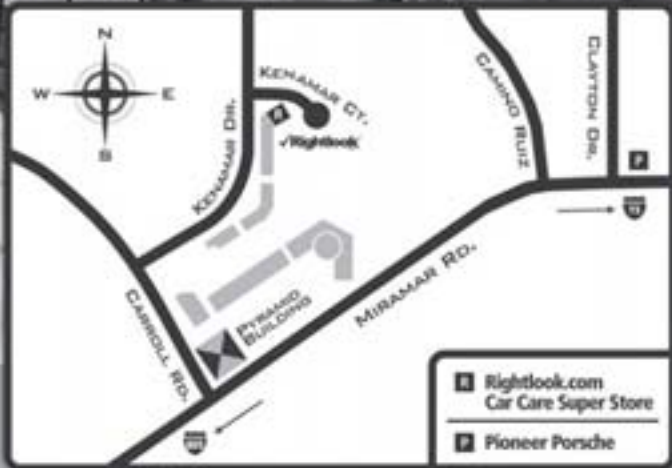


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The 10th Annual Coronado Speed Festival
Coronado's Race at the Base
October 6 & 7, 2007...8:00 a.m. to 5:00 p.m.

The excitement returns to San Diego, and San Diego Region invites you to join them for a fun weekend of Vintage Racing! Every year this event gets bigger and better!

* Two days of the world's top Vintage Racing with over 225 cars. If you missed Monterey, here's your chance to get another Fix!

* Join all your Zone 8 friends from Southern California, Arizona and Nevada.

* Trackside San Diego Region is hosting a **Zone 8 Porsche Club Hospitality Tent** and it will be open 8:00 a.m. to 5:00 p.m. with breakfast items, refreshments and food both days. Sponsored by **Hoehn Motors, Carlsbad and San Diego Region.**

* Porsche Club parking Corral next to Tent.

* Whether attending the races or not, all members are invited to a festive no-host Saturday night dinner in Historic Old Town at Casa Guadalajara, 4105 Taylor St., 619-295-5111. RSVP by Sep. 17, to Tom Brown at 760-942-2706 or tb911@roadrunner.com. Please give name, contact info and number attending.

*For free Porsche Corral passes, while they last, please send a (stamped self addressed envelope) to: John Straub, 9215 Brier Rd., La Mesa, CA. 91942. . One pass is good for both days, Porsche parking only. No passes will be mailed after October 1st.

To pre-purchase race tickets or race information, go to: www.fleetweeksandiego.org/coronadospeedfestival

For more info, contact John Straub at 619-667-4423



PCA San Diego

Region & Zone 8 Time Trial

Buttonwillow Time Trials • Dec 2-3, 2007



REQUIREMENTS:

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

Event Hotel: Willow Inn & Suites
20645 Tracy Avenue • Buttonwillow, CA 93206
Tel: 1-661-764-5121 Room: \$46.95
Say you're with PCA
Make reservations early!

FREE
Breakfast!

For more information contact Jack Miller at (619) 286-4419(h) or jmiller@PacificCollege.edu
For track information and directions: www.buttonwillowraceway.com

Dec 2-3 --- PCA-SDR & Zone 8 Time Trial --- Buttonwillow Raceway Park

Car Number _____ Car Class _____	Car Number _____ Car Class _____
Driver Name _____	Co-Driver Name _____
Phone _____	Phone _____
E-mail _____	E-mail _____
Member # _____ Region _____	Member # _____ Region _____
Driver Status: <input type="checkbox"/> Student <input type="checkbox"/> Driver <input type="checkbox"/> Instructor	Driver Status: <input type="checkbox"/> Student <input type="checkbox"/> Driver <input type="checkbox"/> Instructor
Instructors, will you instruct? <input type="checkbox"/> Yes <input type="checkbox"/> No	Instructors, will you instruct? <input type="checkbox"/> Yes <input type="checkbox"/> No
Do you have a 2007 Competition Permit? <input type="checkbox"/> Yes <input type="checkbox"/> No(\$10)	Do you have a 2007 Competition Permit? <input type="checkbox"/> Yes <input type="checkbox"/> No
Signed: _____	Signed: _____
Car Year _____ Model _____	

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- ★ **Please bring a completed Tech form with you to tech inspection: [www.pcasdr.org/forms/AXReg Form.pdf](http://www.pcasdr.org/forms/AXReg%20Form.pdf)**

First Impressions

by Tom Brown

This month's cover comes from March of 1995. It features Steve Schraibman's Carrera. This issue included a quick autobiography of Steve, who initially resided in Johannesburg, South Africa but frequented the San Diego area on business. In South Africa he owned a 1977 911, which he ultimately had to sell when moving here. Seems that his initial thoughts of converting the car to US emissions specs proved to be too daunting. (No surprise!) The cover photo shows the 1984 Carrera he replaced it with. Another item that caught my eye was in Tim Comeau's article on the year's autocross series. In an effort to encourage diversity of Porsche models at autocrosses, driver's of under-represented models were allowed to drive for free, with a different model qualifying each month. Somehow I missed that back then, but as a driver of the popular 914 I wouldn't have qualified anyway. Also in this issue, Al Shlegel's Tech Tips column reported on the 944 cast aluminum A-arm problem. On the Road, a column by Paul "Off Road" Young, spent this month describing many of the various types of rallies & tours, along with a hilarious account of his first rally and the telephone pole that interrupted it.



A Reminder! Your Blood is Important to Others

The San Diego Porsche Club has made a commitment to supporting the needs of the San Diego Blood Bank. Your support of this important need helps many people in our area. To donate blood just call the San Diego Blood Bank 619-296-6393 to set up an appointment. When you go in to donate just tell them you are there to donate to the Porsche Club of America account (group code: PCOA).

If you need further information contact www.sandiegobloodbank.org.

Richard 'Rug' Cunningham
1948 - 2007

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First Annual Time Trial and Drivers Ed School

November 3-4, 2007

This school is designed to help drivers with autocross experience advance to continuous lapping and controlled passing events such as DE's and time trials. It will cover items such as:

*Safety for both car and driver

*Driver qualifications & requirements

*Car preparation & requirements

*Continuous lapping and safe passing techniques

This is an opportunity to take your performance driving to the next level for only **\$100** per person in this 2-day school, consisting of a chalk-talk and full-day of driving along with food and drinks:

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Saturday, Nov. 3 5:00 pm – 8:00 pm	Sunday, Nov. 4 7:00am – 5:00pm
Mirage International	Qualcomm Stadium West Lot
“Chalk-talk” in a classroom environment	Driving exercises and Drivers Education event

Six autocrosses and PCA membership are required; completion of our Performance Driving School is preferred.

For further information, contact PCA-San Diego Region Joint DE Chief Driving Instructors.

Keith Verlaque (619) 265 8377 or Jad Duncan (858) 350 4589 or DE@pcasdr.org

Applications must be by mail and **MUST BE POSTMARKED Oct 10th 2007 OR LATER** (no metered mail) and will be accepted on a first-come, first-served basis.

APPLICATIONS POSTMARKED PRIOR TO Oct 10 WILL BE REJECTED.

Mail in this registration form (copies accepted) with a check payable to “PCA-SDR” for \$100.

Name: _____

Mail application to: _____

Porsche model, year and major modifications: _____

PCA-SDR Time Trial & Drivers Ed School
2217 Caminito del Barco
Del Mar, CA 92014

Phone#: _____

Prior SDR Driving School attendance? Yes / No
Number of previous autocrosses _____

Shirt Size: _____ (S,M,L,XL)

PCA membership

e-mail: * _____

* All documents will be sent via e-mail, so a valid, monitored, legible e-mail address is required.



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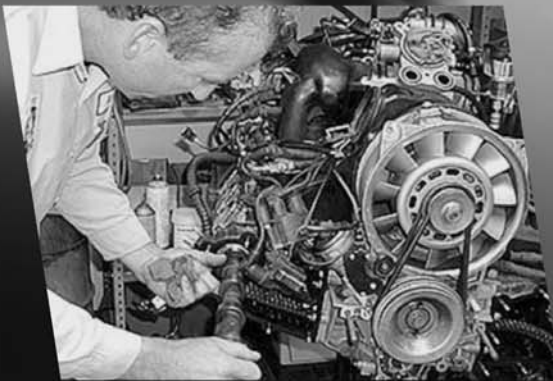
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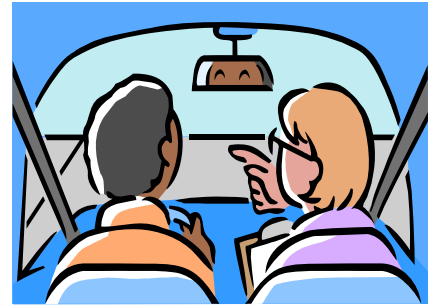
Transmission Repair &
Rebuilding

Electrical Diagnostics/
Charging System Repair

Stocks & Struts -
Service/Replacement

Wheels and Tires

High Speed Tire Balancing



Annual PCA-SDR Mystery Weekend

Register Now!!



October 20th and 21st, 2007

*Do you need to get away? Don't know where to go?
Watch out for the black cat in the middle of the road!
Come with us, you're going to have fun
We'll take you somewhere under the sun.
Don't get spooked because Halloween is near
Spending time with club members brings good cheer!*

Cost: Approximately \$385 per couple
and \$275 per single.

Registration deadline: October 1st

****Please make checks payable to PCASDR and mailed to
Katherine Alnwick**

7961 Laurel Ridge Road, San Diego, CA 92120

**** (Please include e-mail with check)**



Info: Kathy Alnwick 619.229.1515 imthekaps@yahoo.com



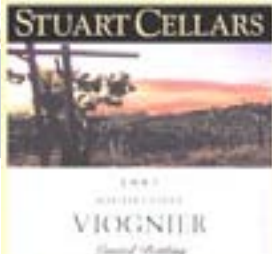
November 11th!

October 2007

***A new back country tour added just to wet
wet your twisty appetite and tempt your
your taste buds on some of Temecula's
finest vintages.....start your Holiday
shopping early!***

CALLAWAY
VINEYARD & WINERY

Where the sun shines through the



8:30 AM Congregate at North County Fair Mall near the Macaroni Grill (272 East Via Rancho Parkway, Escondido CA 92025), south entrance just off of Rt 15. **Drivers meeting 8:45, depart 9:00 sharp.** For more information contact Ralph Turner at (760) 789-2151, or Ralph, Bill, and Jan at tours@pcasdr.org



Changing Drivers

By Larry Clark

Changing Drivers

As Greg has been gleefully announcing for several months, I will be assuming the editor's post beginning with the November issue. I have a pretty good idea of what I'm getting into, but I'm doing it anyway.

For those who don't know me, I've been a member of PCA since 1998, when I joined Sacramento Valley Region with a new Boxster. We moved to San Diego in 2000, and immediately became active in SDR.

I've never been much of a performance driver (as my PDS instructors will attest), but I've enjoyed rallying most of my life. Aside from serving as Rally Chair, most of my SDR contributions have been behind the scenes, in areas such as membership, bylaws, and the web team, plus helping Mary with the Goodie Store and Witness Business. After jointly receiving the 2004 Enthusiast of the Year award, we made a brief detour to the Dark Side in a Corvette C6. Recovering quickly, I now happily drive an 2003 Boxster Tiptronic. (Mary is still partial to her Miata.)

This is not my first editing gig. During the heyday of personal computers, I edited a computer-group magazine comparable in size to the Witness. I also edited the Sacramento Valley Region's newsletter, and I recently finished a stint as layout editor for the local Miata club.

Greg will not be an easy act to follow. He has been cranking out issues for nearly five years, and they've been good ones. The Witness has consistently placed near the top of the PCA newsletter competition. Having recently reviewed some excellent publications from other regions, I recognize what an achievement that is.

New tools, new look

Since my appointment, I've been working to get up to speed on the publishing tools we'll be using. The transition seemed an ideal time to move the layout process from PageMaker, which Adobe no longer supports, to their newer program, InDesign. I've also been working on a minor redesign of the entire newsletter, which I hope you'll like.

Among the changes will be a new section that groups all the information about coming events in a consistent, easy-to-find format. This should reduce the need for display ads for SDR events while giving more prominence to the commercial display ads that help pay our bills.

"I am therefore changing the deadline for all submissions to the tenth of the month preceding the issue date."

A matter of timing

Several members have asked if we can't get the Witness out earlier in the month. My goal is to get issues into members' mailboxes by the first of each month. I know that events can conspire to interfere with the best laid plans, but I assure you that timeliness will be a priority concern.

To help meet this goal, we will need earlier deadlines and strict enforcement of them. *I am therefore changing the deadline for all submissions to the tenth of the month preceding the issue date.* That means that deadline for the November issue is October 10, which will be almost upon us when you read this.

There may be exceptions where information is not known until after the deadline. I will try to accommodate those if I know in advance what to expect, and when. If I don't know and haven't been able to plan for a late arrival, your late submission may simply be "early for next month." I'll try to meet you halfway, but, as the saying goes, "Lack of planning on your part does not constitute an emergency on my part."

Help wanted

When I volunteered for this job, I told the Board that I would edit the magazine but I would not write it. I intend to write my own column and perhaps

occasional pieces about events I attend, as I have ever since joining the club. The rest of the magazine's contents must come from others. If you and your fellow members don't submit articles, the issues may be very short.

In any case, I do not expect to maintain the 64-page issues that we've been running. Using slightly smaller type, tighter layout, and fewer photos will enable us to reduce the page count (and costs) somewhat. However, I do not plan to reduce the information content. In fact, if members provide the materials, I would be delighted to increase it.

Greg often provided entertaining articles describing his and his students' experiences at autocrosses and other driving events. I hope he will continue those, but I recognize that he may not be as motivated when he's not staring at a bunch of empty pages to fill. I would appreciate submissions from other drivers' perspectives, too.

Greg also took hundreds of photographs. (Does he ever go anywhere without a camera?) I'm not much of a photographer, so I'm relying on other members to submit photos. Please take pictures at whatever events you attend, and send me the results. And don't forget to supply captions indicating who is portrayed and what's going on.

Did you attend a social event? Jot down a few paragraphs to tell your fellow members what they missed. And don't stress over spelling, punctuation, and the like. It's our job to make you look good in print.

I will need help on many other fronts, as well. If you would like to contribute to this effort, we will find a job that matches your interests and abilities. *Special note:* At this moment, I am actively seeking someone who can draw simple caricatures or cartoon-like figures.

Evolution

The Witness editorship will be a great adventure, a lot of work, and an occasional pain in the butt. I don't expect to accomplish everything at once, so the issue you see next month will be just another step on our evolutionary path.

You may love some of the changes and hate others. I know I can't please everyone, but I hope to earn a passing grade. Let me know what you like and dislike. I may not always agree, but I promise to listen.



Maybe now is not the best
time to make a change

July 22 Autocross



Photos by Greg Phillips



Class	Car Number	Name	Car Year	Car Model	Best Time	BRI Position
AR1	31	Schmidt, Roland	1981	911	63.26	14
KI	594	Reinhardt, Martin	1990	911 C2	64.65	5
KI	395	Urquhart, Kris	1990	911 C2	64.93	8
KI	38	Gagnon, Bob	1992	911	65.84	15
AM	260	Smith, Austin	1970	914	66.18	29
KI	83	Duncan, Jad	1988	944 Turbo S	66.18	20
NP	559	Johnson, Shannon	1995	911	66.26	16
IM	311	Copeman, Christy	1984	911	66.47	37
KI	504	Reinhardt, Jennifer	1990	911 C2	66.86	30
NP	32	Gardner, David	1996	993	67.24	31





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Thanks to Tom Lafleur and Herb Meeder, we were able to get another day of enjoyment out of the 2007 Installation Dinner. Tom and Herb very generously donated a day on Tom's 53' Swan yacht with catering provided by Herb and the Brigantine Restaurant. We were the highest bidder on this luxurious prize and my wife Amy and my mother thought they were being very organized and planning ahead as this was going to be the celebration of my 40th birthday which wasn't until April! However, by the time we all found a day that worked, we missed my birthday by five months! I think it was worth it as we were treated to a perfect San Diego day in September when we finally got to enjoy our prize.


Back in January when we were bidding on the prize, it was a cruise for 8 people, but after talking with Tom, he said there would be plenty of room for 12 plus the crew and himself. It was not hard to find people to join us.

When the day finally came, we met at the dock at noon in order to spend the entire afternoon sailing. On the way to the marina on Shelter Island, we stopped at the Brigantine where we picked up giant trays with crab cakes, empanadas, sashimi, and a special concoction of theirs called Coctel Del Mar which is a delicious sea-food salsa for lack of a better description. Oh, and did I mention the CASE of assorted wines, it was going to be a good day!

After quite a bit of wandering around the marina, signage is not one of their strengths, we all found each other and found the "Mistress". The Mistress is a gorgeous 53' sailing yacht with beautiful teak wood everywhere. It quickly became apparent to everyone that Tom was a great host and we could make ourselves at home, but just don't mess up the teak. He really loves the teak and it shows. He even told me none of the crew is allowed to do anything to the teak without

his express written consent. The red wine stayed corked....

After motoring out of the slip, the crew raised the sails and we silently glided out toward the Coronados and around San Diego Bay. It is tough to beat a breezy 75 degree day spent sailing around San Diego, drinking champagne and wine while eating crab cakes so big and so full of crab meat, you couldn't eat more than one.

All too soon it was over and we headed back to the slip for birthday cake while we unloaded the boat and cleaned up. We all want to thank Tom Lafleur and Herb Meeder for the generous gift to the charity auction. I know if it is available next year, we will be bidding again! After all, it is for charity... 

Progressive Dinner Couples



Progressive Dinner



Text and photos by Eleanor Myrus

Our first stop for appetizers was at the lovely home of Laura Manz and John Komer. It was a warm evening with beautiful views of the hills in Rancho Bernardo. As the sun was setting in the east John drew our attention to the big fluffy cloud in the mountains with lightening inside the cloud making a great view more striking.

We were then drawn to the garage where the family has three Porsches. In the middle was a 1954 Porsche 356 proudly shown by their son Andrew, he is the future driver of this acquisition.

The next map took us to Poway at Roberto Montoya's (Mexi-Cocina owner) wonderful home with ample back yard for dining. The tables were set in black and red with candles glowing to enhance the evening. Food was catered by Decidedly Better, Chef/Owner Deborah Shubert. What good food and wine it was, all beautifully presented. We all lingered over our conversation and dinner before we were given our next map.

On we went to Gary and Ruth Samad's "Hilltop House". For many of you that have been fortunate to have visited their home it's an incredible view overlooking the hills and lights. Dessert was ready and waiting

for us when we arrived. Folks lingered over dessert and coffee and found lots more to chat about. We heard many positive comments from the guests about what an enjoyable evening they had.

It was a fun evening and thank you to our social chair Kathy Alnwick for her hard work doing another successful Progressive Dinner. Thank you to our gracious hosts for opening their homes.

I look forward to next year's event.





August 4th Autocross



Class	Car Number	Name	Car Year	Car Model	Best Time	BRI Position
AR1	295	Kinninger, Erik	1987	911	65.91	14
AR1	968	Vanderschuit, Carl	1995	968	66.69	24
AR1	31	Schmidt, Roland	1981	911	66.98	25
KI	594	Reinhardt, Martin	1990	911 C2	67.63	5
KI	83	Duncan, Jad	1988	944 Turbo S	67.91	8
IM	311	Copeman, Christy	1984	911	69.84	50
AM	600	Smith, Clark	1972	911 T	70.21	44
JS	37	Scragg, Carl	1984	911	70.31	1
NP	559	Johnson, Shannon	1995	911	70.32	29
AI	209	Copelin, George	1972	914	70.52	6





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David A. Jerse & Nancy
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1989 911 Spd

Don A. Lee & Janice
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2001 996 Coupe

James J. Howell
Cardiff By The Sea, CA
1973 911T TARGA

Tim Lopian
San Diego, CA
2000 Boxster

Paul W. Nugent
San Diego, CA
2007 Cayman S Coupe

Carol Paschoal
Chula Vista, CA
1977 924

Mario H. Reza
Temecula, CA
1973 911T Coupe

Jim Riley & Vicki
Del Mar, CA
2007 997GT3 Coupe

Anoop P. Sangha
San Diego, CA
1998 911C4S Coupe

**Amnon Silberberger
& Ana Reibstein**
La Jolla, CA
2008 987

Alan K. Uke & Diane
Del Mar, CA
1997 911 Cabriolet

Robert B. Wells IV & Kathy
Rancho Cucamonga, CA
1984 911 Coupe

Steve Williams
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SDR - The Way We Were

John Straub, Archivist

We're up to 1981 with the History of San Diego Region.

The President that year was Tom Hauseur Sr. (the 1977 Porsche Parade Chair), Vice-President was Dick Eimers, Treasurer was Ernie Paschoal, Secretary was Denise Straub, with Board Members: Craig Bowles, Bill Barker and Martha Walker. The Editor for the first of a five year stint was John Straub. Just a side note on the Witness, this was the first year that we decided to make the newsletter an 8-1/2 by 11 format, which it still is today. This was done in order to get more material into it. We also went to a two-color cover.

The Treasury sat at about \$6500 and the membership was about 600. We had a large growth between 1976 and this point. I think much of that was because of the Parade in 1977 and San Diego was getting larger with four Porsche dealerships.

Some of our Chairs at that time were: Membership-Jim Douthit, Rallies-Slim Durham, Timing-Doug Deneen, Social-Margi Smith-Haas, Concours-Ernie Paschoal, Autocross and Time Trials-Pete Mathewson, Safety-Jerry Sturm, Witness Mailing-Art and Gerry Wrightson, and Archivist-Wally and Bea Cole.

Starting off in January of that year was the Installation Dinner (we had moved it to January because it was easier to get locations). This was held at the Town and Country Hotel. We had hosted cocktails and *hors d'oeuvres*, then presented the autocross and time trial awards from the previous year and then moved into the dinner followed by the committee person awards and concluded with the installation of the new board. That year we also had the National President, Hank Malter, as honored guest. The cost was \$18 per person with about 125 members attended.

Next up was a Time Trail at the Stadium, we called it "Rennsport '81." At that time the stadium parking lot was perfect to use for time trials because the surface was in great shape. And not having the trolley to deal with we would use the entire west side with the pits up next

to the stadium. We had some very fast courses back then with the straights starting at the top of the hill and running all the way down to the south side. Some of the drivers at that event were: Paul and Margie Haas, Mike Denny, Joe Weber, Bruce Osterberg, Jerry Sturm, Don Clark with Guy Ober getting TTOD for men and Nancy Faulkner TTOD for the ladies. The cost of this event for two days of driving was \$35. The cost was kept low because we had two sponsors: Wayne Baker's Personalized Autohaus and Volker Bruckmann's Mobile Porsche (just as a sidenote both of these guys still to this day, advertise in the Witness).

In March we had an "Eyeball Rally" chaired by Slim Durham. Thirty-three cars started and counted the correct number of eyeball signs posted along the way. Most of our rallies at this time were "fun-rallies" and the next one was to be a "gas guesser" in June of that year.

April of that year we had a "Wine Tour" going to the Ferrera Winery and then the San Pasqual Winery. We had about thirty Porsches and the event was chaired by Louis Barrie.

May saw our first autocross of the year held at the stadium and June was to be the second. This was the start of our series and the cost was \$15 with European Auto Specialist as a sponsor. About this point in time we really would only have about 50-60 cars at an event, so there was plenty of practice time, a lunch break, and then timed runs. With that few cars running everyone pretty much knew everyone else.

On the racing front in San Diego was the Alan Johnson Porsche+Audi 924 D Production car being driven by Dennis Aase. The goal was to make it to the year end national championship runoffs for SCCA. We also had Bill Koll driving the Kegel Enterprises 911 as well as Wayne Baker running his 914 in IMSA and both doing well.

See you next month.

John



SDR-50th Anniversary

John Straub, Archivist

San Diego's Rallies

If you have been reading my regular monthly column in the Witness on San Diego Region, you have heard me tell you about Rallies in San Diego. Rallies were really a big deal in the late 50s, 60s, and 70s and then started to fall off in the late 80s and 90s. Really, the golden age of rallies in the Region was about the 60s and 70s.

However, how did it all start? Well, really before the San Diego Region was even chartered. Let's take a look back.

Many of our founding members had started with "Hot Rods" as teens and then moved into the Porsche world as they had more income. Our first rallies in the club were called "Reliability Runs" or "Tours." It was a leftover from those very Hot Rod days.

In the formative days of hot rodding, clubs used to stage reliability runs to prove a home-built hot rod's endurance and a driver's skill. These runs were designed to be a road competition. The reliability runs organized in Southern California included mountains, deserts and cities. Once the route was finalized, the organizers created a map that showed the locations of the check stations, as well as the distance and average speed that had to be maintained between the check stations. Maps were printed and distributed to each competitor on the day of the run. The club would also assign members to man the route's checkpoints.

As the day started, competitors lined up early to be one of the first to run the course. At the assigned starting time, the official starter sent the first competitor on his way with a map of the course and a few basic instructions. The balance of the cars were released at one minute intervals. The object for each driver was to cover the distance between the checkpoints at the time surveyed by the organizers. As each car passed a checkpoint, those at the station noted its time. At the mid-point of the run, a break, or layover, would be scheduled to allow competitors to grab a lunch and top off their gas tanks. Often, a hidden checkpoint not on the map was added to the course to keep drivers on their toes. Some of the hot rod clubs even set up clocks to monitor speeds. Points were charged against those who exceeded the speed limit. At a rate of one point per minute, points were added for arriving at a checkpoint

too early or too late. The driver with the fewest penalty points was designated the winner. However, in those days, the true winners were everyone who finished without a breakdown and proved that their home-built hot rods were reliable.

Today, many of the hot rod clubs still have "Tours" and a small part of these rod clubs called "Rat Rods" still hold "Reliability Runs." They are kind of a throw back to the old days of hot rodding.

So as you can see, this is where our Porsche Club rallies had their start. I have mentioned in my articles about the "Hare and Hound" Rallies we would have in the 60s and 70s. They first originated in the 1940s with hot rods. And true to form they were run in the city at places like Mount Helix. I think the last "Hare and Hound" we had was about the mid-seventies. Of course Porsches being more reliable than home-made hot rods, our events became noted as "Tours" or "Economy Runs" and then took on the name of "Rallies." I had said earlier that the Golden Age of Rallies was in the 60s and 70s. About that time in San Diego you could participate in a rally every weekend. We had our share; however, there were probably about 20 different sports car clubs in the city holding rallies all the time at that point, even night rallies, that were open to everyone.

We still, to this day, do "Tours" however; Time-Distance-Speed "Rallies" have not really done that well in the last few years. Who knows, maybe the city is too big with too much traffic or too many other things to do, such as autocrossing. I'm not sure; however, I am glad that I had a chance to experience at least a part of that time.

I know I will miss someone but I'll try to give you a list of the major Rally members of our club, these are the people who saw the fun in this type of event. Starting with our Charter members and then moving to Keith Ewton, Wally and Bea Cole, Tom Hauseur Sr, Jack Rober, Jim and Shirley Douthit, Ernie and Carol Paschoal, Slim Durham, Art Wrightson, Bill Bartee, John Straub, Pat Norris, Bill Allen, Paul and Ruth Young, all of these members had a hand in progressing rallying in our Region.

Hope you have enjoyed.



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It's the Detail That Counts

Nick Pride

By Winifred Meiser

Mark Miville

Compared to real tragedies, it wasn't the worst thing that could happen, but it was still a sad day to find out that the off-white splashmarks on the tires, wheel-wells and side of your shiny black Porsche are not mud but PAINT. Arrrrggg!

After the initial shock wears off, you reach a decision to call in the professions, but who ya gonna call - Paintbusters? One of the many benefits of being a member of the Porsche Club of America San Diego is having the "Windblown Witness" to consult. This is where the seriously serious Porsche people share information and name names of competent people and companies. And it's here I found Mark of Executive Detailing and his trusty steed - a mobile detailing truck - who rode to the rescue on a Saturday afternoon.

From the moment they arrived at the house to assess the damage - a thick layer of graffiti-covering beige paint - Mark and his assistant worked like surgeons utilizing all the tools and tricks of their trade until the Targa was all black and shiny once again. Whew!

Thanks guys, you do good work!



Before (above) and after (below)



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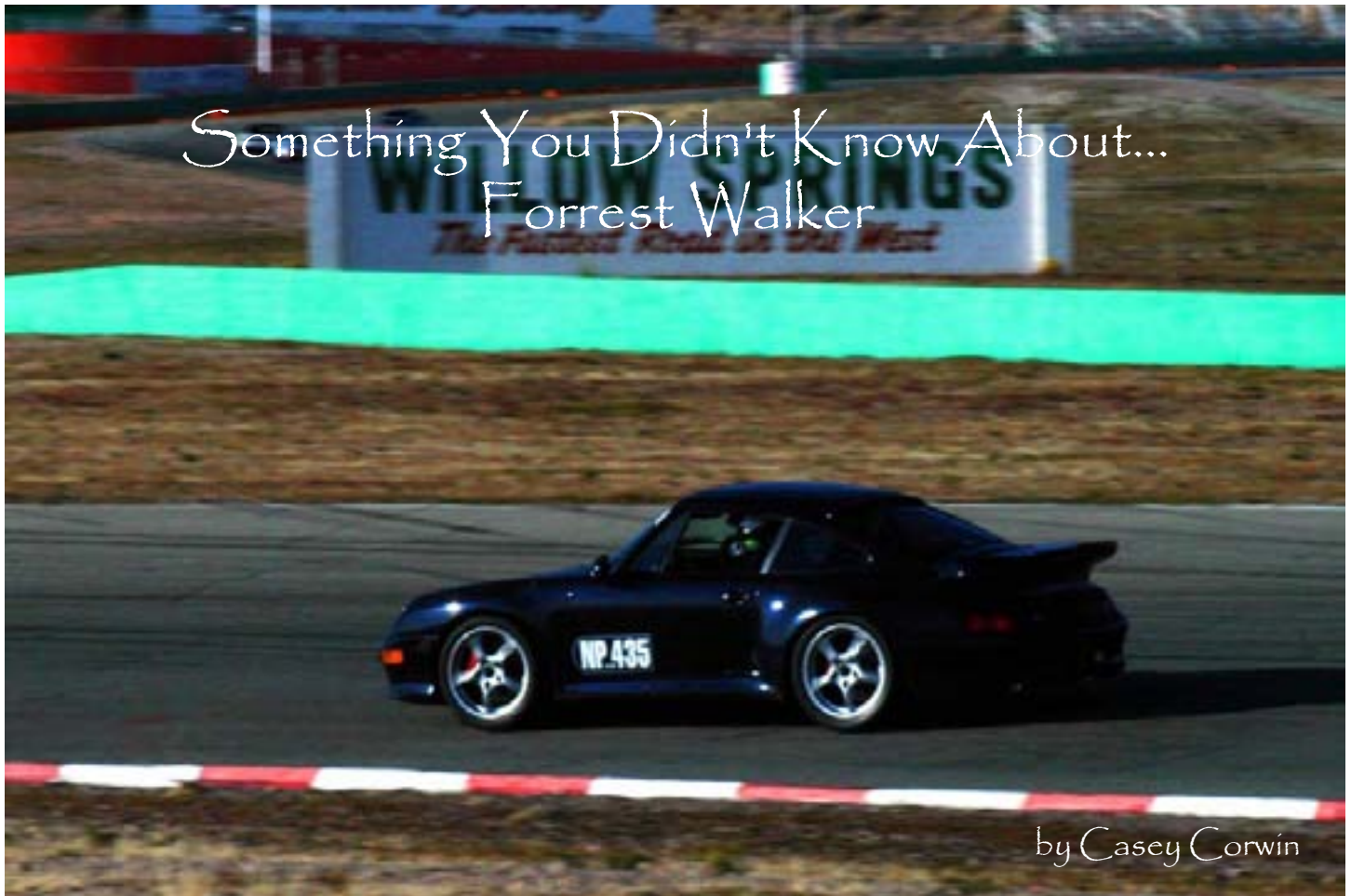
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Happy Hour

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\$2 Cocktails & \$2 Domestic Beers

PCA Member



by Casey Corwin

When Forrest Walker came to play with us two years ago, everybody wondered why his learning curve was so steep. Mastering a J- turn in a bus during the US Secret Service Evasive Driving Course might have something to do with that. After learning how to shoot while driving and spin a limousine, Forrest ended up as the top graduate. However awesome this experience may seem, the events leading up to it are equally impressive.

When Forrest Walker was just a rowdy kid in north Georgia, he joined the Navy to keep himself out of trouble. Earlier that week, he had been impressed by the comportment of the US Army Rangers, which ultimately inspired him to join the Armed Services. He spent his first year at sea, an experience that Forrest compared to minimum-security prison. He was bored to death. In May of 1986, he received his orders to Navy SEAL training and never looked back. He attended the winter class for that year and loved it. There are many tales about the trials and challenges of SEAL training, but Forrest did not find the exercises challenging at all.

"I had a blast. I don't know what many of the guys found so difficult," he remembered.

He was assigned to SEAL Team THREE and traveled the world. He experienced everything, from skydiving with the guerilla warfare experts of Thailand to speeding through the desert with his team as Lead Desert Warfare Instructor.

Forrest proved his remarkable efficiency and leadership capability during the early conflict in the Middle East and Afghanistan. Under his leadership, Forrest's team was better prepared than any other unit in the war, and was constantly selected for the toughest missions. During one especially sensitive mission, Forrest's unit was given Command Authority, which meant that his orders were to be regarded as though they had come from the Commander in Chief himself. After years of directing the most deadly specialized unit in the United States, Forrest gave up 100-day camping trips in the desert (with only two uniforms) to stay at home with his three and a half year-old son, Gus.

Since working for Brumos Porsche in Atlanta as a teenager, Forrest has always loved the "fit and finish" of that German auto, but for most of his life, he never owned one. "A twenty year career of service is not a



sacrifice of life, but a sacrifice of self. To own and drive a Porsche would be something of my own, which was hard to do when I spent 250-300 days each year away from home. Time Trialing with the PCA is pretty much

the first hobby I've had in my adult life," Forrest explains.

When he came home for good, Forrest's wife bought him a 964 C4 Cabriolet as a reward for coming home from Afghanistan with all of his men. Forrest later decided on a 993 C4S to avoid skin cancer, because "you just can't own a convertible and drive with the top up, no matter the circumstances."



Forrest has worked with, and depended on, many men in his lifetime, at least enough to know that the integrity of a relationship could mean life or death. Our region should be honored that individuals such as Forrest consider us worthy of their membership.



Send shivers down your goose bumps.



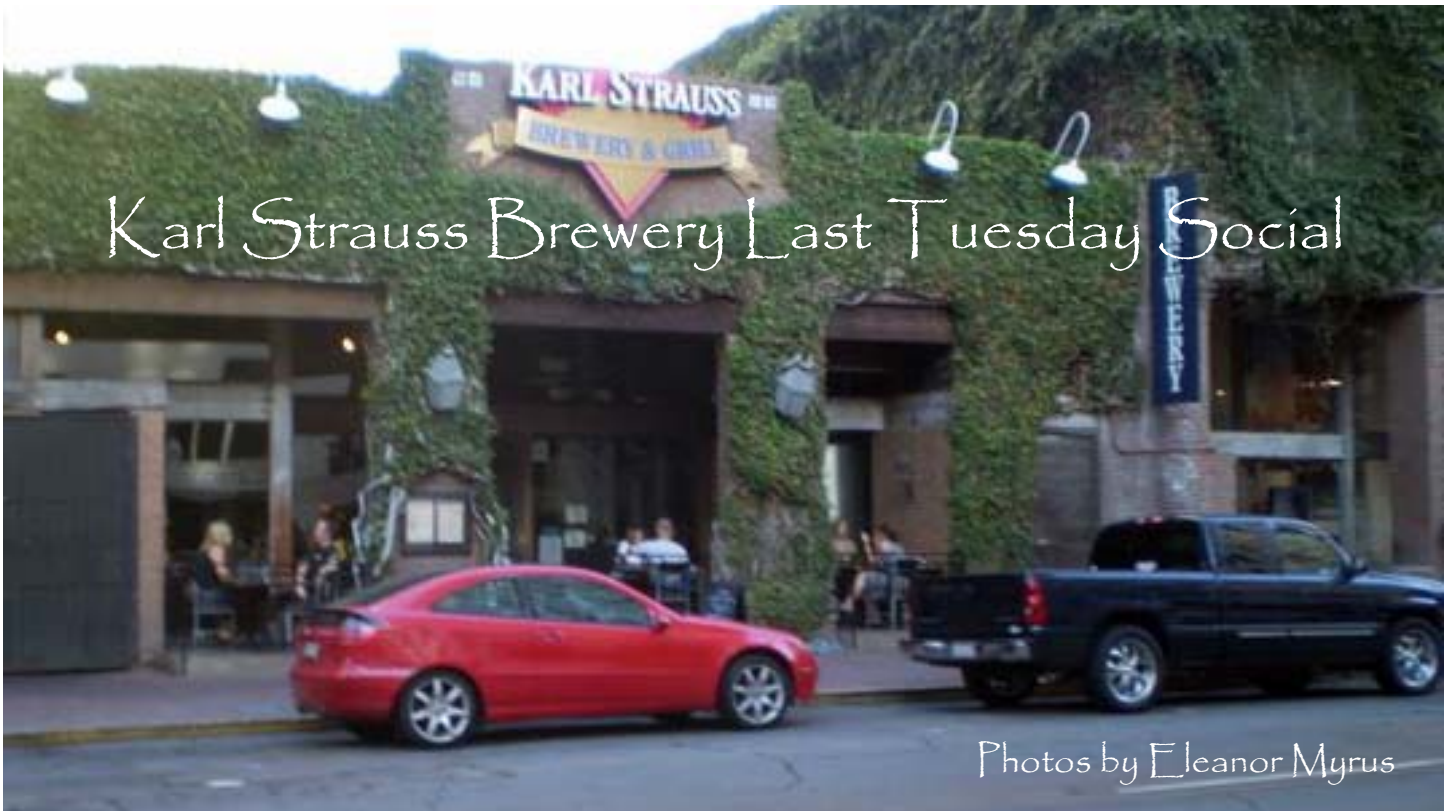
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Karl Strauss Brewery Last Tuesday Social

Photos by Eleanor Myrus





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When: October 13th, 2007
Time: 10:00 AM- 3:00 PM
Where: All German Auto
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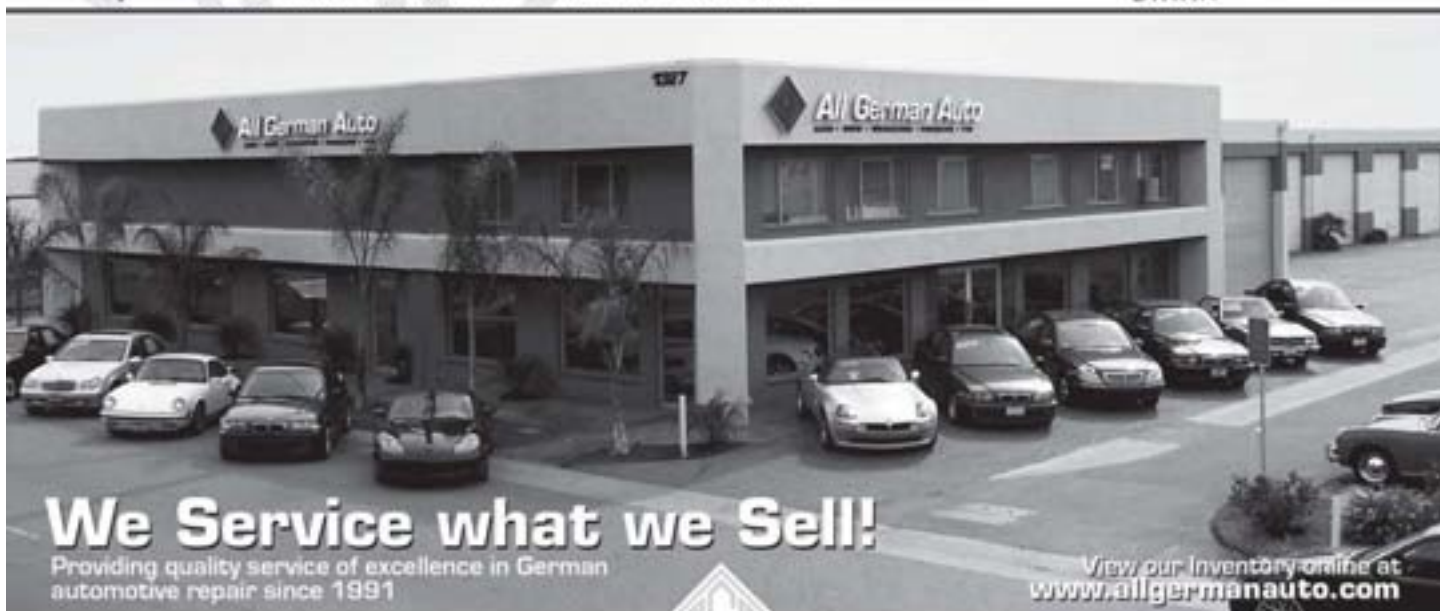
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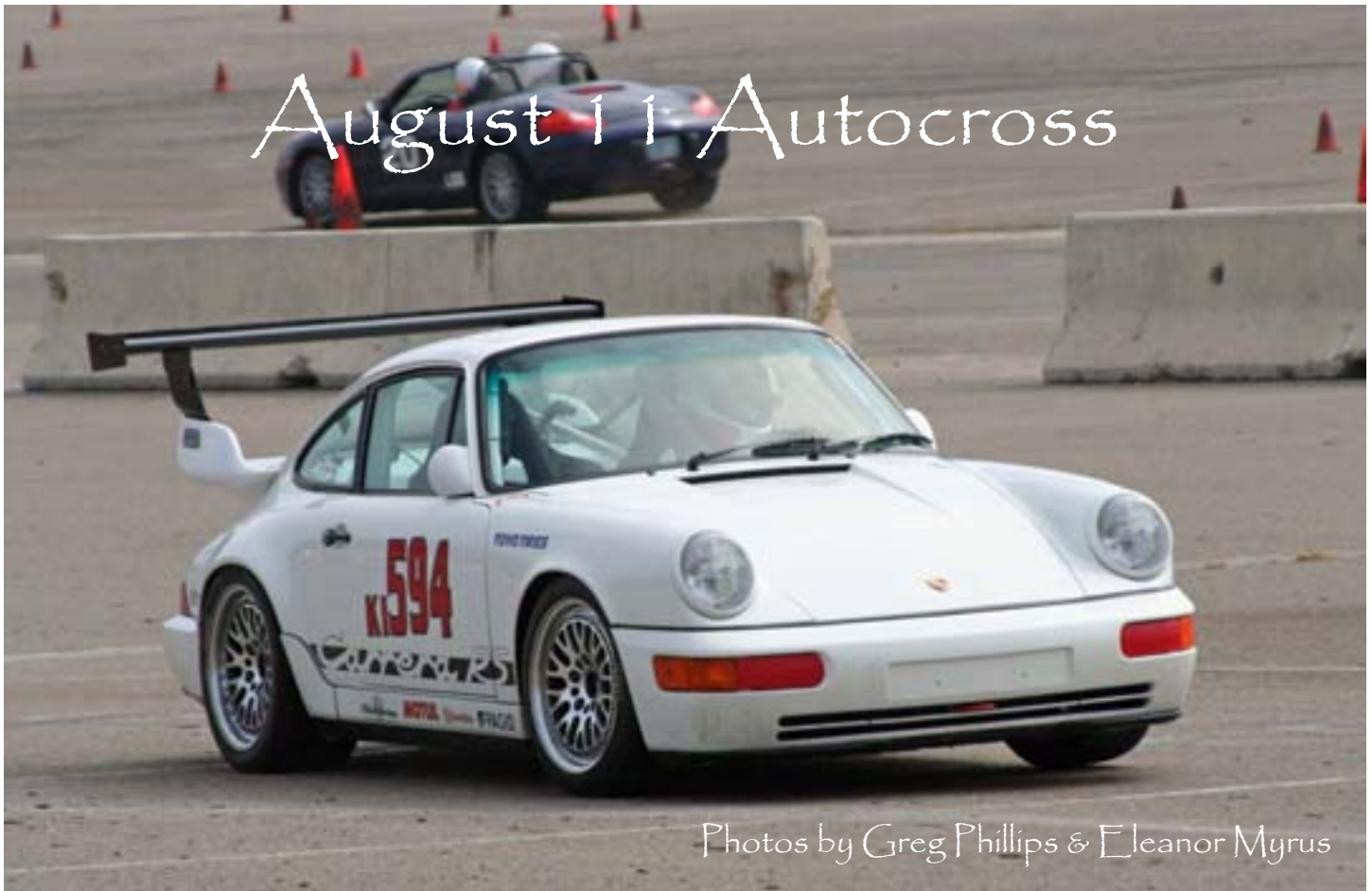


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Photos by Greg Phillips & Eleanor Myrus

Since we were in the smaller SE lot it seemed a good time to try out my new smaller Porsche, the 968. Although probably on the 928 drivers would call it small, it seemed logical to me. It is a 1993 M030 package 968 with limited slip that used to belong to another local PCA member and I had actually instructed in the car a couple of years ago. With the popup headlights and spoiler, front engine and water-cooling, it did resemble a 928, at least enough for me to buy it.



1993 968 M030

After getting through tech and then the track walk it was time for the drivers meeting. Jackie Lu was running this event solo due to scheduling conflicts and she had the process working well with some assistance from past autocross chairs to smooth things out. This was to be the last of a busy 6 weeks of autocrosses; starting before Parade on June 23, Parade on July 4th, Grudge Match after Parade on July 6th, and then regular events on July 7th and 22nd, followed by August 4th and now in the SE lot on August 11th. It would have to hold us over a short lull in September until October 13th when we would have a Zone 8 event in the West Lot.

The track was set up as a fairly long, but twisty track with many folds and hairpins to keep us on our toes. I was not the only one with a new car as Jim Duncan had purchased a 996 based track car to share with his son Jad. This was to be a shake-down cruise and they were running on a set of rain tires that had been included in the deal. My tires were a little better as I was using a set from the 928 with 275/40/17 Toyo rear tires and 245/45/17 Nitto front tires on Cup 2 wheels.

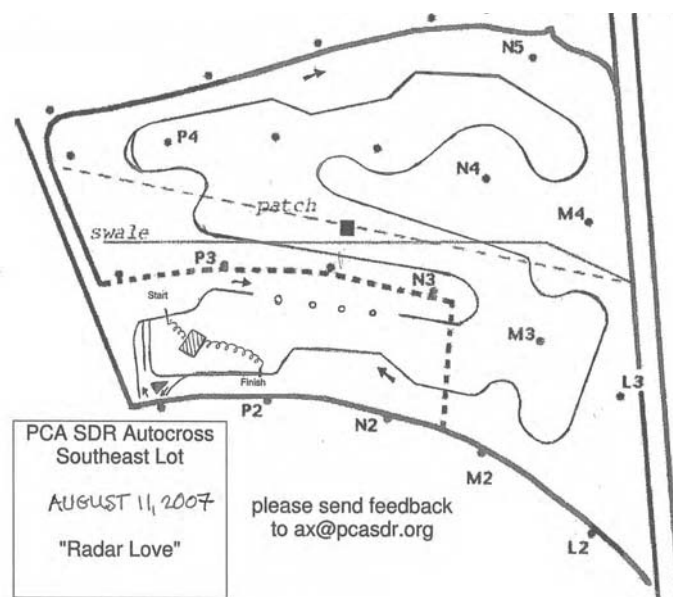
Class	Car Number	Name	Car Year	Car Model	Best Time	BRI Position
KI	594	Reinhardt, Martin	1990	911 C2	78.67	4
IM	311	Copeman, Christy	1984	911	79.78	24
AM	65	Straub, John	1970	914-6	79.92	18
KI	395	Urquhart, Kris	1990	911 C2	80.35	12
NP	559	Johnson, Shannon	1995	911	81	16
AI	209	Copelin, George	1972	914	81.18	3
IS	46	Young, Paul	1979	911	81.62	1
NP	32	Gardner, David	1996	993	81.66	25
KI	504	Reinhardt, Jennifer	1990	911 C2	81.76	31
KI	43	Comeau, Tom	1993	911 RSA	81.78	32

I ended up without a student, but was out corner working first. This was nice as the weather was warm and would only get warmer. I ended up working at the second hairpin by P4 and quickly found that a lot of people were having trouble with understeer in the chicane just before the hairpin, and subsequently several cones were dislodged in the process. They kept me busy but I did have some time to take a few pictures also.

After my corner work was done I had another short photo break before getting ready to run the 968. It was interesting to go back to stock belts after race seats and harnesses. Off the line for my first lap I tried to take it easy and find the line, but I also was coming in too hot into the chicane and killed a cone. The next lap I was trying harder and slowed more for the chicane and although at the hairpin I was able to get the car to rotate with braking I still had problem getting much power on exit with the revs in 2nd gear about 3000 rpm coming onto the long back straight. There was a kink in the straight and then it ended in a fast decreasing radius turn that I spent much of the day trying to figure out how fast I could enter and still come out the other side! After the decreasing radius were a tight right-hand turn and then a couple of tight lefts before another short straight before braking into a right hand turn and then another short straight and then a tight right at the end of the parking lot and then accelerating back into a



John Straub checking out the Witness





Christy Copeman's 911

quick left and then into a chicane before the timing lights.

My second practice session I was a little bit quicker, but still was having problems with some understeer in the slow corners and getting the revs up and accelerating out of those slow corners. I think I was driving it too much like a 928 and more rotation and then accelerating out of corners, rather than carrying more speed through the corners and then accelerating onto the straight. I guess it might take some time to learn these new-fangled Porsches.

Jad was having even less fun with his new car. After finally getting it started after tech inspection, he found he was also understeering some (a lot) and that the rain tires did not produce much grip on dry warm pavement. But Jim and Jad were both wringing it out and overall were enjoying themselves, just not turning fast times yet.

Soon it was time for the timed runs. My first lap was clean and I turned 88.06. I pushed harder on my second lap and went deeper and faster into the decreasing radius and dropped to 87.21 but on my last lap I had a bobble in the last chicane and ended up with my slowest lap at 88.33.



Duncan's 996 track car

The competition for top time was wide open for much of the day with the KI contingent mixing it up with John Straub's AM 914-6 and Christy Copeman's IM 911, with a couple of NP cars also joining the mix. At the end of the day it was Martin Reinhardt's KI 911 on top at 78.67, followed by Christy Copeman at 79.78, John Straub at 79.92, Kris Urquhart's KI 911 at 80.35 and then Shannon Johnson's NP 911 rounding out the top five at 81.00.

A couple of surprises were George Copelin's AI 914 at 81.18 followed by Paul Young's IS 911 at 81.62! That was also the top BRI of the day. Rounding out the top ten were David Gardner's NP 911 at 81.66, Jennifer Reinhardt at 81.76 and Tom Comeau's KI RSA at 81.78. Yes, everyone but Martin got "chicked" on this day.



Bohorquez "Car" before the DNF

944 Spec was another tight class with Charles Sharp taking top honors at 83.18 over John Kinkaid at 84.06 and then Greg Sharp at 84.93 and Doug Briggs at 85.82. In GP Jackie Corwin was on top at 82.92 just ahead of Brian Harnish at 83.67. In GS Leigh Rayner's 944S nipped Jerry Mize 86.2 to 87.4.

JP was another tight group with Bob McLaughlin's 944 Turbo beating Thomas Hoffman's Turbo and Martha McGowan's 944S2 85.19 to 86.75 to 87.2 with Damon Lowney right behind at 87.38. In JS Kevin Moore's 944 Turbo beat Greg Boehm's 911 and Perry Shipman's 944S2 cabriolet 90.24 to 90.31 to 90.98. Yes, they were stuck in the 90's!

In MSS, Steven Kinnison beat Katina Gonzalez 87.06 to 87.43 with Marc Lyman right behind at 87.56. In NSS Mark Rondeau beat Kevin Morse 86.32 to 88.96. Another tight battle was in KSS where David Malberg's 1989 944 Turbo just nipped Mark Matsumoto's 928 GT 86.91 to 86.94!



Margie Smith-Haas



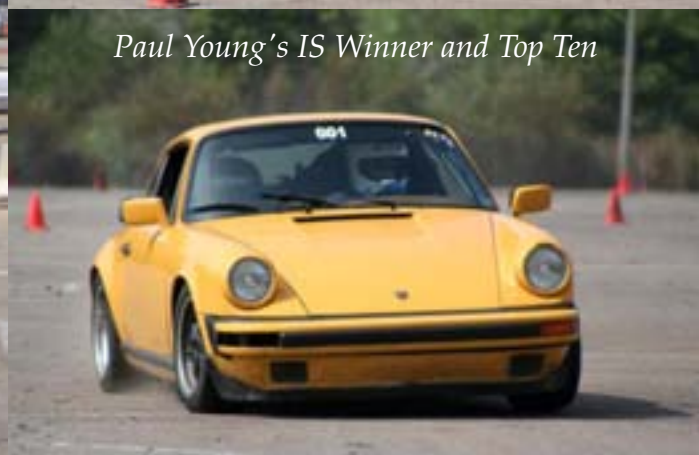
Shipman through the cones

At the end of the day we had plenty of time for excuses, Jad probably having the best or at least the most as his new car finished with a best time of 86.31 to take MI while Jim turned a best time of 87.36. Keep your eyes open for that car to start improving quickly.

Our next autocross will be coming up on October 13 and will be a Zone 8 event in the West Lot of Qualcomm Stadium. Hope to see you there.



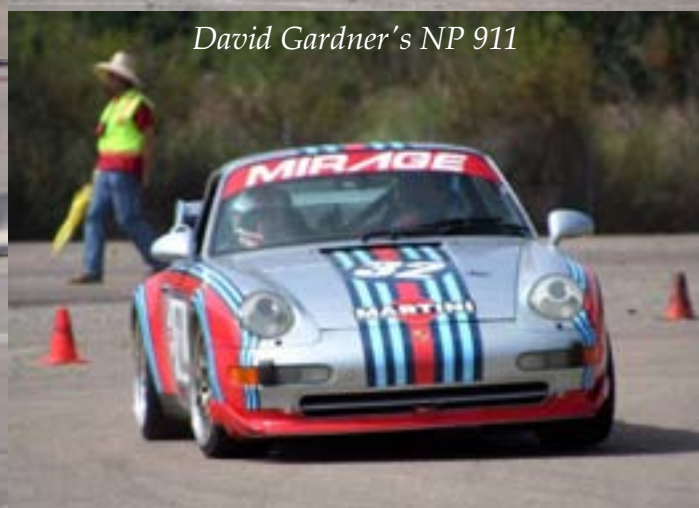
George Copelin's top ten AI 914



Paul Young's IS Winner and Top Ten



Kris Urquhart running wide



David Gardner's NP 911



Thomas Hoffman smokes his tires



Our August Tech Session consisted of a nostalgia night with sports writer John McDonald. The session was held at the San Diego Auto Museum which was exhibiting a display of Mustangs tracing the car's pedigree.

Johnny McDonald has been covering the national racing scene for more than four decades and is a past sportswriter for the San Diego Union Tribune. An obvious passion for Johnny is the unique history and heritage of motorsports racing in San Diego. During the Tech Session Johnny described the history of motorsports racing in San Diego. He talked of the Balboa Stadium which played host to oval track racing; Paradise Mesa one of the first drag strips in the nation and the Torrey Pines road course racing site. All of those racetracks are gone, paved over to make room for golf courses, homes and shopping centers. McDonald used his vivid memory during the Tech Session to describe the fascinating motorsport era in San Diego's past.

It was remarkable at what was going on in San Diego. For example, Johnny mentioned that 35,000 people attended a road circuit race at Torrey Pines in the 1930s! It was also heartening to see the attention paid to Johnny had by the audience. There was a long question and answer period followed by a general discussion session.

Also on hand were a limited number of Johnny's book, "San Diego Motorsports; 100 Racing Years". This is a great book with lots of photos and drawings along with anecdotal stories from San Diego's motorsport past. A number of copies were sold during the Tech Session which Johnny autographed.





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This three-day school consists of:

Friday – Nov 16th 6:00 pm – 9:00 pm		Saturday – Nov 17th 7:00am – 5:00pm		Sunday – Nov 19th 7:00am – 5:00pm
Black Forest – Engineer Rd		Qualcomm Stadium West Lot		Qualcomm Stadium West Lot
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For further information, contact PCA-San Diego Region Joint Chief Driving Instructors

Keith Verlaque (619) 265 8377 or David Gardner (858) 549 1830 or cdi@pcasdr.org

Applications must be by mail and MUST BE POSTMARKED Oct 12th 2007 OR LATER

(no metered mail) and will be accepted on a first come, first served basis.

APPLICATIONS POSTMARKED PRIOR TO Oct 12 WILL BE REJECTED

Mail in registration form below (copies accepted) with a check payable to “PCA-SDR” for \$275 per driver

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Student Driver

Name: _____

Address: _____

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Porsche model and year: _____

PCA membership # _____

e-mail: * _____

Prior Driving School attendance? Yes / No

Prior Autocross Experience? ? Yes / No

2nd Student driver (same car)

Name: _____

Address: _____

City: _____ ZIP: _____

Phone#: _____ Shirt Size: _____

Porsche model and year: _____

PCA membership # _____

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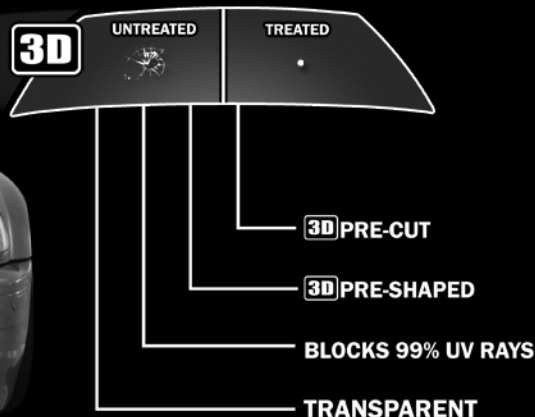
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Board Minutes

Tami Ibbetson, Secretary

PCASDR BOARD MEETING September 5, 2007

Calendar:

9/5 Board Meeting Straub Home
9/8 National Instructor Certification
9/12 Discount Tire Tech Session
9/15 Progressive Dinner

9/22 Poker Tournament
9/22 Sunset Point Party
9/23 Concours
9/25 Last Tuesday Social
9/29-30 Time Trial
10/3 Board Meeting Auto Museum
10/6-7 Coronado Speed Festival
10/13 AX
10/14 Campo Train Museum Tour
10/30 Last Tuesday Social

Aug. 1 Board Meeting Minutes Approval: **MSP**
Board Members Present: Ted Myrus, John Straub, Tami Ibbetson, Martha McGowan, Greg Phillips, Christy Copeman, and Jim Duncan

Treasurer Report: The Money Market and Checking Account has been reconciled. A Budget Request submitted for a shredder for \$150. **MSP** The DE team is preparing for the DE school. We received \$1,500 in sponsorship from JDL Mirage Int'l.

The Stadium rental for the National Instructor Certification Event has been paid for.

Chair Reports:

Tech Session: At Discount tire 9/12 – giving away one set of tires

Tours: Ralph Turner would like to place Nov 11th event on the calendar. **MSP** Goal for 08', is to host 6-12 events a year.

Charity: The Poker Tournament still has seats available. Katina will be trying to award Porsche Paschoal with the \$1000 donation for Braille Institute at the Concours on Sept. 23rd. The Burn Institute received a \$1000 donation. Charity has decided to use the Region Award prize money of \$250 for toys. Later to be donated to Childrens Hospital.

Social: Seatbelt hand bag/purse reconciliation submitted.
September 15th - Progressive Dinner
Last Tuesday Social –Aug. 28th at 6pm at Karl Strauss Brewery Co. in San Diego
Last Tuesday Social - Sept. 25th at 6pm at the Paradise Point's Barefoot Bar.

50th Committee: Met on 8/30 National Charity Subsidy of \$350 issued in 08' will be going towards the 07' Installation Dinner held in 08'. **MSP**

Witness Cover (s) will be donated for the silent auction. **MSP**
Two PDS - one for Spring/one for the Fall will be auctioned off at the silent auction. **MSP**

Vintage Race Report: The race will be a Zone 8 event. The Hospitality tent will be open 8am to 5pm Sat. and Sun. Saturday Night's Social Mexican Dinner will be hosted at Casa Guadalajara. Hotel reservations are available at the Padre Trail Inn. Cunningham BMW is providing lunch Sat. only for 100 people (must have a ticket) – Corral passes available for FREE (see calendar link for more information).

Autocross: Reconciliation provided

DE: School is set for Nov. 3-4th. The ad is in witness, \$100 per person.

CDI's: Keith spoke to John Richard of Black Forest regarding the PDS on Nov. 16-18th. Black Forest is prepared to up his sponsorship. He will take care of the expenses on Friday's chalk talk. **MSP**

Equipment: Step for rear door of trailer – Thank you Skip for our continued use, free of charge.

Membership:

Primary members:	1611
Secondary members:	1210
Total members:	2821

Witness Business: DBL to collection agency - owes \$710. MSP Tami will call for collection.

New Business: Keith Verlaque needs a projector screen. If you have one lying around, please donate. A new Zone 8 Representative needed!!! Charity Car Show Friday 9/14 for the SD Alzheimers Association. Need to supply a budget request for a Laptop for the Secretary 2008
Dieters, Coast Car Covers and Parts Heaven — Larry Clark would like them to resize there ads.
MSP

Old Business: SDR/Zone 8 Rally - Tom Gould (chair), and Larry Clark, whom offered his assistance, are trying to find a date for the calendar. Ted will contact Tom.
Drivers' Award Dinner budget request was submitted by David Gardner, Jackie Corwin, and Jennifer Reinhardt. Two options submitted, Riverwalk and the Berkeley Boat. The Drivers' Award Dinner will be held at the Riverwalk on Feb. 9th. Cost per person is \$15, NO refunds. Price will increase after a certain date.

Concours: The 23rd is on!! The site permits and trophies are in order.

Adjournment: 9:07pm

Next Meeting: Auto Museum, October 3, 2007 7:00 pm



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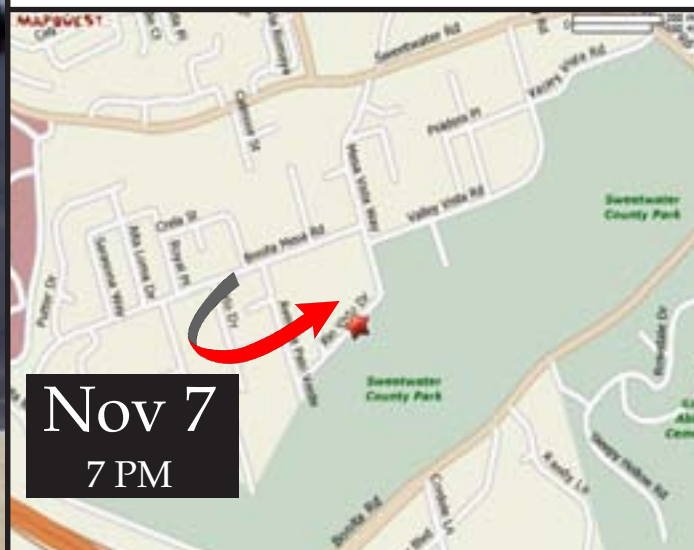


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(760) 737-3565 (760) 735-9909 (fax)**

Monthly Meeting

Location: Myrick Home 3358 Rio Vista Drive
Bonita, CA 91902 619-475-1199

Directions: Highway 54 to Plaza Bonita Center Way (Just East of I-805) Turn South and then turn Left on Sweetwater Road Next Right on Mesa Vista Way becomes Rio Vista Drive



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2005 Lotus Elise for TRADE 2005 Lotus Elise Roadster, finished in Arctic Silver Metallic with Black leather interior. This one-owner Elise has been driven just under 1600 miles since new and comes loaded from the factory with a Hard Top, Touring Pack, Star Shield and upgraded "Stage Three" Sport Exhaust. This car has NEVER been raced and the owner followed the proper break-in instructions required by the factory. It has recently been serviced for the 1,000 mile schedule maintenance and has never seen or been driven in poor weather. Purchased and driven only in Southern California, this car is currently being stored in a

temperature controlled garage in San Diego, and can be seen by contacting me (see below) anytime. I have priced this car realistically at \$39 obo to sell quickly. All Porsche car trades welcome! CHECK IT OUT AT...http://members.cox.net/ kecho/2005Lotus.html (619) 962-7345

Vintage Speedster 356 Replica 3 Month Old professionally built replica 356. Black on tan upgraded to disc brakes and 1900cc engine. Driven total 5 times, practically brand new. Bought for 26K, make me a serious cash offer! (858) 733-0916

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Beautiful Blk/Blk C2S. Immaculate. Navigation, Power - Heated Seats, Sports Chrono, Bose, 6 Disc, Light Tint, Full records. 14K miles, \$70K. (858) 414-0663

1989 Carrera Coupe Burgundy/beige. Factory Limited Slip+Short Shift, 12-way seats. All maintenance. Beautiful car! Need garage space. 111K miles. \$21,000 (858) 945-4639

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1999 C4 GT3 aero kit, sport suspension & seats, color-matching wheels, wood, leather w/crests, Nav, Litronics, & much more. MSRP \$109K, now only \$34,995! (858) 245-2228

2001 911 Carrera Coupe Jungle green/ light tan. Most options, well maintained, 6 speed, recent rear tires, 70k miles, \$35K, Carlsbad, CA (760) 602-0664

2004 Audi S4 MetallicSilver/Alcantara silver w black int. Original owner. Aluminum trim. Excellent condition. Garaged. B to B till 3/08. Prem. pkg & Bose XM. 17,280 miles. \$35,920. (858) 663-0618

2005 997 Carrera S Convertible MINT with 8400 miles OBO. \$85,900. black on black full leather. WPOCB29975S765433, Heated Sport Seats, Sport Chrono Pkg, Nav, Bose, 19"S Wheel, Porsche Crest in Headrest, red seat belts & black painted rims, sport exhaust system. (619) 252-8082

pampered, pristine 2001 slk320 low mileage, retractable hardtop/convertible. garaged, dealer-maintained, leather, air, wood, records. 6-cyl., 6-speed manual. vastly superior to 4-cyl. "kompressor" model. \$23900. pwitak@san.rr.com

'97 993 Carrera Coupe Pastel Yellow, 79,300 mi. \$31,500 orig color clean throughout, all svc records, leather embossed seats both fully powered, upgraded sound, cd, Passport SR-1 (hidden hard installed), never tracked, graphite shift knob, color matching dial faces...very sharp. All wx cover, leather bra and battery maintainer incl. (760) 436-9814

-87 944T Red/black leather. T-converted NA.0k on drivetrain. Great interior and exterior. Too many engine, suspension and brake upgrades to list. \$9500. e-mail mats@att.net for info. (858) 794-6910

2001 Carrera Cabriolet Seal Grey / Black, tiptronic, aero rocker panels, 18" sport wheels, clear bra, pwr / htd seats, dealer maintained, 49,000 miles - \$39,950 (760) 807-3213

MERCEDES-BENZ SL500 Roadster Cnv SL 500 Convertible. Red with Hard Top and Black Soft Top. 16,000 miles. 1995 Mint condition. Appraised at \$25k. Will sell for \$21,000. (858) 735-1013

1984 Europ. Spec. 911 Carrera Targa-231 hp 3.2 Liter. Orig registered in Zurich, Switzerland. Garage kept, excellent condition, well maintained show/weekender, black \$26,500 (619) 850-5885

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TOW VEHICLES

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1988 944 Turbo 'S' Black, very well sorted, 2 top times in 4 TT this year, consistent top ten at autocross. \$20k details: jadduncan2@yahoo.com (858) 350-4589

944spec/SP1/Cup/R9S Top 5 Car, LSD, Short 5th, camber plates, 400# springs, Autopower Cage, Pro Built & maintained, Log Books, Reliable & Always READY2RACE! \$13.5K theaddys@san.rr.com for details. (858) 715-1465

911sc 1978 Appox. 50 upgrades to

body, suspension and motor. Street or track, winning autocross, time trial, wheel to wheel history. call for details. 8582053131 Glen (858) 205-3131

1969 911 2-Liter Race Car I am selling last years HSR WEST 2-liter challenge "Enduro" champion, drivin by Don Clark of Victory Motorsports. We have nearly \$45k invested in this car, and are considering trades or cash offers over \$25K. (619) 962-7345

PARTS

4 Sport Contact II tires w/ 80% tread: (2) 225/40 ZR 18 and (2) 265/35 ZR 18. \$500 obo. Call Steve at (858) 922-8072.

Early 911 Light weight Hood for \$150 Rear deck lid \$200 Set Fuchs 8 & 6 with used Dot tires \$500 New roll cage \$350 (858) 583-8440

88 Carrera Misc. Factory 5 vol. manual (\$200), 12 qts mobil one 15W50 (\$40), turbo rear torsion bars (\$125), obo, mikeannong@cox.net, Mike cell (619) 972-2731

GT3 996 Parts Wheels 100 Miles (New) - \$1800 for 4 Caps GT3 - \$100 and Crests - \$100 Electric Sport Seats (2) - \$1250 each Front Bumper (Black) with Clear Bra No Spoiler and No Damage- \$465 (619) 997-8629

3.6I ITB's Set of Holcomb ITB's. Includes air cleaners, linkage, velocity stacks and injectors. 54mm intake. \$2,800.00 or best reasonable offer. lowyder993s@yahoo.c (760) 633-4432

Kinesis track wheels Set of 17" Kinesis K27 track wheels. Rears are 11.5 x 17 with 4.5" backspacing. Fronts are 9.5 x 17 with 5.5" backspacing. Good condition, straight. \$2,200.00 or best reasonable offer. Contact: lowyder993@yahoo.com

996 Exhaust Tips Std factory tips, take-offs from 02 996. OEM tips for 02-04 Carreras/GT3's. Used for 10K mi. Great condition. Pics avail. \$100. (619) 723-5140

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Perfect 993TT rear hollowspoke One only. Makes a great spare! \$300 (760) 598-8118

Seats for 986/996 Selling stock leather

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'72 911E Longblock 2.4L longblock w/ approx. 26K miles after rebuild. Price: \$2K. Located/stored in Chula Vista. (619) 421-4031

HARNESS BAR By Speedware Stainless Steel Ready to install on 996, 993, or C2. GREAT COND. \$75.00 OBO Mike (760) 633-1685

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RS Door Panels. Fit 911 to 98. All hardware. Grey (easy to change). \$300 new, \$150 obo. Forrest (619) 992-4378

986 Boxster S suspension Springs,

shocks and sway bars from a 2003 Boxster S. Only 20,000 miles on the set. \$250. Call Ted at (858) 536-8844

BK Harness truss for 996/GT3 Brey-Krause R-1035 harness bar. uses only existing mounting points. Once installed, the main portion can be unbolted in ten minutes, allowing use of the rear seats. \$550 va122@hotmail.com (917) 363-2560

PAGID ORANGE PADS Used one hour. PAGID 1204 pads. 95% left, no damage. Fits some 928, 993, 964. \$175 OBO (951) 506-0826

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

WANTED

Looking for a '65-73 911 coupe or Targa for a reasonable price, nice example or a project considered, call (909) 583-1894

WTB 102mm cylinders need 6 bad nicky ok, gonna be opened up!!! Thx. Jim 619-778-4526

Gas heater parts Need early 911 gas

heater parts, muffler, tailpipe, also pre-74 European headlight. Condition not important (619) 667-4423

Wanted: Truman Motors, San Diego Motor Imports or other Porsche Dealer License Frames. Porsche books, Posters. Also Minilite 8X15 or 9X15 wheels. (619) 667-4423

MISCELLANEOUS

PANORAMA May 1967 to Present \$350 for all. Jerry at j-nsturm@sbcglobal.net. (858) 453-6599

old sign 18"x24" outdoor sign with black lettering and border on reflective white ground. \$75.00 Sign reads in three separate lines: (2"h) CARR-CHLOS (2"h) —————> (3"h) CAR PARK (619) 990-6978 Elizabeth

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Oct 13 Zone 8 Ax

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
David Kochanek
Jackie Lu
Ron Trotter

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 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 00 or M00 or newer helmets required

Check www.PCASDR.org website for complete rules

Driving Event Calendar

Oct 13	Zone 8 AX	West lot
Nov 4	DE School	West lot
Nov 10	AX	West lot
Nov 17/18	Performance Driving School	
Dec 2-3	TT	Buttonwillow
Dec 15	AX	West lot

Classified Ad Policies

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

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

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



Commercial Ads

Full page	(7.5 x 9.5)	\$200/month
1/2 page	(7.5 x 4.5)	\$125/month
1/4 page	(3.5 x 4.5)	\$75/month
Business card	(3.5 x 2)	\$50/month
Key position		\$325/month

Material Submission: It is preferable that materials are submitted electronically in either .JPG, .TIF, .EPS or .PDF format to editor@pcasdr.org. Photos will only be returned if accompanied by a stamped and self-addressed envelope. We reserve the right to edit or refuse to print any ad.

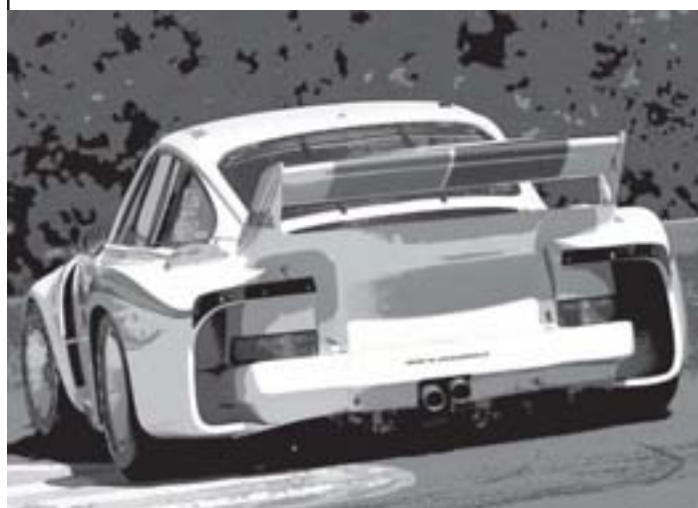
Deadline for submitting new ads or making changes to existing ads is the 10th of month preceding the month of publication.

Business Manager: Royce-Ann Myrick
619.475.1199 WitnessBusiness@pcasdr.org

Artwork & Photos to: Greg Phillips
707 Palm Avenue Imperial Beach, CA 91932
619.429.7700 editor@pcasdr.org

Advertiser Index

All German Auto	48
Autos International	59
Black Forest Porsche/BMW Service	13
Brecht Appearance Center	12
Comeau Racing Enterprises	41
CR Spotless	62
The Dent Dude	36
Dieter's Porsche & BMW Service	34
European Motor Sports	36
Euro-Trim Upholstery	34
Executive Detail	31
Extreme Motorsports	21
Robert Grundmeyer, Investments	40
Hoehn Porsche	32,33
JMC Motorsports (Dave Turner)	21
La Jolla Audio	49
Land Rover	46
Mexi-Cocina Restaurant & Tequileria	43
Mirage International	43
Modern Image	57
Motor Works, Inc.	43
Ocean Beach Upholstery	36
Parts Heaven	34
Personalized Autohaus	40
Pioneer Centres Porsche	IFC, BC
Rightlook.com Car Care	7
Roger Roberts, Realtor	36
James F. Ryan, Attorney at Law	43
SpeedZone Paint & Bodyworks	21
Symbolic Motor Car Company	IBC
Vanard Lithographics	39
Velvet Touch Wheel Services	12
Volker's German	30
West Coast Specialties	40
Wheel Enhancement	40





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