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Zone 8 Autocross
Horseplay Rally
Cayenne Off-Road Tour
2005 Autocross Standings

January 2006



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WINDBLOWN WITNESS

Porsche Club of America, San Diego Region

Volume XLVII No.1

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SAN DIEGO REGION CALENDAR

Check www.pcasdr.org for last minute changes

Web Sites:

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

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

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

Zone 8: <http://www.pca.org/zone>

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

For email notification of events please contact: Charles Becker becker@BravuraNetworks.com

January

- 4 Wed SDR Monthly Meeting,
McLaughlin home
- 7 Sat SDR Installation Dinner and
Charity Banquet
- 14 Sat Z8 Awards Banquet (page 9)
- 15 Sun SDR Autocross (page 63)
- 15 Sun SDR Cayenne Off-Road Tour (page 7)
- 21-22 S/Sun SDR hosts Z8 Time Trial, (page 6)
Willow Springs International Raceway
- 25 Wed SDR Tech Session, Modern Image (page 35)
- 31 Tue SDR Last Tuesday Social Peohe's (page 3)

February

- 1 Wed SDR Monthly Meeting,
Ibbetson home, (page 59)
- 5 Sun SDR Autocross, West Lot (page 63)
- 15 Wed SDR Tech Session
- 18 Sat SDR Valentine's Social (page 18)
- 18 Sat SDR Autocross, West Lot (page 63)
- 28 Tue SDR Last Tuesday Social

March

- 1 Wed SDR Monthly Meeting
Myrus home
- 4-5 S/Sun Z8 Arizona Region Club Race
- 12 Sun SDR Autocross, SE Lot (page 63)
- 15 Wed SDR Tech Session
- 18 Sat Z8 Concours School
- 19 Sun Z8 Rally -California Inland Region
- 24-26 Fr-Sun Z8 Festival of Speed (page 19)
- 28 Tue Last Tuesday Social

April

- 5 Wed SDR Monthly Meeting
San Diego Auto Museum
- 8-9 S/Sun SDR Performance Driving School (page 63)
- 8 Sat PCNA Warehouse Parts Tour
- 16 Sun SDR Autocross, West Lot (page 63)
- 22-23 S/Sun SDR hosts Z8 Time Trial (page 63)
Streets of Willow
- 25 Tues SDR Last Tuesday Social

May

- 3 Wed SDR Monthly Meeting
- 4-6 F/Sun Z8 Cinco de Mayo- Arizona Region
- 13 Sat SDR Autocross, West Lot (page 63)
- 13 Sat Z8 Autocross Santa Barbara region
- 14 Sun SDR QDE West Lot (page 63)
- 17 Wed SDR Tech Session
- 20 Sat Z8 Autocross Golden Empire region
- 21 Sun Z8 Concours Grand Prix Region
- 30 Tue SDR last Tuesday Social

June

- 3-4 S/Sun SDR hosts Z8 Time Trial (page 63)
Buttonwillow Raceway
- 4 Sun Z8 Concours LA Region
- 7 Wed SDR Monthly Meeting
Hoffman home
- 21 Wed SDR Tech Session
- 27 Tue SDR Last Tuesday Social

July

- 1 Sat SDR Autocross, West Lot (page 63)
- 5 Wed SDR Monthly Meeting
- 14-16 F/Sun Z8 Hearst Castle Tour Orange County Region
- 15 Sat SDR Autocross, West Lot (page 63)
- 16 Sun SDR QDE, West Lot (page 63)
- 25 Tue SDR Last Tuesday Social
- 26 Wed SDR Tech Session



Last Tuesday Social

January 31
6:00 - 9:00 PM

Peohe's, 1201 First Street, Coronado, 619-437-4474

Located at the "Coronado Ferry Landing" in Coronado. Take I-5 to the Coronado Bridge. Turn right on Orange Avenue. Go to the end and turn right on First Street, look for the Peohe's sign on your left, then turn into the parking lot.

For more information contact Kathy Alnwick, 619-229-1515,
imthekaps@yahoo.com

AT THE WHEEL

by Margi Knight, President



Happy New Year to All of YOU!

I am delighted to work for you as your President and privileged to be the fifth woman to act. As a matter of fact in 48 years of PCASDR history, there have been four women serving in this capacity. Wanting to know something about the road I was to follow, I called the authority in all things PCASDR, John Straub.

Here is what he said:

1976 - Bea Cole.

Bea was the first woman to be President. Bea joined the Club with her husband Wally (also a club President) in 1959. They were active members who participated in rallies, acted as the newsletter editor and worked to increase membership. They were the first to urge our region into active involvement in the annual Parade. Bea was John's mentor when he served as President in 1980 for the first time. She drove a 1969-72 911 T.

1982 - Margie Smith Haas

Margie came to San Diego from Arizona where her driving really began and girl, did she drive!! She was the first President who wanted all members to attend the monthly Board meeting...not just the board. She became a dynamic driver beating everyone at autocross. She competed successfully in time trials and went on to race at Le Mans. She met her husband Paul at our Holtville time trials. She drove a 1970 914-6 which she still owns.

1984 - Carol Muir

Carol was an incredibly active club member as well as a go-getter. She focused on time trials and autocross, as she was a first rate driver. She dedicated a great deal of time to this Club. She drove a 1967 912.

1987 - Nancy Rydbeck

Nancy, along with her first husband Jim, served on the Board more than once. In fact, he also served as President. Nancy's passion was autocross. Indeed she

was such a willing volunteer that she won the National Enthusiast of the Year in 1988. For the 1992 Parade in San Diego, she and Jim were co chairs of all the competitive events. She drove a 1982-83 911SC.

I certainly have some classy shoes to fill and not just of these exceptional women but also those of Michael Harris. He has worked diligently for the Club giving us a year to remember. Thanks also to our outgoing Board members, Dan Chambers, Carl Scragg and Bill Allen. Thanks to our retiring chairs who put in so much time and effort: Denise Dente – CDI, Gary Burch – AX, Bob Lemke – Insurance & Charity, Paul Hastings – Tours, Bob Brand - Charity, Dan Brosnan - Membership Data,

Chris Huck – Web Team, Rocky Kuonen – Adopt A Highway, and Bob McLaughlin - Tech Sessions. Retiring???? Not really, just putting on a new volunteer hat.

I look forward to working with the 2006 Board members: Bob McLaughlin, Denise Dente, Martha McGowan, Ted Myrus, Greg Phillips and Tami Ibbetson. Take no offence men, but women rule this year!! Look for more information on the 2006 Board's goals in the February Witness.

I eagerly anticipate working with our 2006 chairs. We have added two new committees. Keith Verlaque will be our Sponsor Liaison to coordinate the chairs' contact with our indispensable sponsors. In addition, we have three members, Kaid Marouf, David Souza and John Straub, leading our new Vintage Racing committee. Please take a look at our new chairs at the front of this edition and you will agree that we have the best volunteers. Thank you for making the San Diego Region the Best Porsche Club of America.



UP FRONT



(WHERE THE ENGINE BELONGS)



It is that time of the month again to finish up this issue of the Witness and write my column. I am a little ahead of my usual schedule and I hope this will get out in plenty of time, but do recognize that with the holidays the time for printing, binding and mailing will be longer.

The new board has already been busy scheduling activities for the coming year. We have the Qualcomm Stadium schedule for the first half of the year and you can check out the driving events on page 63. There are also many other social and driving events on the calendar on page 3. Thanks to all of the volunteers who have stepped up for 2006 to help us organize and run these events. They are listed, along with their contact information on page 2.

We just finished the 2005 driving calendar with the "Other Car Autocross" on Saturday. It was another great event by the autocross team. Look for full coverage in February's issue. For 2005 we have the final autocross season standings that start on page 41. Congratulations to all of the winners, as well as everyone who competed this year. Not counting Saturday's untimed event, we had ten autocrosses with 1098 participants in 2005. Reviewing the statistics from Kary Clements Group 9 Motorsports website, the most popular class was NSS with 138 entrants, followed by LSS with 67, GS with 56, MSS with 55, KP with 54, FI & GSS with 43, JP & GP with 40, NP with 35, AM with 34, MS with 33 and then NS & IS with 31.

Coming up this month, are two banquets, for SDR and Zone 8, an autocross on Jan. 15 as well as a Cayenne Off-Road Tour and the Willow Springs Time Trial Jan. 21-22. The tech session will be a week later than usual on Jan. 25 at Modern Image Graphics and then the Last Tuesday Social on Jan 31.

I am able to cut my column this month. Due to a couple of ads coming in late, the only place left for the Last Tuesday Social ad was in my column. Looking forward to another great year with PCASDR.



Last Tuesday Social

January 31
6:00 - 9:00 PM

Peohe's, 1201 First Street, Coronado, 619-437-4474

Located at the "Coronado Ferry Landing" in Coronado. Take I-5 to the Coronado Bridge. Turn right on Orange Avenue. Go to the end and turn right on First Street, look for the Peohe's sign on your left, then turn into the parking lot.

For more information contact Kathy Alnwick, 619-229-1515, imthekaps@yahoo.com

ON THE COVER

This month's cover is of the new Porsche RS Spyder taken at its maiden ALMS race at Laguna Seca.

Greg



PCA San Diego Region & Zone 8 Time Trial

Willow Springs Time Trials • January 21-22, 2006



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
- 2004 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: Inn of Lancaster
44131 Sierra Highway • Lancaster, CA 93534
Tel: 1-800-406-0466 • Room: \$67
Say you're with PCA
Make reservations early!

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

January 21-22 – PCA-SDR & Zone 8 Time Trial -- Willow Springs Raceway Big Track

Car Number _____ Car Class _____
 Driver Name _____
 Phone _____
 E-mail _____
 Member # _____ Region _____
 Driver Status: Student Driver Instructor
 Instructors, will you instruct? Yes No

Car Number _____ Car Class _____
 Co-Driver Name _____
 Phone _____
 E-mail _____
 Member # _____ Region _____
 Driver Status: Student Driver Instructor
 Instructors, will you instruct? Yes No

Do you have a Competition Permit? Yes No
 Signed: _____

Do you have a Competition Permit? Yes No
 Signed: _____

Car Year _____ Model _____

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Entry Fees at \$275 per driver: _____	If no Transponder Rental, Enter your Transponder #
\$25 Late Fee (postmarked after Jan. 6): _____	
\$30 Transponder Rental: _____	
\$150 for 1st time TT drivers (who are PCA members) _____	
Total Fees: _____	

Mail to: Jack Miller
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San Diego, CA 92119
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- ★ "Speeding Ticket" - \$10 - Anyone who fills out this form too fast so that it is incomplete, incorrect, or illegible such that it requires a phone call to clarify any info, will be charged \$10
- ★ Please bring a completed Tech form with you to tech inspection: www.pcasdr.org/forms/AXReg Form.pdf

Cayenne Off Road Tour for Beginners

Sunday January 15



La Jolla Audio

Meeting info:

8:30 AM - don't be late

Dudley's Bakery parking lot, Santa Ysabel (between Ramona and Julian)

A light breakfast is available for purchase at Dudley's. Bring a lunch and drinks in a cooler in your SUV

Porsche Cayennes have priority entrance, PCA members with other high-clearance 4x4's welcome if space is available. We recommend a safety inspection be performed in advance of the event.

Pre-registration for this event is required to ensure adequate supervision!

Please mail registration form ASAP to - The Knaufs, 4860 Louise Dr. San Diego CA 92115

Registration must be received by Jan 9 or fax - 619-287-6591 questions - 619-287-4334

Name _____ Email _____

Address _____

Phone Numbers _____

Type of 4x4 vehicle _____ Number in your vehicle _____

Would you be willing to carry a passenger or two? _____

Prior off road experience _____



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Zone 8 Awards Banquet

Lake San Marcos Resort

Saturday , January 14, 2006

Please join us for a special evening to celebrate the achievements of Zone 8 competitors, volunteers and regions. This years banquet will be held at the beautiful Quails Inn at Lake San Marcos Resort. Come Friday or stay on Sunday to play golf, tennis or relax on the lake in a party boat.



Dinner & Festivities

\$40.00 per person
(Children \$25 each)

6pm - No Host Cocktails
7pm - Dinner



Region Presidents, Editors, Membership Chair meetings

Presidents Meeting 9am - 2pm

Newsletter Seminar 1pm - 3pm

Membership Seminar 2pm -4pm

AWARDS BANQUET

Zone 8 Competition Awards
Autocross, Concours, Rally, Time Trial
Sam Wang Award
Enthusiast of the Year
Zone 8 Region of year
Special Recognition awards
Guest Speaker

Send your banquet reservations with your check and choice of beef, chicken or fish by 01/07/06 - Dressy attire , Black Tie welcome

Gloria Moore, 1933 Port Bishop Place, Newport Beach, CA 92660

Silent Auction to benefit the Susan J Komen Breast Cancer Foundation

(All are invited to donate items for the silent auction - contact Tom Gould 310-261-7535 for more info)

Lake San Marcos Resort reservations 800-447-6556

Executive King \$99 , Lakeview King/Queen or Studio Suites \$129 per night if booked by 12/13/05 - mention Porsche Car Club

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www.LakeSanMarcosResort.com

Zone 8 Autocross Doubleheader



Text & Photos by Tom Tweed

“Racing makes heroin addiction look like a vague wish for something salty.”—Peter Egan

On the first weekend in October, while many of the PCA-SDR performance driving addicts were satisfying their cravings with the time trial at Spring Mountain Motorsports Park in Pahrump, NV, I opted for a slightly less ambitious goal: competing for the Zone 8 autocross championship in G-Stock class. There were two Zone autocross events being held that same weekend, the GER “California Challenge” at Minter Field in Shafter, CA, on Sunday, Oct. 2nd, and the GPX “Day Away From Work Autocross” at Streets of Willow the next day.

The California Challenge was originally conceived in the late '90s as a “North meets South” affair, pitting the Zone 7 autocrossers from the Bay area against their Zone 8 counterparts from down south, at a “neutral” setting outside of Bakersfield. I had attended one of these events earlier, in 2001, but I only learned this year that one of the originators of this concept was Alyce Thorp, the sister of Bill Thorp, who currently runs his silver Boxster S with Kathy Smalley in our local SDR series. Another “it’s a small world” happenstance that amazed me....

Minter Field is a great racing venue, with a history stretching back to the early days of sports car racing in the western USA, following WWII. Notable road racing events were held there in the early '50s, attracting the likes of Ken Miles, Phil Hill, Lance Reventlow, and James Dean, who drove his 356 Speedster there and won the FP class in an SCCA race on only his second race weekend ever, on April 30-31, 1955, just months before acquiring the 550 Spyder in which he met his end that September, fifty years ago, while driving to another race in Salinas.



Bob Bertand's 914

Located on the Lerdo Highway (the same road as Buttonwillow Raceway Park, only further to the east, off

the 99 instead of the 5), Minter Field was an Army Air Corps training base during WWII, and it is still an active airport. The Golden Empire Region sets up a very long and fast course with cones and haybales on the runways and taxiways at the southeast end of the airport, and the event can be interrupted momentarily when a plane needs to cross the course to get to its hanger or the fuel dock. One corner worker is assigned just to signal the planes to stop as they approach, the starter holds the cars, and after the last car on course clears the taxiway, the plane is allowed to cross, then the event resumes, making for an interesting diversion that happened a half-dozen times or so during the event.



The Grid

The course is completely devoid of any elevation changes, but it is very interesting, nonetheless, with several surface changes from concrete to asphalt and back, varying grip considerably during a lap. The beginning straightaway is very long and fast, requiring 4th gear in my car, even though there are several chicanes set up along it to limit speeds, leading into a fast, diminishing radius sweeper, followed by some tight sections, a couple of slaloms, another fast straightaway, some more squiggly stuff, and ending in a very tight slalom to slow the cars at the finish. Despite the high speeds in places, the length of the course is such that even the fastest cars are over 100 seconds per lap during the first practice sessions. The course has a heavy layer of dust on it at first, but as the line cleans up and rubber is laid down, times drop into the 90s. There are only 24



Tom Tweed's Race Rig



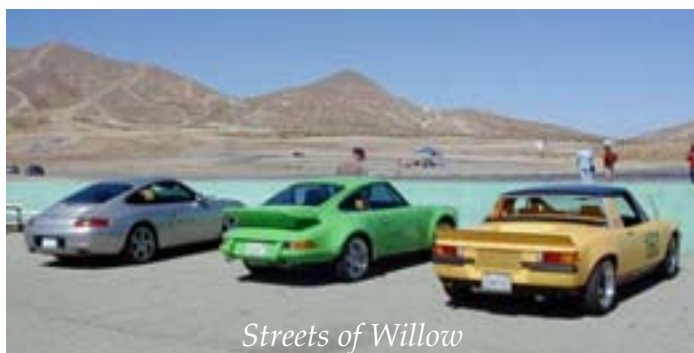
Lotus Elise

cars entered, the lowest turnout I have ever seen at a Zone event (due, I think, to conflicts with other events this weekend), so there are only 3 run groups of 8 cars each, making for a very busy schedule of run one group, work one group, then one group to rest and prep the car for the next run session.

The only other SDR members I see running during the early groups are Bob Bertrand, in his yellow, 914-4 2.4, and Neil Heimburge, in his silver 993TT. Later, I hear that Charlie Kleinhans had come up for the event, but was stuck in Shafter for several days with a tire debacle and was unable to run. Bill Thorp and Kathy Smalley showed up at lunch to visit, but they are saving the tires on their Boxster for the next day at SOW and didn't enter.

After two rotations of practice, there is a short break for lunch, followed by another shorter practice session, and timed runs begin. I manage a 97.111 run on my third lap, which is my fastest of the day, and head out to work the course for the next group. I see Neil come by my corner station at a snail's pace during timed runs, and afterwards, as I am packing up the car to begin heading south for Willow Springs, I learn that he has nearly used up his tires already, with another day still to go at SOW, and since he didn't have any competition in his class, he just cruised around the course once, to get a time.

Although I left before the awards ceremony and didn't get to see the final results, by checking the Zone 8 website a few days later, I find that my time was good



Streets of Willow



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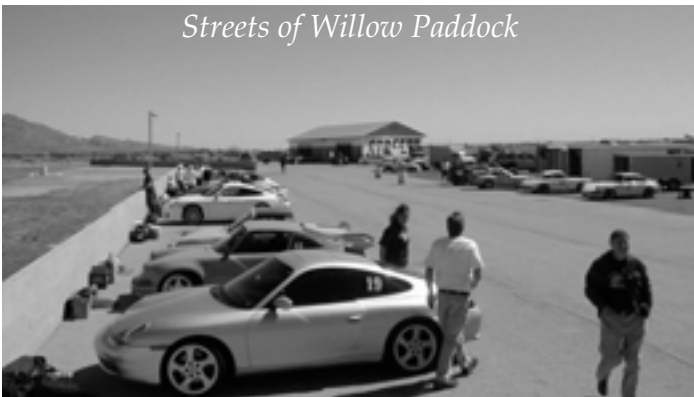
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Neil Heimburge's Turbo

enough for the GS class win and the second top time of the day, eclipsed only by a 94.525 run put in by Bob Bertrand for TTOD. Steve Lutz, in his AI-class 914, had been faster than me all day, but ended up with cones on all his runs, managing only a 98.176 with the 2-second penalty added. At any rate, it is a good start to the double-header for me.

After a fast run down the 99 freeway to the 5, and then east on the 138, I manage to arrive at Rosamond before dark, and grab something to eat, and then head out to WSIR to sleep in my rig at the big track for the night. Early the next morning, I head over to the Streets to get ready for tech, and Michael Dolphin is there early with Perry Bradshaw to shepherd this event thru its fifth iteration. I see Vince Knauf and his yellow 944T, who has made it over from Pahrump after the time trial there, and Neil Heimburge limps in on his toasted rubber, wondering when the tire shop at the big track will open up. OCR member Steve Eguina, whom I first met several years ago when he was running a Camaro in SCCA Solo2 and winning national championships, arrives in his 996TT. He has been dialing in at the Zone 8 events this year, and I figure he will be a good bet for TTOD. Richard Clewett (of Electromotive) is there with a beastly looking 914-6, Steve Lutz



Streets of Willow Paddock

and Bob Bertrand have also come over from Shafter with their quick 914s, and I see a GT3 and a few other Turbos as well as some fully-prepped early 911 race cars getting ready to give him a run for his money, though.

Overall, there are some 60 entrants, but because of a large number of less experienced drivers, Michael decides to run the standard configuration, clockwise, without the new bowl section. After the driver's meeting, practice begins in earnest, with continuous lapping and controlled passing, only on the straight, with a point-by. The weather is cool and breezy, and my car feels good on the familiar Streets configuration. The more powerful cars blast by me on the straightaway, but my 38-year-old vintage piece holds its own in the twisties.



VARA 911

For timed runs, we line up on the skidpad and begin the lap from a standing start at the entrance to the straight. The finish lights are set up on the last little straight chute before the entry to the skidpad 180-degree turn, and I am surprised to come around on my first hot lap to discover a line of cones creating a left turn where one usually goes right! It is a safety measure to keep cars that are finishing clear of the cars lined up to start, but it was not there in practice, and I find I am carrying way too much speed to make the left turn required after the finish. I just blow thru the cones and brake in a straight line, still well clear of the starting grid, and line up for my next run, dragging a cone under the car.

On my second run, I know the finishing turn is there, but I still overcook it thru the finish and can't make it to the left again. This time I run between two cones, but still a penalty run in my mind. I take it really easy on the final run and make sure I am braking early for the finish and can turn left before the skidpad. I register a



Changing rubber

75.99 lap time on the clock, after a previous 75.078 best, but at least it is clean.

I load the car in the trailer and head for home before the results are announced once again, but I find out later on the website that I finished 2.5 seconds in front of the next GS car, clinching the Zone 8 class championship for the year in the process (with one event still left to go) and finished 18th overall out of the 60 cars entered. Steve Eguina did indeed take the TTOD for the event with a 66.752 lap, ahead of a GT3 by about 3 tenths of a second. Steve Lutz is third, with a 69.717, Richard Clewitt is fourth, over a second back, followed closely by Bob Bertrand and Bill Thorp. Kathy Smalley is the fastest female driver, finishing ninth overall, with a 72.231 lap. Very well done!

All in all, it was a great weekend for me, and a good end to the season for my GS car, which will be retiring to street duty this year after two undefeated seasons in both regional and Zone 8 class competition, as well as several indexed (BRI) TTOD results. Judging from the proposed rule changes for next year, it has been dubbed an "uberdog" for the class, so I am already at work on a new, top-secret, autocross-weapon project, to be revealed sometime next year. Stay tuned and thanks for listening....



Vince Knauf's 944 Turbo S

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Cayenne Off Road Tour for Beginners



By Vince and Cecelia Knauf

After all the plans that Cecelia and I made for the Cayenne Off Road Tour For Beginners were finished, an unforeseeable thing loomed on the horizon.

The weatherman.

About a week before the event, the forecasts started to call for rain in varying amounts for the long planned date. In southern California, the weatherman CAN-NOT have rain occur on a day that he called for sun. But he could get away with the opposite mistake; calling for rain and it not appearing. So we read the early forecasts as just the weatherman's safe pessimism. And the forecast changed every day from sprinkles to thundershowers and back to sprinkles again.

Would rain be a problem for one of the most capable SUVs available? Would the selected route be safe from the danger of flash floods? How capable were the non-Cayennes that would be participating? Would we have to find last minute alternate routes?

We had gotten the idea of having a Cayenne event after long discussions in the region about "What do we do as a car club with this new and different Porsche? How does it fit in with a sports car club?"

After having our Cayenne Turbo for almost a year,

Cecelia and I had discovered that it was not only fun to take it off of paved roads, but it was also very capable, comfortable and safe while doing this. We had expert tutoring from John and Bonnie Rickard while touring the off roads of the desert near their Borrego Springs home. We then explored farther on our own. And we asked ourselves, "Why don't we invite our Porsche Friends along on this?" Particularly, those Cayenne owners who might be a bit apprehensive about taking a PORSCHE onto dirt roads.

And so the Cayenne Off Road Tour For Beginners was born. We asked the experts at the dealership, Pioneer Centres Porsche, for advice, because they also sell Land Rovers and have hosted off road events for the Rover crowd. This discussion quickly became an offer of sponsorship for the event, facilitated by Chris Huck, Pioneer Salesman and active PCA member and Mark Smith, Pioneer General Manager. Thanks to them, it was a well-supported event and put on at no charge to the attendees.

So we selected a date months into the future, and got the approval of the SDR board. As a PCA event, we needed insurance for this new type of event, and discov-



Checking in at Pioneer Centres

ered that PCA National has already placed insurance for three other Cayenne events, so this fell into place.

And in researching routes, we wanted to start out with a very easy section to build confidence and then move on to “off roads” that were more typical of the Forest Service roads in the area. While we called the event an “Off Road Tour,” it really is entirely on maintained Forest Service roads. This is what most “off road” drivers use. Forest Service and other dirt roads. Most off roaders don’t really go off of roads. In fact in most of the areas open for us, “genuine offroading” is forbidden as too destructive to the sensitive environment.

The best combination of an easy first section and more typical other sections was found in the Palomar Mountain area. We drove as many of the roads in this area as we could find, and created our route. An easy first section and the shortest on road drive we could manage between sections.

But the threat of rain...we didn’t plan for that.

We predrove the route several times, cutting intruding brush, noting mileages, landmarks, GPS coordinates, elevations but didn’t note stream beds.

We created the route book, taking advantage of the information just a web search away to provide lots of historical background on the route, and the people who



Jim Abbott & John Rickard

pioneered here. The easy drive section was on Nate Harrison Grade. Nate was a freed slave who lived on this route before it became a road in 1900, and became a source of hospitality for those using the road until he died in 1920. It was later named after him.

All the participants received these route directions and historical notes, which Cecelia Knauf made into a memory book for the participants.

So with the threat of thunder showers now predicted, three Cayennes and a Jeep made a final pre run the day before. The route instructions were verified and one last minute change was made to accomidate the Miramar Air Show. But it didn’t keep us from having a brief moment at a wrong turn. And we decided that even in pouring rain, the Cayennes would be just fine.



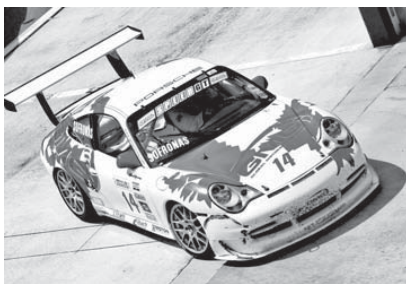
Jack Case & Cayenne

The whole group met the following morning at 7:30 at Pioneer Centres Porsche, and everyone was surprised to receive a special window sticker showing a dramatic Cayenne off road moment to memorialize the event. We thanked Pioneer Centres Porsche General Manager Mark Smith for his sponsorship of the breakfast buffet and box lunches as well has the three dealership Cayennes to go along as safety vehicles. Then he blew everyone away by announcing that any participant could drive any of these Cayennes during any part of the tour by just asking. Lots of folks took him up on this, on and off of the paved roads. Mark also provided some appreciated door prizes.

There was a short talk on off road etiquette and safety that amplified the information on off road driving that had been sent out by email. And we left en masse on the tour. There were 25 SUVs and high clearance 4x4 trucks with 9 Cayennes included. With passengers, this was over 65 folks for the adventure. We had invited PCA members and their SUVs, wanting as many Cayennes as we could get. At the last minute, we

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Vince Knauf getting ready

discovered that one of the SUVs was a 4x2 Jeep Cherokee, driven by a region member. This got us thinking about the rain again.

The drive to the first “off road” took us to Pala Road and past the Pala Reservation and Casino to Nate Harrison Grade. This dirt road climbs from the San Luis Rey river valley to the top of Palomar Mountain, a climb of over 4100 feet. On this morning, we didn’t have the long-distance views to the ocean that were enjoyed on some of the pre runs because it drizzled on us. But the drive was easy for all the SUVs and the drivers’ comfort levels were improving, as was the sense of spending time with Porsche Friends. There were Porsche families in several of the vehicles; with one set of ~1 yr old twins buckled into child safety seats in the back seat of a Cayenne. This type of event is truly a family and kid friendly Porsche event. Getting and keeping the kids involved with the club is essential for our future.

We took a short social break at the mountaintop to inspect Jimson Weed, as well as the Indian artifacts on display at Palomar Mountain State Park including the rock depressions, called “Morteros” that are believed to have been used for grinding the local acorns and other



Rest Stop

foods by the Native Americans, that we were walking past in the rain. The group saddled up again and proceeded on in tight caravan through the wet, passing Lake Henshaw after we descended the mountain on a paved road this time. Onward past the Mesa Grande area, Mataguay Boy Scout Camp and past Warner Springs Resort, with historical notes on all of these in the route book, and a right turn onto the road to Indian Flats Campground.



The Group

This road into very remote desert foothills is really an attempt to ruin a wonderful dirt road adventure by paving the road. Fortunately when the paving occurred, they made no attempt to remove the bumps, potholes, tight blind turns and off camber sections, or to widen it to more than a single lane with an occasional turn out. This was another tight tour caravan taking us to the campground where facilities were perfect for lunch. And the rain was only a light drizzle. The driving break allowed for more Porsche socializing and seeing how kid-friendly these new Porsches are. And some folks got short off road tours in the demo Cayennes. After cleaning up after ourselves, we left this area of giant rocks and got back to off pavement driving, starting



Felix Zuniga & Curt Yaws



All-wheel drive needed

with a steep hill climb on stable decomposed granite. We came to an area we found on the pre run that had a good spot for a “rock climbing” demonstration with enough parking for the whole group. I took my Cayenne Turbo slowly up and over several quite large and challenging rocks and dips, demonstrating the value of a spotter, and the ability of this Porsche to rise to these conditions (an air suspension joke). And the ability to drive with one wheel 2-3 feet in the air; with my 7 year old grandson in the passenger seat. He said that this was “neat.” This was another opportunity for socializing, as folks watched the demo and show. Several of the PCA members who brought non-Porsches wanted a try at the rocks. The Rovers tried but could not equal the Cayenne on THESE rocks. Photo ops galore. And we saw “smoke signals” coming from a hilltop across the valley as the rain came and went. This area is called Indian Flats, after all.



Balance is important

The group again saddled up and drove this more challenging off road area with bigger rocks, bigger holes and tighter turns and climbs. Everyone felt comfortable with the slow pace and learned by watching the folks



Heading up the hills

ahead of them and by the banter on the radios. We used the ~25 radios that San Diego Region has for driving events with one in each car. And the surrounding country was very wild, showing no sign of civilization other than the rough road we drove.

We did pass through a wash that showed debris from a summer thunderstorm and flash flood, with a tree trunk thrown at least 15 feet up into another tree. Hmm...it is raining...

This section ended with another short pavement drive through a section of the Butterfield Stage Coach road of the early 19th century and on to “Palomar Divide Road,” which is the big drive of the day. The drizzle was turning into rain and we would now reclimb Palomar Mountain on a more challenging and remote dirt road and go back down the north side, also on dirt. But, a Forrest Service Firefighter stopped us in the parking area at the beginning of the road. We were told that the Indian smoke signals that we had seen earlier were in fact a lightning caused fire that the Forrest Service team had just put out, and their BIG fire rigs were coming down the narrow slippery dirt road without room for us



Rain & fog



Backcountry Cayenne

to pass them going up. So we waited in the increasing rain for what seemed like forever. Would there be enough daylight for the trip? Would the rain stop us? What about that 4x2? And a lightning caused fire raised the question of thunderstorms and flash floods.

We finally got the go ahead, and drove up the road. The increasingly rain slicked dirt provided enough challenge, but everyone was doing okay. There was another short section of “paved dirt road” before we got to an abandoned mine, our next scheduled break in driving. While the group explored, the leadership of the tour huddled to discuss how much rougher and more challenging the road ahead would be. And the ever-increasing rain. We decided that the 4x2 should not attempt to go on, because the chance of a problem would be too high in the waning light of day. We asked this disappointed member to turn around when we left the mine, and go back down on the safer and less challenging paved section. This was a good decision.

We still had light and modest rain, and were down to



Turbo powers up the hills

about 15 diehard drivers with their passengers. We climbed in a tight group up to almost the top of the mountain, near Highpoint Tower, an active Forest Service lookout tower, at ~5600 feet elevation. We were only a mile or two from where we had been in the morning. Then we descended in the increasing rain towards the north. There were several changes in foliage and ecosystems with the varying rain shadows, as well as changes in rocks. We had times of great traction in decomposed granite; and sections of much less traction in the increasingly wet clay. Cecelia and I in the first Cayenne through called these traction changes through the radio to the rest of the group.



Temecula Creek

It was almost dark in a good drizzle when we crossed the wide sand wash of the riverbed of Temecula Creek and stopped in the parking lot at the far end of the trail. Despite the rain, we all stood around for quite a while talking about how much fun it was and when would we do it again? I guessed that sometime in the spring would be possible, and the entire group sighed in disappointment, wanting another event much sooner. We agreed that the rain made the event much better. There was no dust in the air and the dust had been washed off of the vegetation and rocks making them much more colorful and beautiful. And the increase in the challenge of the drive as the day wore on, was welcomed by the drivers.

Thank you Mr. Weatherman.

We have found that having a Cayenne Off Road Tour is a very fun and successful Porsche Club event that appeals to lots of club members and brings out Porsche lovers of all ages. We had one-year-old twins in the back seat of one of the Cayennes, and PCA Charter Members, Jack and Ginny Case in the back seat of our Cayenne. What a contrast. What an adventure. What a future for the Porsche Club.



Road & Track Tech Session



Tech Session Chair Bob McLaughlin dropped by my house on Saturday, 19 November at 7am. We loaded several ice chests filled with soft drinks and water into the rear of my Passat Wagon and headed off for the “T” intersection of 15th Street and Monrovia Avenue, Newport Beach, the inner sanctum of Road & Track magazine’s editorial offices. We had been lured there by the promise of witnessing “firsthand the clutter of Dennis Simanaitis’ office. . . . (and) See(ing) the actual, coffee-stained keyboards where (R&T staff) peck out (their) stories with both index fingers!” With that kind of inducement, it was no wonder that Bob and I zipped up the 5 and 405 to marvel at the wonders concealed within the halls and walls of R&T offices. Executive Editor Doug Kott and Design Director Richard Baron agreed to host the PCASDR hordes. Doug is an enthusiastic SDR member, auto-crosser and time-trialer. Richard had been a PCASDR member, but sold his 911. (Richard and I have been friends for years, and used to rally together in the ’70s running Friday Night Rallies out of the San Diego Zoo parking lot.) Staff offered SDR members the run of their offices, a pizza lunch and a chance to have our cars weighed on their scales. Too good to pass up.

By way of a little history, the magazine was actually founded in New York by Bill Brehaut and Joe Fennessy. They found a printer/distributor in Los Angeles who

would distribute 2500 copies of the 10,000-copy print run (the first issue was June 1947) and Brehaut figured he could sell the rest at races, mainly Indianapolis. (This didn’t exactly pan out, as Indy felt the magazine competed with sales of their race programs!) Shortly after the first issue, Brehaut moved to California....sales of the magazine were good here, and as he was an aircraft engineer by profession, he found a job with Lockheed. The second issue, May 1948, was published in California nearly a year after the first issue! John and Elaine Bond are credited with making the magazine what it is today. John was Editor from Sept. 1954—May 1957, and he went on to become publisher. He was responsible for the current office being built, by architect Bill Ficker, in 1968.





Dennis Simanaitis & Michael Harris

As our group had grown to about 50, we split into two smaller groups. Our group followed Dennis. There was no mistaking the type of people who inhabited these offices. Car people! Car and race memorabilia were everywhere. We started in Editor-in-Chief Tom Bryant's office. As befitting the head of the magazine, he had the most commanding view, the largest space, and the largest model car collection. At the other end of the building was Dennis Simanaitis' office, with an equally panoramic view, the largest collection of Race and Pit

Passes I have ever seen, and lots of neat "stuff." The first item that caught my attention was an obvious 50's Porsche wheel, complete with 5-bolt pattern, but with a thin and narrow solid rubber tire mounted on what looked like a tin plate attached to the inner wheel. Dennis explained that this wheel was one of four that were made for a car that was built to attempt to break the world land-speed record. The "car" was designed by a German engineer, appropriately named Herr Dr. Schmidt, and was to be powered by an Armstrong-Siddeley Jet engine. This configuration was rejected as the "engine" was required to turn the axle and therefore



Doug Kott, Host and Executive Editor

propel the car. Dr. Schmidt designed a pinwheel/dish type device and attached it to the axle to catch the thrust produced by the jet engine, thereby turning the axle and moving the car. Fortunately for the driver/pilot who was to steer the thing, the project never came to fruition. Another life saved.

Before we could walk down to the Art Department, the drawing for prizes was announced and we retreated



Dennis with "Porsche" jet wheel



Reviewing the magazine's layout



Lunch is served

once again to the garage downstairs. Doug drew the first ticket and thereafter, the prize winner drew the next one, and so on. R & T gave us lots of neat stuff, including caps, books, and shirts. There were lots of items giving out and Chuck Sharp, Bob Bennett, TK Bryson, Andy Shriver, Dan Chambers, Bob Schang, Margi Knight and many others went home richer. Next up was the demonstration of new and old Road Test equipment. The old "bicycle" 5th wheel and the new digitized/race logic/satellite VBox II/GPS "state of the art" equipment. The new gear is so compact that you



Jad Duncan trimming down weight

can take it in your carry-on luggage for testing cars in Europe/Asia/wherever. After the description/question/answer period, Doug set up the scales and lots of SDRers got in line and had their cars weighed. Greg Phillips was at the head of the line in his race ready 928 and had to endure chants such as "4,200 pounds" and other scurrilous shouts. To the contrary, his car came in at a svelte 3,400 pounds. As I had brought the ice chests, soft drinks, ice and water in our family Passat Wagon, I passed on the weigh-ins. Instead, Bob McLaughlin and I went back upstairs to check out what we had missed. On various columns/pillars in the Art Department were pearls of wisdom going back decades. Such as: "It's a real dream to come to work at Road &



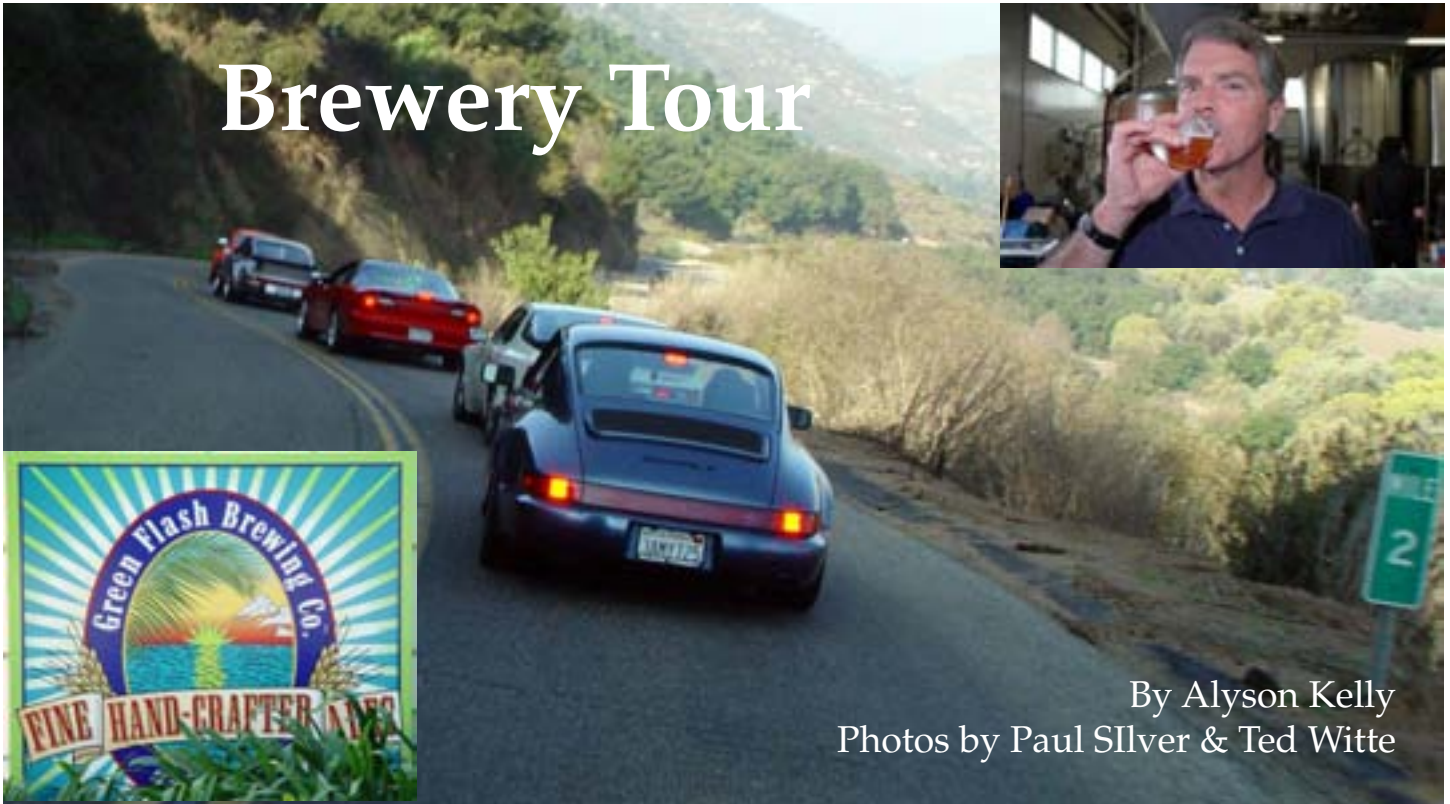
Bob Brand going on the scales

Track." and "Cowardice in the face of womanhood is no shame." We had also been advised that there were two types of people (racers) in the world: cheaters and losers. Sounds like words from the late, great racing mechanic, Smokey Yunick. The Art Department was special. Many examples of old layouts, car and racing theme photos in everyone's work area, again model cars everywhere (lots of Porsches and the F- car) and general memorabilia all over. In every office were one or more glass display cases. Doug told us this had been Richard Baron's idea. Richard bought a display case at Ikea, and shortly thereafter, everyone else had one in their office. My wife has always asked me about the clutter in my office that includes car models, dust laden trophies (3d and 4th place in auto-cross, several first, seconds and thirds in old rallies, lots of caps, car photos, old lead soldiers, and more. Piles of car magazines, car books and shop repair manuals, and more. I started to think that maybe she was right. Maybe I should go through and clean out my office. And then I visited Road & Track. I am redeemed! This clutter is not the sign of a degenerate but of an artistic, interesting, devoted car enthusiast. Thank you Road & Track for making me realize that I am just a normal, every day car loving Porsche junkie. And thank you R & T for the wonderful tour.



Checking out the library

Brewery Tour



By Alyson Kelly
Photos by Paul Silver & Ted Witte

The weather was threatening all week to put a damper on the tour, but come Saturday morning the clouds broke, the sun was shining and the warm temperature forced us to drop the top. I had the good fortune to catch a ride with Bill Marsh in his silver Boxster on this tour. I am not a morning person and especially do not enjoy getting up really early on a Saturday, but Bill convinced me the drive would be well worth it. He was right on the money.



The drivers met at the North County Fair mall parking lot at 8AM. Tour master Keith Verlaque held a brief drivers meeting then we were off at exactly 8:30AM. Our group was large enough to attract attention yet small enough so that everyone kept together in queue. The greatest challenge started early on

in the tour, as the route included a brief jaunt along I-15. San Diego freeway traffic is heavy any time of day, so keeping the group together and making sure everyone takes the right exit can be difficult, even if Keith did distribute a description of the route to all the drivers.

The route selected included some nice straight-aways, lots of curves and winding roads – some uphill, some downhill. We would encounter the occasional RV that held up the tour and put a damper on our speed, but most drivers were very courteous and pulled over to let our group pass. They probably didn't realize there were so many Porsches behind them!

The group took a quick pit stop at a diner and then continued on until we reached The Green Flash Brewery at noon. The brewers requested a small donation for the tasting which included eight microbrews. We were treated to a brief tour of the facilities and an explanation of the beer-making process. Soon we were off again to Friar's Folly Restaurant where we enjoyed wonderful food and great conversation amongst ourselves.

A joyous way to spend a gorgeous day in beautiful San Diego!





Chuck Silva Brewmaster





Horseplay Rally

By Kim Crosser
Photos by Paul Silver

The skies cleared nicely, and the participants in the Horse Play rally on December 3rd were treated to a perfect day for a puzzle drive – especially for those of us with convertibles.

Kudos go to Paul Silver and Larry Clark for inventing a remarkably low-stress rally format, where all the drivers and navigators were still talking (amiably) to each other at the end.

Many rallies are Time-Speed-Distance (TSD) rallies, where you are assessed points for missing target times and distances along a route, while trying to solve cryptic clues to figure out which way to go and how fast to drive. Still other rallies are “gimmick” rallies, where just staying on course is a challenge. Instead, this rally was a “photo rally” with instructions that kept you on course (and plenty of clues to get back on course if you did manage to get off – which we did a couple of times!).

In the photo rally, you are given a set of driving instructions to be executed in sequence (e.g., Left at 3rd Opportunity, Right at T-intersection, etc.). Adding to the fun is that some of the instructions are to be executed when you find the exact scene shown in a color photo taken along the rally route. (Note the emphasis on exact – more later!)

The challenge of the rally was to find items that were shown in other photographs and note the exact mileage (to the nearest tenth) at which the item occurred. But wait – you had to report the exact mileage according to

the rally masters’ “official mileage” measured on their pace car – not the mileage that just happened to be on your odometer. For every tenth of a mile that your answer differed from the rally masters’ mileage, you would be assessed a penalty point.

In addition to penalty points for being off the mileage, there were other ways to get penalty points. If you failed to find a photo item that existed, you would get 10 penalty points, and you would also get 10 points for finding “horse apples” (fake, or “illegal” items in the photos).

Ok, before everyone without a fully-equipped TSD rally car and rally computer panics, at every turn (literally!) the rally masters gave you a chance to “recalibrate” your mileage to theirs. All you needed was a pencil, paper, and the ability to do simple addition and subtraction – no advanced mathematics required.

The rally started at All German Auto (www.AllGermanAuto.com), where Martin Christensen and his helpful staff provided plenty of coffee, juice, bagels, and donuts to get us started. If you are in the North County, and haven’t seen their facility yet, they have a state of the art 12-bay service facility at 1327 Simpson Way in Escondido. If you stop by, remember to thank them for their support of PCA-SDR and tell them you read about them in the *Witness*.

A lineup of 11 cars started the rally – 911s, Boxsters, a 944, and even a brand-new Ford GT40, which got a

lot of interest during the breakfast at All German Auto.

Many of the photo clues required you to pay close attention to the backgrounds of the photos – simply finding a sign that looked identical could get you the wrong answer, as there were multiple matching signs on the rally route. You needed to find the sign that had the right trees, houses, or other visual references around it in order to get the right mileage point.

Did you know that there are different styles of “horse crossing” signs? We didn’t – until this rally. There are ones with walking horses, ones with trotting horses, and some have “XING” under them, while others don’t. When looking for a sign that matched the one in the photo clue, you had to find the one that had exactly (there’s that word again) the same graphic and wording (and background) as the one in the photo.



At one point, the rally masters “trapped” everyone – we all took the wrong path and thus missed one of the photo clues. However, the course was designed such that we all got back on the right road without knowing we missed the clue. The trick was that we were to turn at a street intersection sign in a photo – all of us failed to notice that the “block numbers” on the sign didn’t match the first occurrence (the street looped around and intersected twice!), so we should have gone further and turned at the second intersection, which would have taken us past the photo item.



The rally took us through some of the scenic back roads through parts of San Marcos, Harmony Grove,

Del Dios, Rancho Santa Fe, and Escondido. During parts of the drive, we had to keep refocusing on looking for clues and turns and stop rubbernecking at some of the mansions and manicured estates we were passing. Although Marian and I have lived in the North County for over 35 years, we had never been on some of the beautiful roads we traveled during the rally.



Allyson Kelly & Bill Marsh

By mid-rally, we had gotten off-course a couple of times, gone back over parts of the course to figure out what we did wrong, and already had a difference of over two miles between our odometer and the “official” mileages. We were sure we had made enough errors to wind up in the middle of the pack at best, but we were having a great drive, and kept saying to each other “Oh, well, we’ll just enjoy the drive.”

Partway through the rally, we rounded a curve to find a couple of Porsches parked on the roadside, with paramedics, police, and sheriffs in attendance. We pulled over to see if everyone was ok, and our first thought was that two of our rally Porsches had tangled with each other, but it turned out that a 944 had been



John Stevenson and Jean Carlo

rear-ended by a non-participant (in a non-Porsche) while stopped and waiting to make a left turn. Luckily the 944 was drivable and they were able to finish the rally (although the main rear-view mirror was knocked off by the impact).

After completing the last of the instructions, we arrived at Big Daddy's Steakhouse for lunch. By this time, our odometer was nearly four miles different from the rally masters' official readings, so we figured we didn't have much of a chance.

As we ate and drank, we compared notes and had fun laughing at each other's foibles and experiences on the roads. Paul went through the tricks after everyone had finished and turned in their sheets (especially the one that every team missed). We all agreed there were some tricky ones, but that they were all fair.

Despite our certainty that we had made too many errors, Marian and I had actually gotten 12 of the 19 answers exactly correct, were only off by 1/10th of a mile on another 5, and only missed two answers completely, so we finished with the low score of 25 points and took first place.

All German Auto also provided prizes for the first three places. In addition to collectable horse trophies

from the rally team, All German Auto provided a \$50 gift certificate for first place, a Continental Tire clock for second, and a Continental Tire mug for third.

The final results were:

Place	Points	Driver	Navigator
1	25	Marian Crosser	Kim Crosser
2	30	John Stevenson	Jean Carlo
3	35	Bill Marsh	Alyson Kelly
4	52	Kevin Burke	Kirsten Conners
4	52	Pat Norris	Kymmie Norris
6	53	Doug Briggs	Catie Briggs
7	78	Margi Knight	Michael Harris
8	91	Paul Colonna	John Sawtelle
9	108	Randy Blaesi	Jan Mellinger
10	DNF	Danny Lalum	Carol Lalum

This photo rally format eliminated a lot of the stress normally involved in a rally. You could stop and think about where you were and what you were doing, and basically got to "reset" your mileage reference at every rally instruction. This is a perfect format for beginners, or for those who want a fun drive with your fellow PCA'ers, but with some competitiveness. Without the time pressure of a TSD rally, you have some time to enjoy the drive and stop now and then (even go back and check something!).

Marian and I will sure be doing more of these rallies in the future. Come on out, have a great drive, and have fun solving tricky (but fair) puzzles!

And remember – *Your Mileage May Vary!*



Paul Colonna and John Sawtelle



Michael Harris, Margi Knight, Paul & John



Kim & Marian Crosser

CHECKPOINT

by Tim Errington



Would you like to see the San Diego Region stage rallies that explore our beautiful countryside on sports car friendly roads with easy to understand rules? Would you like to try a different style of rally?

You may remember me. I served as Rally Chair in 2003 with Paul Young, and again in 2004 with Larry Clark. I'm happy to be back in that position and I hope to bring you a rally program that you will wish to participate in and enjoy.

Last year I worked closely with a rally-only club in Los Angeles called *Into the Night* (ITN). ITN stages a different style of rally, based on the transit stages of the famous Monte Carlo rally in Europe. Their events run longer than the average Time and Distance or Gimmick rally. They may start anywhere from north San Diego County to Santa Barbara or even Las Vegas, so they are able to reach some of the greatest driving roads in California and occasionally Arizona and Nevada. That may be their biggest difference from PCA rallies, because ITN events are truly driving events, with emphasis on route-finding and on-time arrival at checkpoints. ITN rallies are run at legal speeds on open roads, but many roads in California present the driver with adequate challenge at and below posted speed limits.

ITN experienced surprising growth in popularity in 2005, with several events drawing over 40 cars despite \$3.00-per-gallon gas prices. This proved that many people with high-performance road cars are looking for events where they can drive them.

So what do we do with a new rally program for SDR? Last year's Chair, Paul Silver, recently staged two gimmick rallies, written by Larry Clark and himself. These events attracted good participation and were really enjoyed by those who ran them. Surveys taken after the events indicated that this type of rally was more enjoyable than the traditional PCA time-and-distance format. At first glance, it would seem obvious to continue offering these types of events.

There is another consideration; however, the Porsche Parade will be on the west coast for the next two years—in Portland, Oregon, this August, and here in San Diego in 2007. One of the marquee events at every Parade is the Rally Event, which is run in the traditional T&D

style. This year's Parade in Hershey also offered a gimmick rally, which enjoyed excellent participation. The gimmick rally gave Parade attendees a nice tour of the local area without the rigors and complexity of T&D competition.

T&D rallying has gotten a bad reputation—and deservedly so. Since the mid-'60s, T&D rallies have morphed from fun driving events to on road puzzles requiring careful interpretation of complex rules. Frankly, this is the fault of rallymasters (those who write the events) whose aim is to outwit other rallymasters and the "experts". So today, rallying in PCA has earned a reputation of being overly complicated and not much fun for the driver or navigator which has resulted in diminished participation.

Can this be fixed? I believe so.

In 2006 and beyond, I would like to offer a mix of gimmick and timed events, with the goal of gradually preparing our members for the 2007 Parade. This can be accomplished by notching up course-following skills in the gimmick events, which don't have the pressure of staying on time. We'll also present timed rallies that are completely *trap free* to help participants learn to stay on time without worrying about complex course-following.

I would also like to reintroduce the annual rally school this year with a program designed to teach both course-following and timing techniques. All this would lead up to several T&D events run under Parade Rules before August 2007.

That's my proposal in a nutshell, and I'd like to get your feedback on it. You can send e-mail to rally@pcasdr.org or tim@singmaster.com, or call me at 858-204-3914. I would truly like to hear your opinions.

Meanwhile, if you are interested in rallies outside of PCA, give an ITN event a try. They are presenting their annual beginners rally and school, Training Wheels on Saturday February 16, starting in the Fallbrook area. Details and more information can be found on their web site, <http://carzero.freeservers.com/>.

And watch the *Witness* calendar for the next SDR rally event in early April. I promise to bring you a fun and enjoyable event for both driver and navigator while exploring our beautiful countryside roads.



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For further information contact : Your 2006 Tech Session Committee, Jason Mills, Joe Hofmann or Rocky Kuonen at techsessions@pcasdr.org

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SDR- THE WAY WE WERE

John Straub, Archivist

Here we go starting off the New Year continuing with the history of San Diego Region. We're up to 1971 now.

The President was Joe Ramos, Vice President—Wally Jewell, Secretary—Herb Prior, Treasurer—Richard Wozniak, with Tom Hauseur Sr, Russ Lanthorne, and Bob Jones as board members.

We had three Committee Chair people; George Thwing as Competition Rules and Past President, Tom Harseur Sr as By-Laws, and Wally Cole as Membership and Historian; a tad bit smaller than we are today, with close to 70 Chairs.

The Editors of the Witness were Wally Cole, George Thwing and Joe Ramos. Wally Cole was still the Zone 8 Rep. He served as the first Zone Rep that Zone 8 was to have with a two year term starting in 1970.

The Porsche Parade that year was to be in Sun Valley, Idaho hosted by Silver Sage Region (they did the Porsche Parade in Boise three years ago). The Parade was to have a Concours, Rally, Autocross and Hillclimb as well as cocktail parties and dinners.

We started January off with an "Eyeball Rally". With this type of Rally, the Rallymaster posted signs with "lettered eyeballs" along different parts of the route. You try to count the eyeballs in order to win.

In February we had our Grossmont Car Show put on by Pat Scanlan and Ed Thompson. We had 49 cars and raised \$400 for the club. Some of the members showing were Don Anderson and his dad Art Anderson (I have to reach way back in my file, I think Art had a 912), Dick Barbour, Bob Brown, Rug Cunningham, Jim Douthit, Joe Fritzenkotter, Dave Hamren, Ernie Paschoal, Dennis Sherman, Joel Naive, Jack Hartman, George Thwing, Richard Wozniak, and Bill Shaffer. Each driver received a participation trophy, an aluminum beer mug appropriately inscribed (I still have mine). I was just starting to get to know Pat Scanlan by competing in Concours events in Zone 8 with him; he had his black 1968 911L. It was an incredible car, and beat everyone!!! Pat ended up being a very close friend

and we were to work together on Alan Johnson's Race Team years later.

In March, we had our Holtville Time Trial. The event was sponsored by Dick Barbour Porsche Audi (Dick had stopped racing his 904 by now and had gone to a 908), cost \$2 per driver. Think of that—two days of time trial driving for \$2!!! We had 62 drivers with many more that came to work and watch. Dave Hamren in his black 911 had TTOD and Diane Hamren one of the truly fast women in our club finished first in her class. Our past president, George Thwing, had traded in his 912 by now and was racing his new 911T. George had created an exhaust system for his car that had six mufflers coming out the back. This was probably a first for Porsche.

April, we held a poker rally starting at the parking lot in Bonita Village. The cost was \$1.50 per car and the finish was at the Charcoal House in Pine Valley. Jim and Shirley Douthit were the chair people. Some of the participants were Dave and Diane Hamren, Bob and Carol Jones, Rug and Ann Cunningham, and Leland and Ralph Hurty (Ralph would become president of San Diego Region in a few years).

In May of that year, we had a Palm Springs drive and stay over. We also held a blindfold Gymkhana in Palm Springs. This type of event is truly fun. The driver is blindfolded and the passenger leads them through the pylon course by giving verbal instruction. Believe it or not, the cars only travel at walking speed, and you would understand that if you had ever tried to drive a car blindfolded. We had about thirty participants for this event. That Saturday evening everyone congregated at Dick and Olive Clark's home in Palm Springs for cold beer and a delicious steak BBQ with all the trimmings. The Clarks also had a swimming pool which many members found handy for dangling tired feet.

So goes the first half of 1971 - a good time was had by all.

See you next month



WELCOME MAT



*Andres L. Alvarez
San Diego, CA
1998 Boxster*

*David M. Green & Louise
Bonita, CA
2006 911 Coupe*

*Allen L. Parish
El Cajon, CA
1976 930 Coupe*

*Todd Armstrong & Monique
Moorpark, CA
1991 911*

*George W. Haligowski & Eileen
Rancho Santa Fe, CA
2001 911*

*Robert D. Ruhe & Sheri
Encinitas, CA
2003 911*

*Sandra Blackwell
San Diego, CA
1995 993*

*Charles D. Heatherly
Coronado, CA
2004 911*

*Ronald A. Sargent & Yolanda
La Mesa, CA
2003 911S*

*Brandon N. Braly & Vicki
Fallbrook, CA
2001 911 Coupe*

*Arama Kukutai & Andreea Trufasu
Solana Beach, CA
1997 993 Coupe*

*Steve Sawyer & Chris
Oceanside, CA
2005 Boxster*

*Bonnie L. Chapman & Tom
San Diego, CA
1986 911 Targa*

*Mark Lavine
Solana Beach, CA*

*Paul Trower
San Diego, CA
2003 911 Targa*

*Robert Derosé & Susan
Rancho Santa Fe, CA
1964 911 Coupe*

*Jose Lombrozo
La Jolla, CA
2006 Boxster S*

*Javier Varon
Oceanside, CA
1997 911 Coupe*

*Mark Devincenzi
San Marcos, CA
1995 993*

*Michael K. Mccutcheon
San Diego, CA
1999 911 Cabriolet*

*Jeff C. Zavala & Catherine
Del Mar, CA
2002 911t Coupe*

*Kurt Frerichs & Victoria
Escondido, CA
1972 911T*

*Jerry McDonald & Sammantha
San Diego, CA
2000 911 Coupe*

*Tim A Fresh & Marie
Vista, CA
2001 Boxster*

*Patrick B. Moussa
Poway, CA
2000 Boxster S*

*Robert Gaan & Steve
Encinitas, CA
1995 968 Coupe*

*Stanley Nakamura
La Jolla, CA
2000 911 Coupe*

*Robert Gillary & Anita
San Diego, CA
2006 911S Coupe*

*Chris O'brien & Nancy
San Diego, CA
1999 911 Coupe*

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NAOMI COLVAN
CHARLES DENHERDER
GEORGE L GONZALEZ
LELAND R HURTY
WILLIAM J IBBETSON
JEFF SCHWALL

10 YEARS ...

JOEL BUXBAUM
MICHAEL GOTTLIEB
JOHN F KINKAID
JUDY E ROGERS-NEECE

15 YEARS ...

GUY E FINLAN
DAVID LOYND

20 YEARS ...

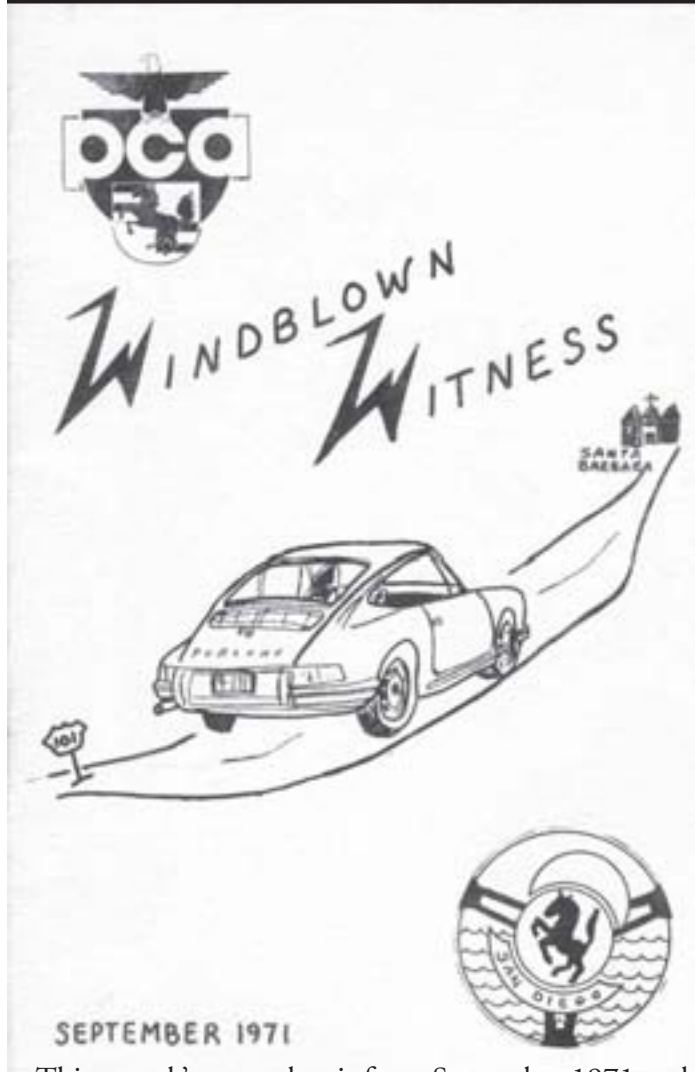
KENNETH MARTONE

30 YEARS ...

ROBERT L GAGNON

FIRST IMPRESSIONS

by Tom Brown



This month's cover shot is from September 1971 and features a hand drawn image of a 911 on the 101 to Santa Barbara. As it happens, September of that year was host to the Santa Barbara Weekend. At that time this was an annual event that was billed as a mini-Parade. It consisted of a concours, rally and autocross. You also see an early version of the region logo in the lower right corner; a sunset over the water framed in a steering wheel. Another interesting tidbit: Jim Douthit was announced in this issue as the new Membership chair, a position he would go on to hold for almost 30 years. With this column, we finish our review of the first style of cover on the Witness, for this issue also announced that a new Witness Editor, Judy Berryman, had been found (Dream on Greg!) who would be bringing in a new format and cover design — with photos.

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944	55	<u>Corwin, Jackie</u>	1985	944	<u>20</u>	<u>15</u>	<u>20</u>	<u>20</u>	<u>15</u>	<u>20</u>	<u>20</u>	-	<u>10</u>	<u>20</u>	160
944	815	Harnish, Brian	1986	944	-	-	-	<u>15</u>	<u>12</u>	-	<u>15</u>	-	<u>8</u>	-	50
944	39	Foley, Mark	1985	944	-	<u>20</u>	-	-	<u>20</u>	-	-	-	-	-	40
944	324	Lewis, Scott	1987	924 S	-	-	-	-	-	-	-	-	<u>20</u>	-	20
944	1931	Vanderschuit, Carl		944	-	-	-	-	-	-	-	-	<u>15</u>	-	15
944	77	Rickard, John	1983	944	<u>15</u>	-	-	-	-	-	-	-	-	-	15
944	945	Smith, Jim	1987	944 S	-	-	<u>15</u>	-	-	-	-	-	-	-	15
944	306	Sharp, Debby	1995	993	-	-	-	-	-	-	-	-	-	<u>15</u>	15
944	246	Hass, Rob	1983	944	-	-	-	-	-	-	<u>12</u>	-	-	-	12
944	713	Kinkaid, John	1983	944	-	-	-	-	-	-	-	-	<u>12</u>	-	12
944	1222	Rice, Jim	2000	944	<u>12</u>	-	-	-	-	-	-	-	-	-	12
944	1591	McKee, Matt	1984	944	-	<u>12</u>	-	-	-	-	-	-	-	-	12
944	7222	Rice, John	1987	944	<u>10</u>	-	-	-	-	-	-	-	-	-	10
944	98	McKee, Russ	1984	944	-	<u>10</u>	-	-	-	-	-	-	-	-	10
944	1364	Sanders, Talmadge	1985	944	-	<u>8</u>	-	-	-	-	-	-	-	-	8
944	364	Ottman, Dale	1985	944	-	<u>6</u>	-	-	-	-	-	-	-	-	6
AI	209	<u>Copelin, George</u>	1972	914	-	<u>20</u>	<u>20</u>	<u>20</u>	<u>20</u>	<u>20</u>	-	<u>20</u>	-	-	120
AI	25	Bohorquez, Ed	1995	993	-	-	-	-	-	-	-	<u>12</u>	<u>20</u>	-	32
AI	218	Rogers, Stephen	1961	356 B	-	-	-	-	<u>15</u>	-	<u>15</u>	-	-	-	30
AI	28	Lutz, Steve	1971	914	-	-	-	-	-	-	<u>20</u>	-	-	-	20
AI	125	Bohorquez, Bill	1995	993	-	-	-	-	-	-	-	<u>15</u>	-	-	15
AI	110	Nelson, Jessica	1974	914	-	-	-	-	-	<u>15</u>	-	-	-	-	15
AM	600	<u>Smith, Clark</u>	1973	911 T	<u>20</u>	<u>20</u>	<u>20</u>	-	<u>20</u>	<u>20</u>	<u>12</u>	-	<u>20</u>	<u>10</u>	142
AM	260	Smith, Austin	1970	914	<u>15</u>	-	<u>15</u>	<u>20</u>	<u>15</u>	<u>1</u>	<u>0</u>	<u>10</u>	-	<u>12</u>	88
AM	295	Kinninger, Erik	1984	911	-	-	-	-	-	-	<u>15</u>	<u>20</u>	-	<u>20</u>	55
AM	95	Kinninger, Mark	1972	911 T	-	-	-	-	-	<u>12</u>	<u>20</u>	<u>15</u>	-	-	47
AM	604	Dynes, Sean	1973	911 S	-	-	-	-	-	-	<u>8</u>	<u>12</u>	<u>15</u>	<u>8</u>	43
AM	65	Straub, John	1970	914-6	-	-	-	-	-	-	<u>10</u>	<u>1</u>	-	<u>15</u>	26
AM	118	Cook, Jeff	1974	911	-	-	<u>12</u>	-	<u>12</u>	-	-	-	-	-	24
AM	31	Schmidt, Roland	1981	911	-	-	-	-	-	<u>15</u>	-	-	-	-	15
AM	445	Iverson, Steve	1974	914-6	-	-	-	-	-	-	<u>0</u>	-	-	-	0
AM	6041	Holloway, Landon	1973	911 S	-	-	-	-	-	-	-	-	-	<u>0</u>	0
AP	1001	<u>Cassidy, Christ</u>	1972	914	<u>20</u>	<u>20</u>	-	<u>20</u>	-	<u>20</u>	-	-	<u>20</u>	<u>20</u>	120
AR	97	<u>Grosekemper, Steve</u>	1974	914	<u>1</u>	<u>20</u>	<u>20</u>	<u>20</u>	<u>20</u>	<u>20</u>	<u>0</u>	-	<u>0</u>	<u>20</u>	121
AR	10	Mistak, Ron	1974	914	-	-	-	-	-	<u>15</u>	-	-	-	-	15
AR	67	Bruckman, Ike	1973	914-6	-	-	<u>1</u>	-	<u>1</u>	-	-	-	-	-	2

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Class	Car #	Driver	Car Year	Car Model	01-30	03-26	04-30	05-15	06-25	07-10	08-13	09-10	10-15	11-12	Total
AS	914	<u>Meeder, Herb</u>	1972	914	<u>20</u>	<u>20</u>	<u>20</u>	<u>20</u>	<u>20</u>	<u>20</u>	<u>20</u>	<u>20</u>	-	-	160
AS	66	Peterson, Morgan	1970	914	<u>15</u>	-	<u>15</u>	<u>12</u>	-	-	-	<u>15</u>	<u>20</u>	<u>15</u>	92
AS	601	Molloy, Sean	1972	914	-	<u>12</u>	<u>12</u>	<u>15</u>	-	-	-	<u>12</u>	-	-	51
AS	16	Albrecht, Bob	1965	356	-	-	-	-	-	-	-	-	-	<u>20</u>	20
AS	457	Ewton, David	1966	912	<u>1</u>	<u>15</u>	-	-	-	-	-	-	-	-	16
AS	912	Bockman, Monica	1969	912	-	<u>10</u>	-	-	-	-	-	-	-	-	10
ASS	128	<u>Richards, Cid</u>	1968	912	-	-	<u>20</u>	<u>20</u>	<u>20</u>	-	-	-	<u>20</u>	<u>20</u>	100
ASS	137	Oransky, Andrew	1969	912	-	-	<u>15</u>	-	-	<u>20</u>	<u>20</u>	-	<u>15</u>	-	70
ASS	912	Bockman, Monica	1969	912	-	-	-	<u>15</u>	-	-	-	-	-	<u>15</u>	30
CP	703	<u>Mendoza, Fernando</u>	1973	914	-	-	<u>20</u>	<u>20</u>	<u>20</u>	<u>12</u>	-	<u>15</u>	-	<u>20</u>	107
CP	316	Bevins, Larry	1974	914	-	-	-	-	<u>15</u>	<u>20</u>	<u>20</u>	<u>20</u>	-	-	75
CP	72	Colwell, John	1974	914	<u>20</u>	-	-	-	-	-	-	-	-	-	20
CP	2061	Garriott, Mark	1975	914	-	-	-	-	-	<u>15</u>	<u>0</u>	-	-	-	15
CS	40	<u>Osterberg, Jess</u>	1976	914	<u>20</u>	<u>20</u>	<u>20</u>	<u>20</u>	<u>20</u>	<u>20</u>	<u>20</u>	-	-	-	120
CS	2061	Garriott, Mark	1975	914	-	<u>6</u>	<u>12</u>	<u>15</u>	-	-	-	-	-	-	33
CS	316	Bevins, Larry	1974	914	<u>15</u>	<u>10</u>	-	-	-	-	-	-	-	-	25
CS	507	Jones, Jay	1974	914	-	<u>8</u>	-	<u>12</u>	-	-	-	-	-	-	20
CS	645	Dimock, John	1976	912	-	-	<u>15</u>	-	-	-	-	-	-	-	15
CS	206	Booth, Doug	1974	914	-	<u>15</u>	-	-	-	-	-	-	-	-	15
CS	1619	McAlexander, David	1973	914	-	<u>12</u>	-	-	-	-	-	-	-	-	12
CSS	416	<u>Root, Tim</u>	1976	914	<u>15</u>	<u>15</u>	-	-	-	-	-	-	-	-	30
CSS	1914	Brecht, Mark	1974	914	-	<u>20</u>	-	-	-	-	-	-	-	-	20
CSS	507	Jones, Jay	1974	914	<u>20</u>	-	-	-	-	-	-	-	-	-	20
CSS	230	Roberts, Brad	1972	914	-	-	-	-	-	<u>1</u>	-	-	-	-	1
CSS	1230	Calvert, Ryan	1972	914	-	-	-	-	-	<u>1</u>	-	-	-	-	1
FI	454	<u>Taylor, George</u>	1974	911	<u>12</u>	<u>20</u>	<u>20</u>	<u>20</u>	<u>20</u>	-	<u>20</u>	-	<u>15</u>	<u>20</u>	147
FI	554	Blaesi, Randy	1970	911 E	<u>15</u>	<u>15</u>	<u>1</u>	<u>12</u>	<u>12</u>	<u>15</u>	<u>15</u>	<u>12</u>	<u>12</u>	<u>15</u>	124
FI	1554	Mellinger, Jan	1970	911 E	<u>20</u>	<u>12</u>	<u>1</u>	<u>10</u>	<u>15</u>	<u>10</u>	<u>10</u>	<u>10</u>	<u>10</u>	<u>12</u>	110
FI	391	Jackson, Alan	1977	911 S	<u>10</u>	-	<u>12</u>	<u>15</u>	<u>8</u>	<u>6</u>	<u>12</u>	<u>15</u>	-	-	78
FI	699	Palmquist, David	1969	911	-	-	-	-	-	-	-	<u>20</u>	-	-	20
FI	117	Burch, Gary	1971	911 T	-	-	-	-	-	<u>20</u>	-	-	-	-	20
FI	194	Wichman, Mark	1971	911 T	-	-	-	-	-	-	-	-	<u>20</u>	-	20
FI	797	Taylor, Rod	1969	911 T	-	-	-	-	<u>10</u>	<u>8</u>	-	-	-	-	18
FI	35	Chambers, John	1976	911 S	-	-	<u>15</u>	-	-	-	-	-	-	-	15
FI	148	Holzinger, Bob	1970	911 T	-	-	-	-	-	<u>12</u>	-	-	-	-	12
FI	977	Taylor, Eric	1969	911 T	-	-	-	-	<u>6</u>	-	-	-	-	-	6

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Class	Car #	Driver	Car Year	Car Model	01-30	03-26	04-30	05-15	06-25	07-10	08-13	09-10	10-15	11-12	Total
FIL	179	<u>Taylor, Patricia</u>	1969	911 T	-	-	-	-	-	<u>20</u>	-	-	-	-	20
FP	87	<u>Kucharski, Matthew</u>	1972	911 T	-	-	-	<u>20</u>	<u>20</u>	-	<u>20</u>	-	-	-	60
FP	61	Burch, Gary	1971	911 T	-	-	-	-	-	-	-	<u>20</u>	-	-	20
FP	387	Grubb, Laura	1972	911	-	-	-	-	<u>15</u>	-	-	-	-	-	15
FS	48	<u>Becker, Charles</u>	1970	911 E	-	<u>20</u>	<u>20</u>	-	-	-	-	-	-	-	40
FS	61	Burch, Gary	1971	911 T	<u>20</u>	-	-	-	-	-	-	-	-	<u>20</u>	40
FS	23	Elumba, Joseph	1972	911 T	-	-	-	-	-	-	-	-	<u>20</u>	<u>15</u>	35
FS	84	Becker, Pam	1970	911 E	-	<u>15</u>	<u>15</u>	-	-	-	-	-	-	-	30
FS	122	Walker, Henry	1967	911	-	-	-	-	-	-	-	-	-	<u>12</u>	12
FS	1123	Garnett, Ken	1972	911	-	-	-	-	-	-	-	-	<u>0</u>	-	0
FSL	2551	<u>Risvold, Gloria</u>	1972	911 T	-	-	<u>20</u>	-	-	-	-	-	-	-	20
FSS	304	<u>Rix, John</u>	1971	911 T	<u>20</u>	-	-	-	-	-	-	-	-	-	20
GP	11	<u>Sturm, Jerry</u>	1967	911 S	<u>20</u>	<u>20</u>	<u>15</u>	<u>20</u>	<u>15</u>	<u>15</u>	-	-	<u>15</u>	<u>20</u>	140
GP	494	Chambers, Dan	1987	944	<u>15</u>	<u>15</u>	<u>10</u>	<u>15</u>	<u>6</u>	-	-	<u>20</u>	<u>12</u>	<u>15</u>	108
GP	26	Smith, Stacy	1974	911	-	-	<u>20</u>	-	<u>20</u>	<u>20</u>	-	-	<u>20</u>	-	80
GP	9	Wolk, Charlie	1977	911 S	<u>12</u>	<u>12</u>	<u>8</u>	<u>10</u>	-	-	<u>10</u>	-	-	-	52
GP	931	Wilson, James	1982	924 T	-	-	-	-	-	-	<u>20</u>	<u>15</u>	<u>0</u>	-	35
GP	301	Sharp, Greg	1988	944	-	-	-	-	-	<u>12</u>	<u>15</u>	-	-	-	27
GP	61	Burch, Gary	1971	911 T	-	-	<u>12</u>	-	<u>12</u>	-	-	-	-	-	24
GP	713	Kinkaid, John	1983	944	-	-	-	<u>12</u>	<u>10</u>	-	-	-	-	-	22
GP	418	Sylvestri, Rick	1977	911 S	<u>10</u>	-	-	-	<u>8</u>	-	-	-	-	-	18
GP	912	Bockman, Monica	0		-	-	-	-	-	-	-	<u>12</u>	-	-	12
GP	159	Sturm, Jeffery	1976	911 S	-	-	-	-	-	-	<u>12</u>	-	-	-	12
GP	1931	Vanderschuit, Carl	1982	924 T	-	-	-	-	-	-	-	<u>10</u>	-	-	10
GP	1219	Miller, Jack P.	1987	944	-	-	-	-	<u>5</u>	-	-	-	-	-	5
GS	908	<u>Tweed, Tom</u>	1967	911 S	<u>20</u>	<u>20</u>	<u>20</u>	<u>20</u>	<u>20</u>	<u>20</u>	<u>20</u>	-	-	-	140
GS	21	Briggs, Doug	1984	944	<u>12</u>	<u>6</u>	<u>10</u>	<u>15</u>	<u>8</u>	<u>15</u>	<u>10</u>	<u>20</u>	<u>12</u>	<u>10</u>	118
GS	722	Mize, Jerry	1986	944	<u>10</u>	<u>5</u>	<u>12</u>	<u>12</u>	<u>10</u>	<u>8</u>	<u>8</u>	<u>12</u>	<u>15</u>	<u>20</u>	112
GS	105	Hofmann, Thomas	1986	944	<u>15</u>	<u>12</u>	<u>6</u>	-	<u>12</u>	<u>10</u>	-	<u>15</u>	-	<u>12</u>	82
GS	122	Walker, Henry	1967	911	-	<u>15</u>	<u>15</u>	-	<u>15</u>	-	-	-	<u>20</u>	-	65
GS	1722	Mize, Adam	1986	944	-	-	<u>5</u>	<u>10</u>	-	-	-	-	<u>10</u>	<u>15</u>	40
GS	382	Serrato, Andy	1986	944	-	-	-	<u>8</u>	<u>6</u>	<u>6</u>	<u>6</u>	-	<u>8</u>	-	34
GS	1181	Witteried, David	1976	911 S	-	-	-	-	-	<u>12</u>	<u>12</u>	-	-	-	24
GS	713	Kinkaid, John	1983	944	<u>8</u>	<u>8</u>	-	-	-	-	-	-	-	-	16
GS	645	Dimock, John	1976	912	-	-	-	-	-	-	<u>15</u>	-	-	-	15
GS	909	Harnish, Brian	1986	944	<u>1</u>	<u>4</u>	<u>8</u>	-	-	-	-	-	-	-	13

Class	Car #	Driver	Car Year	Car Model	01-30	03-26	04-30	05-15	06-25	07-10	08-13	09-10	10-15	11-12	Total
GS	61	Burch, Gary	1971	911 T	-	<u>10</u>	-	-	-	-	-	-	-	-	10
GSL	1105	<u>Black, Kyla</u>	1986	944	-	-	-	-	-	<u>20</u>	-	-	-	-	20
GSS	954	<u>Wolf, Andrew</u>	1985	944	<u>1</u>	<u>20</u>	<u>20</u>	<u>20</u>	<u>20</u>	<u>20</u>	<u>20</u>	<u>20</u>	<u>20</u>	<u>20</u>	181
GSS	995	Schroeder, Dick	1967	911 S	-	<u>15</u>	<u>1</u>	<u>15</u>	<u>12</u>	<u>12</u>	<u>12</u>	<u>15</u>	<u>15</u>	<u>15</u>	112
GSS	99	Schroeder, Rikki	1967	911 S	-	<u>12</u>	<u>15</u>	<u>12</u>	<u>10</u>	<u>10</u>	-	<u>12</u>	<u>12</u>	<u>12</u>	95
GSS	449	Burke, Kevin	1989	944	-	<u>10</u>	<u>12</u>	<u>6</u>	<u>8</u>	-	-	-	-	-	36
GSS	112	Besette, Rich	1973	914	-	-	-	-	-	<u>15</u>	<u>15</u>	-	-	-	30
GSS	219	Beckman, Jeff	1983	944	-	-	-	-	-	-	<u>10</u>	-	-	<u>10</u>	20
GSS	1364	Sanders, Talmadge	1985	944	-	-	<u>10</u>	<u>10</u>	-	-	-	-	-	-	20
GSS	301	Sharp, Greg	1988	944	-	-	-	-	<u>15</u>	-	-	-	-	-	15
GSS	201	Deconcini, Jeremy	1988	944	-	-	-	-	-	-	<u>8</u>	-	-	-	8
GSS	8	Alberson, Erik	1944	944	-	-	-	-	-	-	-	-	-	<u>8</u>	8
GSS	364	Ottman, Dale	1985	944	-	-	-	<u>8</u>	-	-	-	-	-	-	8
GSS	51	Linares, Ralph	1988	944	-	-	-	-	-	-	-	<u>1</u>	-	-	1
GSS	315	Cassidy, Frank	1974	911	-	-	-	-	-	-	-	-	<u>0</u>	-	0
GSSL	49	<u>Lu, Jackie</u>	1987	944	<u>20</u>	<u>20</u>	<u>20</u>	<u>20</u>	<u>20</u>	<u>20</u>	<u>20</u>	<u>20</u>	<u>20</u>	<u>20</u>	200
GSSL	1105	Black, Kyla	1986	944	-	<u>15</u>	-	-	<u>15</u>	-	-	-	-	-	30
HP	5	<u>Pachorek, Bob</u>	1970	914-6	<u>20</u>	<u>20</u>	-	<u>15</u>	<u>20</u>	<u>20</u>	-	<u>20</u>	<u>20</u>	<u>20</u>	155
HP	70	Zois, Michael	1970	914-6	-	-	-	<u>20</u>	-	-	-	-	-	-	20
HS	295	<u>Kinnerer, Erik</u>	1984	911	<u>20</u>	-	-	<u>20</u>	-	-	-	-	-	-	40
HSS	945	<u>Smith, Jim</u>	1987	944 S	-	<u>20</u>	-	-	-	-	-	<u>20</u>	<u>20</u>	-	60
IP	881	<u>Griffin, Jerry</u>	1978	911 SC	-	-	-	-	-	-	-	-	-	<u>20</u>	20
IS	474	<u>Middleton, Don</u>	1982	911 SC	<u>15</u>	<u>20</u>	<u>15</u>	<u>15</u>	<u>20</u>	<u>15</u>	<u>12</u>	<u>20</u>	<u>20</u>	<u>20</u>	172
IS	1121	Furnish, Mike	1972	911 E	-	-	<u>20</u>	-	-	<u>20</u>	<u>15</u>	-	-	-	55
IS	145	Faass, Allen	1979	911 SC	<u>20</u>	<u>15</u>	-	-	-	-	-	<u>15</u>	-	-	50
IS	46	Young, Paul	1979	911 SC	<u>1</u>	-	-	<u>20</u>	-	-	<u>20</u>	-	-	-	41
IS	461	Young Jr., Paul	1979	911	<u>1</u>	-	-	<u>12</u>	-	-	<u>10</u>	-	-	<u>15</u>	38
IS	502	Bierce, Don	1983	911	-	-	-	-	-	-	-	-	<u>15</u>	-	15
IS	1300	Verderico, Kent	1983	911 SC	-	-	-	-	-	<u>12</u>	-	-	-	-	12
IS	307	Trotter, Ron	1982	911 SC	-	-	-	-	-	-	-	-	<u>12</u>	-	12
IS	398	Curles, Wayne	1983	911 SC	-	-	-	-	-	-	-	-	-	<u>12</u>	12
IS	332	Arkeder, Joe	1980	911 SC	<u>12</u>	-	-	-	-	-	-	-	-	-	12
IS	295	Kinnerer, Erik	1984	911	-	-	-	-	-	<u>10</u>	-	-	-	-	10
IS	500	Monaco, Michael	1978	911 SC	-	-	-	<u>10</u>	-	-	-	-	-	-	10
IS	259	Helgeson, Erik	1982	911 SC	-	-	<u>1</u>	-	-	-	-	-	-	-	1
ISS	960	<u>Behun, Bill</u>	1980	911 SC	<u>20</u>	<u>20</u>	<u>15</u>	<u>15</u>	<u>20</u>	<u>20</u>	<u>20</u>	<u>20</u>	<u>20</u>	<u>15</u>	185

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Class	Car #	Driver	Car Year	Car Model	01-30	03-26	04-30	05-15	06-25	07-10	08-13	09-10	10-15	11-12	Total
ISS	1960	Dana, Gail	1980	911 SC	<u>15</u>	-	<u>12</u>	<u>12</u>	<u>10</u>	<u>12</u>	<u>15</u>	<u>15</u>	<u>12</u>	<u>12</u>	115
ISS	906	Park, Richard	1978	911 SC	-	-	<u>20</u>	<u>20</u>	-	-	-	-	-	-	40
ISS	325	Malone, Vern	1978	911	-	-	-	-	-	-	-	-	<u>15</u>	<u>20</u>	35
ISS	500	Monaco, Michael	1978	911 SC	-	-	-	-	<u>12</u>	<u>15</u>	-	-	-	-	27
ISS	135	Brewer, Scott	1981	911 SC	-	-	-	-	<u>15</u>	-	-	-	-	-	15
ISS	938	Goldsworthy, Dion	1982	911 SC	-	-	<u>10</u>	-	-	-	-	-	-	-	10
ISSL	9061	<u>Best, Jennie</u>	1978	911 SC	-	-	<u>20</u>	-	<u>20</u>	<u>20</u>	-	-	-	-	60
JI	178	<u>Millikin, Pete</u>	1986	911	-	-	<u>20</u>	-	<u>20</u>	<u>20</u>	-	-	-	<u>15</u>	75
JI	95	Kinninger, Mark	1972	911 T	<u>20</u>	-	-	<u>20</u>	-	-	-	-	-	-	40
JI	312	Martinez, Mike	1986	911	-	-	-	-	-	-	-	-	-	<u>20</u>	20
JI	59	Gagen, Mike	1969	911	-	-	<u>15</u>	-	-	-	-	-	-	-	15
JIL	591	<u>Gagen, Yvonne</u>	1986	911	-	-	<u>20</u>	-	-	-	-	-	-	-	20
JP	37	<u>Scragg, Carl</u>	1984	911	<u>20</u>	<u>20</u>	<u>15</u>	<u>20</u>	<u>20</u>	<u>20</u>	-	<u>20</u>	-	<u>20</u>	155
JP	928	Phillips, Greg	1986	928 S	<u>6</u>	<u>15</u>	<u>12</u>	<u>15</u>	-	<u>15</u>	<u>20</u>	-	-	<u>12</u>	95
JP	300	McGowan, Martha	1989	944 S2	<u>8</u>	<u>10</u>	<u>8</u>	<u>10</u>	-	<u>12</u>	<u>12</u>	<u>15</u>	-	<u>15</u>	90
JP	33	Toth, Alex	1988	944 T	<u>12</u>	<u>12</u>	-	<u>12</u>	<u>15</u>	<u>10</u>	-	-	-	-	61
JP	210	McLaughlin, Bob	1986	944 T	<u>5</u>	-	<u>10</u>	-	<u>1</u>	-	-	<u>12</u>	-	<u>0</u>	28
JP	513	O'Connor, Chris	1972	911 E	-	-	<u>20</u>	-	-	-	-	-	-	-	20
JP	178	Millikin, Pete	1986	911	<u>15</u>	-	-	-	-	-	-	-	-	-	15
JP	61	Burch, Gary	1971	911 T	-	-	-	-	-	-	<u>15</u>	-	-	-	15
JP	640	Sampsell, Rex	1984	930	<u>10</u>	-	-	-	-	-	-	-	-	-	10
JP	764	Ortiz, Stewart	1987	911	-	-	-	<u>8</u>	-	-	-	-	-	-	8
JP	7300	Cooksy, Sean	1989	944 S2	-	<u>8</u>	-	-	-	-	-	-	-	-	8
JP	1781	Lepis, Lou	1986	911	<u>1</u>	-	-	-	-	-	-	-	-	-	1
JS	2121	<u>Jarvis, Malcolm</u>	1984	911	-	-	<u>20</u>	<u>20</u>	<u>15</u>	<u>15</u>	-	-	-	<u>20</u>	90
JS	682	Souza, Tim	1988	911	-	-	-	-	<u>20</u>	<u>20</u>	<u>20</u>	-	<u>20</u>	-	80
JS	198	Strasser, Ken	1988	911	<u>20</u>	<u>20</u>	-	-	-	-	-	-	-	-	40
JS	393	Barnum, Terry	1988	911	-	-	-	-	-	-	<u>15</u>	-	-	-	15
JS	831	Strasser, Elena	1988	911	-	<u>15</u>	-	-	-	-	-	-	-	-	15
JSS	1939	<u>Gould, Tom</u>	1988	911	-	<u>20</u>	-	-	-	<u>20</u>	<u>20</u>	-	-	-	60
JSS	682	Souza, Tim	1988	911	-	-	<u>20</u>	<u>20</u>	-	-	-	-	-	-	40
JSS	311	Copeman, Christy	1986	911	-	-	-	-	-	-	-	-	<u>20</u>	<u>20</u>	40
JSS	214	Beijar, Henrik	1985	911	-	-	-	-	-	-	-	<u>20</u>	-	-	20
JSS	1106	Quinol, Llew	1988	911	-	-	-	-	<u>1</u>	<u>15</u>	-	-	-	-	16
JSS	111	Young, Cathy	1987	911 S	-	-	-	-	-	-	-	-	-	<u>15</u>	15
JSSL	939	<u>Frohm, Bev</u>	1988	911	-	<u>20</u>	-	-	-	<u>20</u>	<u>20</u>	-	-	-	60

Class	Car #	Driver	Car Year	Car Model	01-30	03-26	04-30	05-15	06-25	07-10	08-13	09-10	10-15	11-12	Total
KI	975	<u>East, Burl</u>	1993	RSA	<u>20</u>	<u>15</u>	<u>15</u>	<u>20</u>	<u>15</u>	<u>20</u>	<u>10</u>	<u>20</u>	<u>20</u>	-	155
KI	43	Comeau, Tom	1993	RSA	<u>15</u>	<u>12</u>	<u>10</u>	<u>15</u>	<u>12</u>	<u>15</u>	<u>12</u>	<u>12</u>	-	<u>15</u>	118
KI	38	Gagnon, Bob	1992	911	-	<u>20</u>	<u>20</u>	-	<u>20</u>	-	<u>15</u>	-	-	<u>20</u>	95
KI	14	Binford, Jim	1993	RSA	-	-	<u>12</u>	<u>12</u>	-	-	<u>20</u>	<u>15</u>	<u>12</u>	-	71
KI	62	Marguglio, David	1993	RSA	-	-	-	-	-	-	-	-	<u>15</u>	-	15
KP	594	<u>Reinhardt, Martin</u>	1990	911 C2	<u>15</u>	<u>20</u>	<u>20</u>	<u>20</u>	<u>8</u>	<u>12</u>	<u>12</u>	<u>20</u>	<u>15</u>	<u>12</u>	154
KP	491	Ibbetson, Bill	1994	968	<u>20</u>	<u>15</u>	<u>12</u>	<u>8</u>	<u>15</u>	<u>15</u>	<u>10</u>	-	<u>20</u>	<u>20</u>	135
KP	83	Duncan, Jad	1988	944 TS	<u>8</u>	-	<u>15</u>	<u>10</u>	<u>10</u>	<u>10</u>	<u>15</u>	<u>15</u>	<u>12</u>	<u>15</u>	110
KP	4	Brand, Bob	1993	RSA	<u>12</u>	<u>12</u>	-	<u>12</u>	<u>20</u>	<u>8</u>	<u>20</u>	<u>12</u>	-	<u>10</u>	106
KP	62	Marguglio, David	1993	RSA	<u>10</u>	<u>10</u>	<u>1</u>	<u>15</u>	<u>12</u>	<u>20</u>	-	-	-	-	68
KP	1491	Ibbetson, Tami	1994	968	<u>6</u>	<u>8</u>	<u>10</u>	<u>5</u>	<u>6</u>	<u>6</u>	<u>8</u>	-	-	-	49
KP	1831	Duncan, Jim	1988	944 TS	<u>5</u>	-	-	<u>6</u>	<u>5</u>	-	-	-	-	-	16
KP	61	Burch, Gary	1971	911 T	-	-	-	-	-	-	-	-	<u>10</u>	-	10
KP	4911	Ibbetson, Doug	1994	968	-	-	-	-	-	-	<u>6</u>	-	-	-	6
KS	911	<u>Verlaque, Keith</u>	1993	RSA	<u>20</u>	<u>20</u>	-	-	-	-	<u>20</u>	-	-	-	60
KS	91	Koch, Paul	1970	911	-	-	-	<u>20</u>	-	<u>20</u>	-	-	-	-	40
KS	107	Traver, Don	1993	RSA	-	-	<u>20</u>	<u>15</u>	-	<u>1</u>	-	-	-	-	36
KS	383	Yeung, Alan	1993	RSA	-	-	-	-	-	-	-	-	-	<u>20</u>	20
KS	721	Knoke, Jim	1989	944 T	<u>15</u>	-	-	-	-	-	-	-	-	-	15
KS	203	Tyson, Elizabeth	1976	911	-	-	-	-	-	<u>1</u>	-	-	-	-	1
KS	1203	Creamer, Tucker	1976	911	-	-	-	-	-	<u>1</u>	-	-	-	-	1
KS	964	Pandes, Vincent	1992	911 C2	-	-	-	-	-	-	-	-	-	<u>0</u>	0
KSS	448	<u>Matsumoto, Mark</u>	1991	928 GT	<u>15</u>	-	<u>20</u>	<u>20</u>	<u>15</u>	<u>20</u>	-	<u>20</u>	<u>20</u>	-	130
KSS	68	Korffin, Rick	1990	911 C4	<u>20</u>	<u>20</u>	<u>12</u>	-	<u>20</u>	<u>15</u>	-	-	-	-	87
KSS	217	Broderick, John	1993	968	-	-	-	-	-	-	<u>20</u>	-	-	-	20
KSS	140	Dapcevic, Mick	1991	911 C4	-	-	-	<u>15</u>	-	-	-	-	-	-	15
KSS	86	Hayes, Bob	1998	911	-	-	<u>15</u>	-	-	-	-	-	-	-	15
KSS	130	Geyer, Steven	1990	911 C2	-	-	-	-	-	-	<u>15</u>	-	-	-	15
KSS	126	Levstik, Steven	1987	928 S4	-	<u>15</u>	-	-	-	-	-	-	-	-	15
KSS	50	Broderick, John	1993	968	-	-	-	-	-	-	-	<u>15</u>	-	-	15
KSS	475	Wilbor, Glenn	1991	911	<u>12</u>	-	-	-	-	<u>1</u>	-	-	-	-	13
KSS	107	Traver, Don	1993	911 RSA	<u>10</u>	-	-	-	-	-	-	-	-	-	10
KSS	226	McFadden, Tim	1991	911	-	<u>1</u>	-	-	-	<u>1</u>	-	-	-	-	2
LP	504	<u>Reinhardt, Jennifer</u>	1999	Boxster	-	-	<u>20</u>	-	-	<u>20</u>	<u>20</u>	-	-	-	60
LP	1338	Heinz, Birgit	1997	Boxster	-	-	-	-	-	-	-	-	-	<u>20</u>	20
LP	338	Carlo, Dennis	1997	Boxster	-	-	-	-	-	-	-	-	-	<u>15</u>	15

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Class	Car #	Driver	Car Year	Car Model	01-30	03-26	04-30	05-15	06-25	07-10	08-13	09-10	10-15	11-12	Total
LS	761	Langston, Marvin	1999	Boxster	-	-	-	-	-	-	-	20	20	20	60
LSS	327	<u>Crosser, Kim</u>	2000	Boxster	20	20	-	20	20	-	20	15	20	20	155
LSS	20	Kleinhans, Charlie	2001	Boxster	15	15	20	15	15	-	15	20	15	15	145
LSS	333	Yaws, Curt	2002	Boxster	6	12	-	5	10	8	5	-	12	-	58
LSS	690	Liguori, Tom	1999	Boxster	8	-	15	4	-	5	4	-	10	12	58
LSS	353	Steiger, Tom	2003	Boxster	10	-	-	8	12	-	8	-	-	10	48
LSS	311	Copeman, Christy	1999	Boxster	-	-	10	12	-	15	10	-	-	-	47
LSS	308	Page, Mike	2001	Boxster	12	-	-	10	-	20	-	-	-	-	42
LSS	761	Langston, Marvin	1999	Boxster	-	-	-	-	8	12	12	-	-	-	32
LSS	613	Takayanagi, Ty	2000	Boxster	-	-	-	2	-	10	6	12	-	-	30
LSS	319	Wheeler, Steve	2000	Boxster	-	10	-	6	-	-	-	-	-	-	16
LSS	654	Bagheri, Hamid	2003	Boxster	-	-	-	-	-	1	3	-	-	8	12
LSS	126	Levstik, Steven	1999	Boxster	-	-	12	-	-	-	-	-	-	-	12
LSS	1611	Dressler, Tripper	1997	Boxster	-	-	-	-	-	-	-	10	-	-	10
LSS	611	Salisbury, Pamela	1997	Boxster	-	-	-	-	-	-	-	8	-	-	8
LSS	1831	Duncan, Jim	1988	944 TS	-	-	-	-	-	-	-	-	8	-	8
LSS	142	DeLano, Everett	2001	Boxster	-	-	-	-	-	6	-	-	-	-	6
LSS	1921	Lafleur, Ray	1998	Boxster	-	-	-	3	-	-	-	-	-	-	3
LSS	298	Yucelt, Baris	2000	Boxster	-	1	-	-	-	-	-	-	-	-	1
LSS	7611	Langston, Treva	1999	Boxster	-	-	-	-	1	-	-	-	-	-	1
LSS	1811	Flax, Michael	2002	Boxster	-	-	-	1	-	-	-	-	-	-	1
LSS	775	Paquette, Greg	1999	Boxster	-	-	-	-	-	1	-	-	-	-	1
LSS	1298	Hardenbrook, Jerry	2000	Boxster	-	1	-	-	-	-	-	-	-	-	1
LSS	116	Stahl, Bob	2004	Boxster	-	-	-	1	-	-	-	-	-	-	1
LSSL	1654	<u>Bagheri, Nazanine</u>	2003	Boxster	-	-	-	-	-	-	-	-	-	20	20
MI	529	<u>O'Connor, Chris</u>	1995	993 C4	20	-	-	-	-	-	-	-	-	20	40
MI	228	Johnson, Tim	1989	911	-	-	-	-	-	-	20	-	-	-	20
MS	282	<u>Slocum, Al</u>	2001	BoxsterS	20	20	15	20	-	20	20	-	20	20	155
MS	517	Samad, Gary	2000	BoxsterS	15	15	12	15	20	15	-	20	15	-	127
MS	236	Thorp, William	2004	BoxsterS	-	10	20	-	12	10	15	15	-	-	82
MS	1236	Smalley, Kathy	2004	BoxsterS	-	12	10	-	15	12	12	12	-	-	73
MS	149	Drcar, Ted	2003	BoxsterS	12	-	-	-	-	1	-	1	-	-	14
MS	1136	Coates, Bob	2002	BoxsterS	-	-	-	12	-	-	-	-	-	-	12
MS	47	Coates, Bob	2004	GT3	-	-	-	-	-	-	10	-	-	-	10
MSS	220	<u>Adair, Kevin</u>	2001	BoxsterS	12	12	15	-	-	20	20	-	12	20	111
MSS	959	Shon, Russell	2001	BoxsterS	-	15	20	-	20	15	15	-	15	10	110

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Class	Car #	Driver	Car Year	Car Model	01-30	03-26	04-30	05-15	06-25	07-10	08-13	09-10	10-15	11-12	Total
MSS	138	Hottenrott, Carol	2004	BoxsterS	-	-	8	12	12	8	8	15	10	8	81
MSS	152	Delgado, Refugio	2001	BoxsterS	-	-	-	-	15	10	12	20	-	12	69
MSS	272	Silver, Paul	2002	BoxsterS	10	-	-	15	10	6	5	12	6	-	64
MSS	682	Souza, Tim	2001	BoxsterS	20	20	-	-	-	-	-	-	-	-	40
MSS	620	Aramati, Victor	2000	Boxster	-	8	10	20	-	-	-	-	-	-	38
MSS	334	Robertson, David	2003	BoxsterS	-	-	-	-	-	-	-	-	20	15	35
MSS	466	Falkowski, Dennis	2000	BoxsterS	15	-	-	-	-	12	-	-	-	-	27
MSS	619	Lyman, Marc	2002	BoxsterS	8	-	-	-	-	-	-	-	8	6	22
MSS	1220	Adair, Dennis	2001	BoxsterS	-	-	-	-	-	5	6	-	5	5	21
MSS	222	Hayden, Chuck	2004	BoxsterS	-	-	12	-	-	-	-	-	-	-	12
MSS	216	Young, Bill	2000	BoxsterS	-	-	-	-	-	-	10	-	-	-	10
MSS	71	Stevenson, John	2004	BoxsterS	-	10	-	-	-	-	-	-	-	-	10
MSS	726	Armstrong, David	2002	BoxsterS	-	-	-	-	-	-	-	-	4	-	4
MSS	1620	Brown, Karen	2001	BoxsterS	-	-	-	1	-	-	-	-	-	-	1
MSSL	991	<u>Gonzalez, Katina</u>	2005	BoxsterS	-	-	-	-	-	20	20	20	20	-	80
MSSL	617	Souza, Patti	2001	BoxsterS	-	-	-	-	-	-	-	-	15	-	15
MSSL	2161	Young, Tina	2000	BoxsterS	-	-	-	-	-	-	0	-	-	-	0
NP	257	<u>Marlin, Glenn</u>	1996	993	20	20	20	-	20	20	15	20	-	20	155
NP	435	Walker, Forrest	1996	911 C4	15	12	10	20	15	15	12	15	15	-	129
NP	269	Gardner, David	1996	993	-	15	15	15	10	10	20	1	20	15	121
NP	1269	Gardner, DJ	1996	993	-	-	8	-	12	12	-	1	12	12	57
NP	842	Perdikaris, Nick	1996	993	-	-	12	-	8	-	-	-	-	-	20
NP	51	Linares, Ralph	1997	993	-	-	-	-	-	-	-	-	-	10	10
NS	561	<u>Ross, John</u>	1995	993	15	15	15	20	15	15	-	20	15	12	142
NS	7	Hasel, Chuck	1999	996	20	20	20	-	20	20	-	-	20	-	120
NS	1561	Steiner, Stephanie	1995	993	12	12	-	-	12	10	-	15	12	-	73
NS	725	Garcia, Jose	1995	993	-	10	12	-	-	-	20	-	-	-	42
NS	306	Sharp, Debby	1995	993	-	-	-	-	-	8	15	-	10	-	33
NS	284	Benabdeljalil, Tawfik	1997	993	-	-	-	-	-	-	-	-	-	20	20
NS	418	Sylvestri, Rick	1995	993 C4	-	-	-	-	-	-	-	-	-	15	15
NS	966	Fisher, Michael	2000	996	-	-	-	-	-	12	-	-	-	-	12
NS	817	Schmidt, Jeffrey	1997	993	-	-	-	-	-	-	-	-	-	10	10
NSS	2621	<u>Witte, Jon</u>	2000	996	15	-	20	20	20	20	-	20	20	-	135
NSS	154	Sharp, Charles	1995	993	10	5	12	8	10	15	6	15	15	12	108
NSS	590	Bussen, Andrew	2000	996	-	6	-	12	15	12	-	-	6	20	71
NSS	412	Coley, Steve	1996	911	12	15	-	15	-	-	-	-	10	10	62

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NSS	987	Tenereillo, Peter	2005	BoxsterS	-	-	-	-	<u>6</u>	<u>8</u>	<u>15</u>	<u>10</u>	-	<u>15</u>	54
NSS	555	Morse, Kevin	1989	911 T	<u>8</u>	<u>12</u>	-	-	<u>8</u>	<u>6</u>	-	-	<u>8</u>	-	42
NSS	262	Witte, Ted	2000	996	<u>4</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>4</u>	<u>4</u>	<u>10</u>	<u>2</u>	<u>3</u>	<u>5</u>	41
NSS	551	Reary, Andy	2005	BoxsterS	-	-	-	-	<u>12</u>	<u>2</u>	<u>12</u>	-	<u>12</u>	-	38
NSS	917	Stahley, Jon	1999	996	<u>5</u>	-	-	<u>10</u>	<u>5</u>	<u>3</u>	-	<u>8</u>	<u>2</u>	<u>1</u>	34
NSS	993	Randel, Tom	1995	993	-	-	<u>15</u>	<u>6</u>	-	<u>5</u>	-	<u>6</u>	<u>1</u>	-	33
NSS	339	Earll, Bryan	2001	996	<u>6</u>	<u>10</u>	<u>10</u>	<u>4</u>	-	-	-	-	-	-	30
NSS	2626	Gildersleeve, Rich	2001	911	-	-	-	-	<u>1</u>	<u>1</u>	<u>20</u>	-	<u>5</u>	-	27
NSS	431	Bollendorf, George	1982	911 TT	-	<u>8</u>	<u>8</u>	-	<u>1</u>	-	-	<u>3</u>	<u>1</u>	<u>4</u>	25
NSS	359	Wong, Bill	1996	993	-	<u>4</u>	<u>4</u>	-	<u>2</u>	<u>1</u>	<u>3</u>	<u>5</u>	<u>0</u>	<u>6</u>	25
NSS	25	Bohorquez, Ed	1995	993	-	<u>20</u>	-	-	-	-	-	-	-	-	20
NSS	356	Kochanek, David	1998	993	-	-	-	<u>5</u>	<u>3</u>	-	<u>5</u>	<u>4</u>	-	<u>3</u>	20
NSS	284	Benabdeljalil, Tawfik	1997	993	<u>20</u>	-	-	-	-	-	-	-	-	-	20
NSS	157	Czajkowski, Peter	1997	911	-	-	-	-	<u>1</u>	<u>10</u>	<u>4</u>	-	<u>1</u>	<u>1</u>	17
NSS	51	Linares, Ralph	1974	914-6	-	-	-	-	-	-	-	<u>12</u>	-	-	12
NSS	405	Schmitz, Dave	1997	911	-	-	-	-	-	-	-	-	<u>4</u>	<u>8</u>	12
NSS	34	Schang, Bob	1997	993	-	-	-	-	-	<u>1</u>	<u>8</u>	-	-	-	9
NSS	289	Vaden, Mark	1995	993 C4	<u>1</u>	-	<u>5</u>	-	<u>1</u>	<u>1</u>	-	-	-	-	8
NSS	189	Bockman, Francis	2000	996	<u>1</u>	<u>1</u>	<u>2</u>	<u>1</u>	<u>1</u>	-	<u>1</u>	-	-	<u>1</u>	8
NSS	211	Danielson, Steve	1997	993	<u>1</u>	<u>1</u>	<u>1</u>	-	-	-	-	-	<u>1</u>	<u>2</u>	6
NSS	306	Sharp, Debby	1995	993	<u>1</u>	<u>1</u>	<u>1</u>	<u>2</u>	<u>1</u>	-	-	-	-	-	6
NSS	522	Fernandez, Juan	2000	996	-	-	<u>6</u>	-	-	-	-	-	-	-	6
NSS	989	Wu, William	2000	996	<u>3</u>	-	-	-	-	-	-	-	-	-	3
NSS	793	Kircos, Marc	1999	996	-	-	-	-	-	-	-	-	<u>1</u>	<u>1</u>	2
NSS	772	Maple, John	2003	996	<u>2</u>	-	-	-	-	-	-	-	-	-	2
NSS	1423	Schang, Marcee	1997	993	-	-	-	-	-	-	<u>2</u>	-	-	-	2
NSS	125	Bohorquez, Bill	1995	993	-	<u>2</u>	-	-	-	-	-	-	-	-	2
NSS	335	Strange, Mark	1996	993	-	-	-	-	-	-	-	-	<u>1</u>	-	1
NSS	134	Blackburn, Phil	134	996	-	-	<u>1</u>	-	-	-	-	-	-	-	1
NSS	204	Fallon, Regis	1998	993	-	-	-	-	-	-	<u>1</u>	-	-	-	1
NSS	434	Clowminzer, Greg	1995	911 C4	-	<u>1</u>	-	-	-	-	-	-	-	-	1
NSS	404	Noerenberg, John	1999	996	-	-	-	-	-	-	-	-	<u>1</u>	-	1
NSS	525	Fernandez, Jose	2000	996	-	-	<u>1</u>	-	-	-	-	-	-	-	1
NSS	1412	Dorr, Deanna	1996	993	-	-	-	-	-	-	-	-	-	<u>0</u>	0
OP	343	<u>Pearlman, Ron</u>	2002	996	-	-	<u>20</u>	<u>20</u>	-	-	-	-	-	<u>20</u>	60
OS	374	<u>Santangelo, Robert</u>	2005	997	-	<u>20</u>	-	<u>20</u>	<u>20</u>	<u>20</u>	-	-	-	<u>20</u>	100

Class	Car #	Driver	Car Year	Car Model	01-30	03-26	04-30	05-15	06-25	07-10	08-13	09-10	10-15	11-12	Total
OS	919	Motwani, Manoj	2003	996	-	<u>15</u>	<u>20</u>	-	-	-	-	-	-	-	35
OS	604	Dynes, Sean	2004	996	<u>20</u>	-	-	-	-	-	-	-	-	-	20
OS	143	Monk, Anton	2002	911	-	-	-	-	<u>15</u>	-	-	-	-	-	15
OSS	142	<u>DeLano, Everett</u>	2005	997	-	-	-	-	-	-	-	<u>20</u>	-	<u>20</u>	40
OSS	904	Broderick, John	2004	996	-	-	<u>20</u>	-	-	-	-	-	-	-	20
OSS	241	Wulff, Brian	2002	996	<u>20</u>	-	-	-	-	-	-	-	-	-	20
OSS	217	Broderick, John	2004	996	-	-	-	<u>20</u>	-	-	-	-	-	-	20
OSS	380	Tabb, Bruce	2002	996	-	<u>20</u>	-	-	-	-	-	-	-	-	20
OSS	183	Duncan, Amy	1988	944 TS	-	-	-	-	<u>20</u>	-	-	-	-	-	20
OSS	610	Blankenship, Annie	2004	996	<u>15</u>	-	-	-	-	-	-	-	-	-	15
OSS	772	Maple, John	2003	996	-	-	-	-	-	-	-	<u>15</u>	-	-	15
PP	249	<u>Gunn-Wilkinson, James</u>	2002	GT2	<u>20</u>	<u>20</u>	-	-	-	-	-	-	<u>20</u>	<u>20</u>	80
PP	264	Rady, Harry	2002	GT2	<u>15</u>	<u>15</u>	-	-	-	-	-	-	-	-	30
PS	17	<u>Dente, Steve</u>	2004	GT3	<u>20</u>	<u>20</u>	<u>20</u>	<u>20</u>	<u>1</u>	<u>20</u>	<u>15</u>	-	<u>20</u>	-	136
PS	54	Heimburge, Neil	1997	993 TT	<u>12</u>	-	<u>15</u>	<u>12</u>	<u>20</u>	<u>10</u>	<u>10</u>	<u>20</u>	<u>12</u>	<u>15</u>	126
PS	136	Dente, Denise	2004	GT3	<u>15</u>	<u>15</u>	-	<u>15</u>	<u>1</u>	<u>15</u>	<u>12</u>	-	<u>15</u>	-	88
PS	861	Eguina, Steven	2001	996 TT	-	-	-	-	-	<u>12</u>	<u>20</u>	-	-	-	32
PS	350	Pittman, Randall	2005	GT3	-	-	-	-	-	-	-	-	-	<u>20</u>	20
PSS	241	<u>Wulff, Brian</u>	2005	997 S	-	-	<u>15</u>	<u>15</u>	<u>15</u>	<u>15</u>	<u>20</u>	<u>20</u>	<u>15</u>	<u>15</u>	130
PSS	124	Bell, John	2004	GT3	-	-	<u>20</u>	-	<u>20</u>	<u>20</u>	-	-	-	-	60
PSS	92	LaFleur, Tom	2004	GT3	<u>20</u>	-	-	<u>20</u>	-	-	-	-	-	-	40
PSS	1611	Dressler, Tripper	2004	GT3	-	-	-	-	-	-	-	-	<u>20</u>	<u>20</u>	40
PSS	36	Sexton, Marc	2001	996 TT	-	-	-	-	<u>12</u>	<u>12</u>	-	-	-	-	24
PSS	611	Salisbury, Pamela	2004	GT3	-	-	-	-	-	-	-	-	<u>12</u>	-	12
PSS	47	Coates, Bob	2004	GT3	-	-	-	-	<u>1</u>	-	-	-	-	-	1
QSS	3	<u>Knauf, Vince</u>	2004	Cayenne	-	<u>20</u>	-	-	-	-	-	-	-	-	20
X	989	Wu, William	2000	996	-	-	<u>20</u>	-	-	-	-	-	-	-	20
X	2177	Underdahl, Brad	2001	Other	-	<u>20</u>	-	-	-	-	-	-	-	-	20

2005 PCA SDR Season Statistics

	01-30	03-26	04-30	05-15	06-25	07-10	08-13	09-10	10-15	11-12	Total
# Drivers	<u>111</u>	<u>115</u>	<u>118</u>	<u>109</u>	<u>116</u>	<u>129</u>	<u>110</u>	<u>82</u>	<u>101</u>	<u>107</u>	1098
New Driver's	<u>17</u>	<u>14</u>	<u>18</u>	<u>10</u>	<u>12</u>	<u>12</u>	<u>11</u>	<u>4</u>	<u>13</u>	<u>11</u>	122
New Car's	<u>63</u>	<u>35</u>	<u>35</u>	<u>17</u>	<u>17</u>	<u>23</u>	<u>19</u>	<u>11</u>	<u>22</u>	<u>19</u>	261

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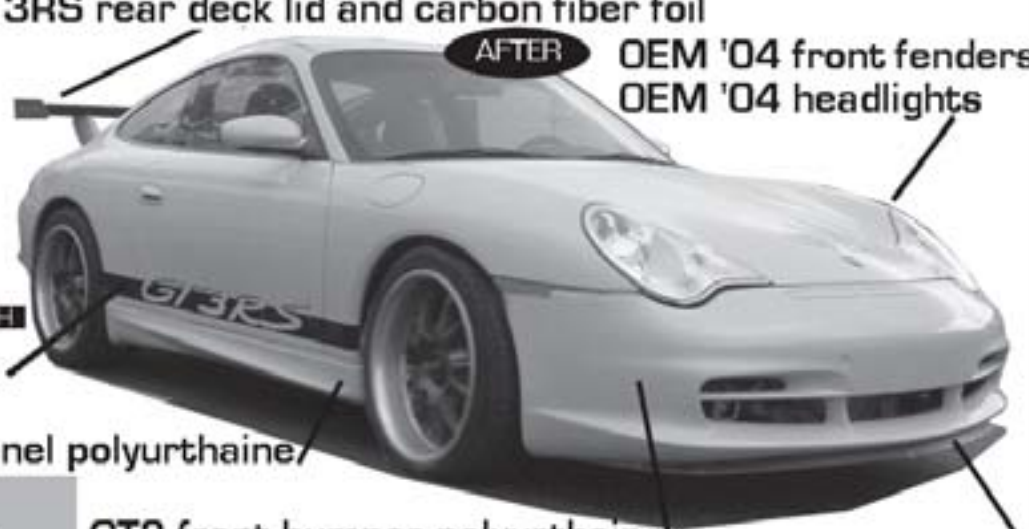


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BOARD MINUTES

Margi Knight, Secretary

Meeting called to order at: 7:19PM,
December 7, 2005

Board Members Present: Michael Harris,
Bob McLaughlin, Bill Allen, Margi
Knight, Carl Scragg, Denise Dente and
Dan Chambers

Absent: Martha McGowan,

Calendar: Dec. 3 Photo Rally

Dec. 14 Tech Session @ Mind over
Motorsports (date change)

Dec. 17 SDR 'Other car' Ax at the "Q"

Dec. 18 Toy delivery to Children's Hosp
@ 10am; Breakfast @ Original Pancake
House on Convoy @ 8am

Dec. 27 Last Tuesday Social

Dec. 28/Jan. 1 SDR Car Display @ SD
International Auto Show

Minutes Approval: MSP

Treasurer Report: Margi presented the
treasurer's report for Martha that showed
our balance is in the black. Club chairs
have organized events to make money or
break even through sound fiscal
management. Michael & Bill Allen
discussed ways in which the Club's 2005
tax liability of approximately \$15,000
could be reduced. Discussion also
centered on how much of a balance to
leave in our bank accounts. Suggestions
were to prepay some 2006 expenses such
as stadium and time trial track fees, Gala
expenses, postage for Witness, helmets,
and other miscellaneous expenses deemed
appropriate by the Board. Reducing the
current balance by \$34,000, the Club will
maintain the usual balance of \$40,000. A
motion was made to authorize the
Treasurer to pay the outlined expenses not
to exceed \$34,000. MSP Bob Lemke
inquired as to the status of the Club's
endowment. The last known balance of
this account amounted to \$10,000. The
Board does not control the investment of
this account and an update is needed.

President's Report:

Michael reported that he received two
letters from PCA. One was in regards to
ethics. The other informed us that PCA
would require regions to pay insurance
fees for DE & Time Trials. In the past,
Regions only paid for DE. PCA has hired

an Executive Director, Vu Ngyun. He
further reported on the Zone 8 meeting
where the new Competition Rules were
approved. These can be found on our
website. We still need auction items for
the Gala. We will be collecting toys for
Children's Hospital through the December
17 AX.

Chair Reports:

Adopt-a-Highway: No Report

Archivist: John Straub submitted a
voucher for one year's rental of the Club's
storage unit in the amount of \$1419. -
MSP He informed the Board of who has
access to the unit.

He also submitted a \$500 bill for dues
renewal of the Association of California
Car Clubs. This organization primarily
does lobbying on behalf of car clubs
especially in the area of smog regulations
that affects the owners of vintage cars. -
MSP

Autocross: Gary Burch reported a profit of
\$2260 from the last AX and a profit of
\$860 from the November 13 DE. He
indicated that 71 drivers attended the DE
and expressed his opinion that future DE's
should be limited to 50 drivers. He
submitted a budget request for the
December 17 AX of \$4250. - MSP He
submitted budget requests for new flags
\$250 - MSP and \$250 for trophies. - MSP

Auto Museum: Skip Shirley announced
that Bob Swanson is going to be the new
Executive Director of the Auto Museum.
He thanked the Board for paying dues and
joining the Car Club Council. He also
reported on the San Diego International
Auto Show that will be held December 28,
2005 - January 1, 2006. He is recruiting
show quality cars from the Club's
membership. Anyone who is interested
should contact Skip.

Charity: The Club is supporting the
Armed Services YMCA (AS-YMCA) this
year. Mr. Paul Steffens of the AS-YMCA
came to tell us about his organization and
how it serves members and their families of
the military. The organization is funded
through private sources and does not get
public funding. The annual budget is

estimated at \$1.7 million annually and
80-90% of the funds provide direct
services. He described the various
programs and services provided which
focus on children and families. He is
seeing a lot of posttraumatic stress
syndrome due to the current war in Iraq.
Bob Lemke reported on the upcoming
charity auction and asked for additional
auction items for the event. He also
requested clarification from the Board on
the charity tax issue. The Board's position
is that all donations will need to have the
35% tax liability accounted for. He
encouraged members to donate toys for
Children's Hospital. He proposed that the
Club donate proceeds from the charity
auction as follows: 2/3 to the AS-YMCA
and 1/3 to Children's Hospital. He
anticipates that Children's will receive a
sizable donation from Pioneer Centres
and would like to offset the difference for
the YMCA. Following a discussion of the
merits of his proposal, a motion was made
to accept Bob's recommendation. - MSP
Bob also asked for clarification on Club
donations of driving events. The Board
authorized the donation of two time trial
events and 2 driving schools (spring and
fall) to silent auction items. Bob inquired
if an AX would be donated? This is left to
the AX Chair to determine.

CDI: No Report

Concours: No Report

Corner Working: No Report

Equipment: Jerry Mize reported to the
Board that the Club trailer needed repairs
to the hitch and the generator. He
anticipated the cost would not exceed
\$500. A motion was made to authorize
up to \$500 to pay for repairs to the trailer.
- MSP

Goodie Store: Gary Samad reported that
the Goodie Store has been profitable this
year. He will submit his reconciliation in
January. He also asked if he could have
authority to spend \$500 a month to
replenish supplies, as needed next year. He
was advised to submit budget requests to
the Board every six months to support the
inventory.

Insurance: Bob Lemke reported that PCA has determined that insurance costs will be passed back to the Regions as noted in the President's report. He will also provide insurance certificates for all events in January.

Legal Liaison: Mickey reported that the Standing Rules Committee has met on revisions to rules. He expressed special thanks to Bill Hartsock who provided expert assistance on the charity tax issue. He submitted the final draft to the current and incoming Boards. Mickey described each new rule specifically for taxes, budgeting, etc. He asked for Board approval. - MSP He further thanked Larry Clark who worked tirelessly on the revisions to the rules.

Membership: The membership numbers are as follow: 1503 prim, 1135 sec = 2638 total members (24 increase)

New Member: Gary Peterson made 29 new member contacts.

Parade: No Report

Rally: Michael reported on the Photo Rally. Ten cars started at All German Auto in Escondido and ended, several hours later at the Steak House back in Escondido. All had a great time.

Safety: One mishap on the photo rally was reported to PCA.

Social: Kathy Alnwick reported that there are 22 spaces available for the Gala on Saturday, January 7. She requested that all information for the program be submitted to the printer by December 23. Ten people have made reservations to play golf on Sunday, January 8. Contact Kathy for information on the Gala and the Golf outing. Michael requested a budget of \$300 for a reception prior to the Gala. - MSP

Tech Session: Bob McLaughlin reported on the Road & Track Tech Session that was well attended and everyone seemed to enjoy. The next Tech Session will be at Mind over Motorsports on December 14. The session will focus on the Boxster

Time Trial: Michael reported for Jack Miller, Time Trial Chair. He indicated that Mike Dougherty and Steve Grosekemper would prepare awards for the 2005 TT winners

Timing: No Report

Tours: No Report

Web Team: No Report

Witness: The December issue is out and Greg is working on the January issue.

Witness Business: No Report

Witness Sales: No Report

New Business: Michael expressed his sincerest thanks to every one and said Good night and Good Luck!!

Old Business:

Adjournment: 9:35PM

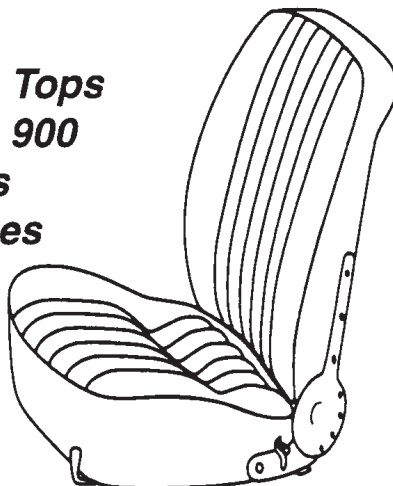
Next Meeting: January 4 at the McLaughlin's.





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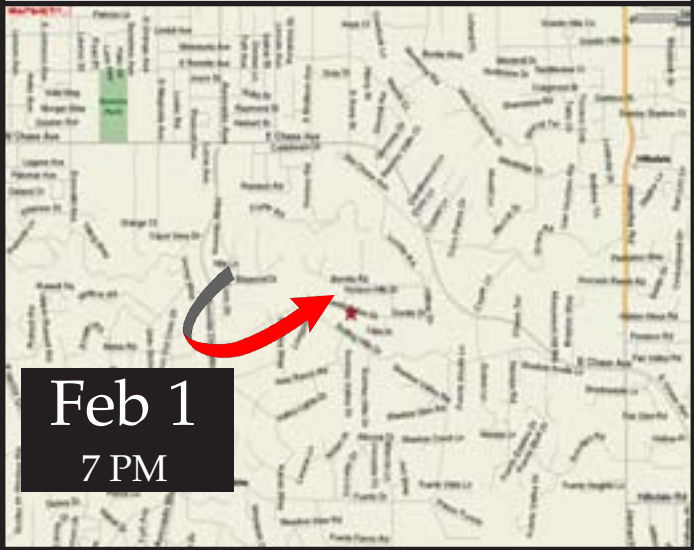


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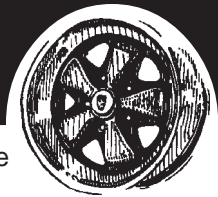
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2002 911 Turbo Coupe 415 HP Twin Turbo, AWD, Tiptronic trans, 18" Turbo Light Wheels with new Continental ContactSport Tires, PSM, Full Leather Interior, Full Leather Sport Seats with Porsche Crests, Bose Stereo, Rain Sensing Wipers, Pristine SOCAL 911 Turbo Coupe, finished in stunning black with grey leather interior. Car has clean car fax, no accidents, paint work or title issues. We have documentation of all Porsche Dealer performed service including recent 15K service. Only 20K miles on this dream car, priced aggressively at just \$81,900 OBO. To see more pictures of this fine Porsche, visit our website at www.belloffmotorworks.com. (760) 522-7327

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Toddler carseat: Looking for a used toddler porsche carseat for boxster or carrera 4S. Please contact Molly Merritt @ (760) 929-9856

Truman Motors Old license plate frames from the early 60's. El Cajon, CA. Truman Motors VW/Porsche. vwphotocat@cox.net (626) 862-7751

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Saturday Jan 15 (Must show proof of membership)

Stadium Schedule

6:30-7:30 Tech Inspection
 6:45-8:00 Registration
 7:25 Track Walk
 8:30 Driver's Meeting
 9:00 First car out

Autocross

Curt Yaws
 Charles Sharp
 David Kochanek

Time Trial

Jack Miller
 Robert Baizer
 Mike Dougherty

Check the San Diego region website for more info: www.pcasdr.org
 Save \$20 by pre-registering (AX Registration \$60 at track)

For more information, please contact the SDR Autocross team at ax@pcasdr.org

Stadium Policy

1. Car must be completely empty, tires changed and ready to go when you arrive at the Tech Inspection line
2. You will be assessed a \$10 Late fee if your car is not in tech line by 7:30 AM
3. You will not be allowed to register if you do not show proof of membership or if your car is not in the Tech Inspection line by 8:00AM
4. All cars must have car numbers and class designation on both sides of the vehicle at all practice and timed laps. Shoe polish not allowed.
5. Snell SA 95 or M95 or newer helmets required

Check www.PCASDR.org website for complete rules

Driving Event Calendar

Jan 15	Autocross	West Lot
Jan 21-22	Zone 8 Time Trial	Willow Springs
Feb 5	Autocross	West Lot
Feb 18	Autocross	West Lot
Mar 12	Autocross	SE Lot
Mar 24-26	Zone 8 Time Trial	California Speedway
April 8-9	Driving School	West Lot
April 16	Autocross	West Lot
Apr 22-23	Zone 8 Time Trial	Streets of Willow
May 13	Autocross	West Lot
May 14	<i>QDE</i>	West Lot
Jun 3-4	Zone 8 Time Trial	Buttonwillow
July 1	Autocross	SE Lot
July 15	Autocross	West Lot
July 16	<i>QDE</i>	West Lot
Sep 30-1	Zone 8 Time Trial	Spring Mountain

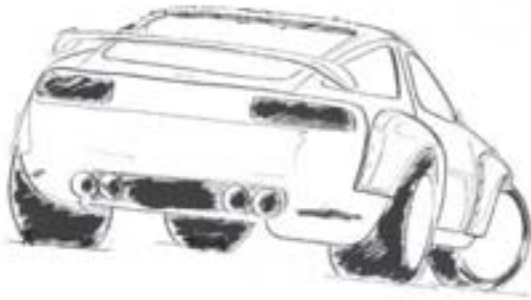
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Business card	(3.5 x 2)	\$50 /month
Key position		\$250 /month

Ad includes free banner ad & link from our website:

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

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