

WINDBLOWN WITNESS

REGION OF THE YEAR 1998 AND 2006



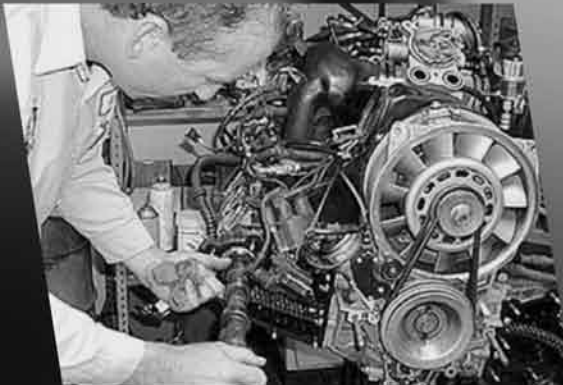
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WINDBLOWN WITNESS

Volume 51 Number 2

February 2010

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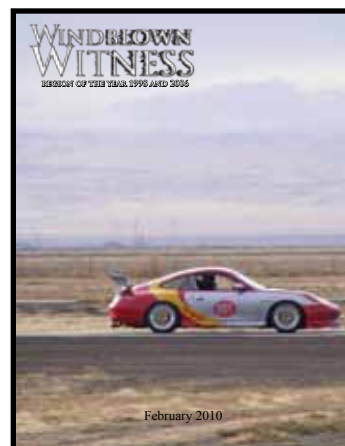
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COVER PHOTO

Jad Duncan at
Buttonwillow

*Photo by Greg
Phillips*



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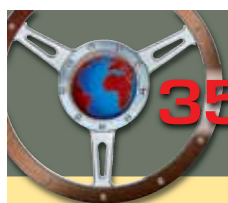
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Installation and Charity Dinner

BY CURT YAWS, PRESIDENT

Were you one of the fortunate ones to make it to the Installation and Charity banquet? The January event held at the Birch Aquarium in La Jolla was just great, courtesy of Jackie Corwin, Jennifer Reinhardt, and Jackie Lu. As you walked up the sidewalk past the giant whale tail, a new Panamera glistened in the lights, thanks to Mark Smith, general manager of Pioneer Porsche. Cocktails were available on the patio for early arrivals, of which there were many. Inside, you could roam the displays. There was a lot of interest in the sea-horse exhibit.

The entry hall was set up with beautifully decorated tables, a big screen for pictures of our many events over the decade, and a Latin jazz band. Wine flowed, dinner was delicious and ever-popular Greg Phillips entertained us with engaging comments about our members and activities.

The annual charity auction was very successful, with high bidding from John Simone and Russ Hall for Windblown Witness covers. Highly spirited bidding occurred for the custom 944-platform gas-powered blender created by master Porsche mechanic Phil Corwin. While it was the highest priced blender in San Diego, it might have gone even higher, since Mark Rondeau was determined to buy it, no matter what. Ruth and Paul Young contributed a gourmet dinner with special fine wines.

Donations were awarded to Rady Children's Hospital and Monarch School by both the club and also Pioneer Porsche. Over \$30,000 in contributions were made, largely due to the graciousness of Pioneer.

Neil Heimburge found some of the most beautiful awards we have seen in many years. Of particular note, Tom Brown received the Enthusiast of the Year award, and Martin Lipp received a special Spirit award for exceptional efforts in our DE program. There were

many special trophies, including the new Pat Scanlan Perpetual Concours Cup, which John Straub created. This crystal cup is stunning, and was awarded to Skip and Leslie Shirley for their high-scoring 356.

Last Tuesday Social

So the Installation dinner is a little too formal for you? Try the LTS. The December Last Tuesday Social at Filippi's was packed. Julie Heimburge put together a really fun monthly social program, and Alyson Kelly is managing the events for 2010. They are highly recommended.

On The Road Again

One of the special treats of attending PCASDR events is getting to know younger members of the club. These are the fortunate children of club members who find themselves being brought to car events rather than some mundane weekend activity. This past month logistics chair Gail Dana, board member Bill Behun and I had the special opportunity to attend the Marine Corp graduation of Josh Yeager, son of Tim and Patti Souza. Josh is well known in the pits for his driving skills in a 944. It was a proud moment to see him in his starched uniform, ram-rod straight, both looking and sounding very squared away. Josh will be stationed at Camp Lejeune, NC.

At the last board meeting I saw Casey Corwin, daughter of Jackie and Phil Corwin, home from George Washington University for the holidays. Also a 944 driver and guest columnist for the Witness, Casey is the recipient of a full scholarship to GWU, studying Chinese and Arabic. In her second year, Casey is a junior, and as all who know her might predict, doing very well.

The installation dinner was another treat, with Paul Young, Jr., son of Ruth and Paul Young, on the scene and looking well. Paul and his new wife Kelsey, daughter of Mark and Kari Bray, are living in Vienna, Austria where Paul

is finishing his music degree and hoping for a job sweeping floors at the Porsche factory. Kelsey is seeking a job singing in a chamber choir and in the mean time cares for Paul, Jr. and two new kitties.

Araceli Lopez, daughter of Steve and Maria Lopez, and also our Concours co-chair with her father, was there to present the new Pat Scanlan Concours Award. Araceli is a junior at San Diego State University studying international business. She currently works part-time at Pro-Logic and plans to participate in a foreign exchange program in Spain next year.

Tiffany Avitt, daughter of Mike and Angela Avitt, is a junior at San Diego State studying business. Tiffany is working at Optimum Health Institute and also has a budding Mary Kay business. Her goal is to be an entrepreneur. The lucky girl has a 1984 911 waiting for her.

Erik Kinninger, son of Mark and Katie Kinninger, is often seen around the club. He is working for member Roland Schmidt at Seko Worldwide in shipping logistics. Eric ran 15 races with P.O.C. in 944-Spec class last year and won them all. Eric has truly grown up with the club, starting as a one-year old in his crib in the Qualcomm parking lot, graduating to tricycles and bicycles on the Q asphalt.

Katie Mallory, daughter of Susan and Tom Brown, was missed but is attending school in Europe. Katie is a junior at UC Santa Barbara studying history. She spent the fall quarter in Paris, is working for Websense this winter in Dublin, and will spend the spring in Potsdam, Germany. Katie has been active with club activities, especially the Parades. The last three years she assisted with registration, and at Charlotte in 2008 she served as Lil' Registrar.

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Is it Spring Yet?

By SUSAN BROWN, EDITOR

My apologies if this hits your doorstep a bit late this month. It's been a hectic month. That said, we have a lot of "good stuff" in the magazine this month, from Greg Phillips' article on the last TT of the decade (as you read this you may have just returned from the first TT of the new decade!), Rich Fatuzzo's article on how he found his way to Porsche bliss, to Cathy Young's exposé of her garage. And lots of pictures of course. The installation dinner at the Birch Aquarium was particularly photogenic. You will excuse me for putting in one of the pictures Zoli Novak took of a sea horse twice...

Paul Davis

SDR member Paul Davis, passed away peacefully in his sleep on January 8, 2010. Paul succumbed to cancer. Paul was an avid Porsche owner and vintage racer and many will remember him as our perennial Santa Claus at the Children's Hospital Toy Drive. At Paul's request there was no funeral or memorial service.

Wine Dinners?

My husband, Tom, and I recently met and shared wine and dinner

with fifteen year SDR member Malcolm Jarvis and his wife, Pam. Malcolm expressed an interest in meeting a few more couples who are also wine enthusiasts and would be interested in joining Pam and him in wining and dining. Ideally they would like to form a group where a couple hosts a dinner for three other couples with the hosting responsibilities switching on a rotating basis. Each couple would bring a bottle of very nice wine. If you are interested, email him at MJARVIS46@GMAIL.COM.

Porsche Driving Schools

Our good friends, Kathleen and Mark Behrens, Oregon region members, recently completed the Porsche driving school in Birmingham, Alabama. Their stories made us quite jealous! As Kathleen reported, "PSDS is really an over-the-top, first-class experience. It is also both physically and mentally fatiguing, for two solid days you must be on the top of your game." The Ross Bridge Golf Resort was beautiful, the Barber Motorsports Park "amazing" and on the track they drove a Cayman S, Carrera, and a Boxster S. They were

also able to go off-roading in the Cayenne S. During the instructor hot laps they rode as passengers in the Carrera Turbo, the Carrera, the Panamera Turbo, and the Cayenne Turbo.

Just as I was reading about the Behren's trip, in came a press release from Porsche. How does this sound for a challenging driving school:

Two ideal events for beginners are Porsche's Precision Training Camp in Austria and Camp 4 in Finland. For the more experienced winter drivers, on the other hand, Porsche is offering snowbound tracks and ice lake driving courses prepared exclusively for the German automaker at the Porsche Driving Experience Center in north Finland, which recently opened in 2009. Here several Winter Training Sessions are being offered on this frozen tundra from January until the end of April. The ultimate driving experience here is reserved for the Master Training Experience with Porsches running on ice with spiked tires that promise the ultimate in severe winter driving fun. Interested? Go to PORSCHEDRIVING.COM.



Member Eric Hanauer has been playing with Photoshop after reading an article on Turbos in the Panorama. Here he took a photo of a Boxster and "solarized a duplicate layer, cut the transparency to around 50%, then manipulated curves for the right effect." Whew!

February 2010

Wednesday, February 3, 2010

Monthly Members and Board Meeting

Time: 6:00 p.m. Social hour and food
7:00 p.m. Meeting
Place: McGowan/Verlaque Home
2270 Nielsen Street
El Cajon, CA
619-886-5335

Details: The monthly meeting provides an opportunity to mingle with some of the club's most active leaders and to watch the Board of Directors in action. Food and beverages are provided before the meeting. All members are welcome.

Sunday, February 7, 2010

Driver's Awards Dinner

Time: 5:30 - 9:30 p.m.
Place: Basic
410 10th Avenue
San Diego, CA 92101
619-531-8869

Details: Limited Space! For more information, see inside back cover or call Katina Rondeau at 619-934-6554. \$25/person. Register and pay on PCASDR.MOTORSPORTREG.COM

Saturday, February 13, 2010

SDR Autocross, West Lot

Details: See page 43
Contact: AX@PCASDR.ORG, Online registration at PCASDR.MOTORSPORTREG.COM

Saturday, February 20, 2010

Tech Session

Time: 10:30-12:30
Place: Cavallo Motorsports
6010 Avenida Encinas
Carlsbad, CA
760-603-8321

Details: Join us as we are treated to a tour of an amazing facility with some of the rarest and most interesting exotic and collector cars. Food and drinks will also be provided so take time out to see this amazing facility and socialize with your fellow club members. Cavallo Motorsports is Southern California's premier full-service exotic sports car super center which specializes in servicing, sales, restoring, restoration and racing support for historic, vintage and late model Ferrari, Lamborghini, Jaguar, Porsche, Maserati and now our new Mini Cooper support department. WWW.CAVALLOMOTORSPORTS.COM

Monday, February 22, 2010

PCA Driver's Education Instructor Training

Time: 7:00 a.m.
Place: Streets of Willow
Details: See page 33 for details, for more info contact Suesan Way at SUESANWAY@POBOX.COM or 619-992-4287.

Tuesday, February 23, 2010

SDR Last Tuesday Social

Time: 6:00 p.m.
Place: Bing Crosby's Restaurant
7007 Friar's Road
San Diego, CA

Details: See page 20 for details. Come on out and join your fellow members for food and fun! BINGCROSBYSRESTAURANT.COM



March 2010

Wednesday, March 3, 2010

Monthly Members and Board Meeting

Time: 6:00 p.m. Social hour and food
7:00 p.m. Meeting
Place: Heimburge Home
6290 Camino Corto
San Diego, CA
619-583-3795

Details: The monthly meeting provides an opportunity to mingle with some of the club's most active leaders and to watch the Board of Directors in action. Food and beverages are provided before the meeting. All members are welcome.

Saturday, March 6, 2010

Porsche & Vintage VW Swap Meet

Time: 9:00 a.m. - 2:00 p.m. Early bird 7:00 a.m.
Place: Hilton Hotel at LAX
5711 West Century Blvd.
Los Angeles, CA

Details: Annual Porsche Literature, Toy/Model and Memorabilia swap meet. \$30 for early bird admission, \$10 at 9 a.m. Vendors, contact Wayne Callaway at 909-930-1999. LALITANDTOYSHOW.COM

Sunday, March 7, 2010

TBD, West Lot

Friday - Sunday, March 19-21, 2010

Performance Driving School, West Lot

Details: See page 21
Contact: Online registration at PCASDR.MOTORSPORTREG.COM



Saturday, March 27, 2010

Zone 8 Judges and Concours School

Time: 9:00 a.m. - 1:00 p.m.
Place: 1315 Hot Springs Way, Suite #105
Vista, CA 92081
760-295-3330

Details: This is a great event if you are interested in cleaning or showing your car, becoming a Zone 8 Judge or fulfilling your education requirements as a Zone 8 Judge. The judges will give insights on what criteria is used for judging, tips on cleaning, shortcut secrets and more. Michael Mankarious from Einszett car care products will be our guest speaker and demonstrate some car prep secrets and products. Michael will use one or two volunteer's automobiles for demonstration. Plus there will be a Q&A session with the judges, judging demonstration and instruction, and more. Coffee & donuts will be available to get you started; lunch is included in the price of \$25. for more info, contact Zone 8 Concours Chair, Joe Nedza, JCSNEDZA@AOL.COM

Tuesday, March 30, 2010

SDR Last Tuesday Social

Time: 6:00 p.m.
Place: Firefly Grill and Wine Bar
251 North El Camino Real
Encinitas, CA 92024
(760) 635-1066

Details: Come on out and join your fellow members for food and fun!



For email notification of events please send your email address with a request to join the PCASDR eList to: EMASTER@PCASDR.ORG. For up to date information on events, go to www.pcasdr.org



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In the Mirror

BY TOM BROWN

This column is going to be a little different than those of the past, in that I'm not going to focus on one specific issue. Focusing on one issue is actually more difficult than it may seem. When I started this column, I was inspired by John Straub's column about the history of the club, which he was summarizing from the many years of newsletters. My big idea was that since John was doing the content, I would do the covers. Naively my initial thoughts were that I would just pick an interesting cover, and reproduce it in the new issue and be done, just like that. Who needs more than a picture? Well, it didn't take long to think that maybe it would be a little more interesting for you, the reader, if I also mentioned something about what was going on at that time. Before you knew it, it was a real column, which involved real research and real work. Not only did I have to pick an interesting cover, but the issue also had to have some interesting content to read and summarize. I have to tell you, there are a whole lot of issues that just don't qualify on both points, especially from the old days of 20 and 30 page issues. When the magazine is that small, there isn't a lot of room for interesting articles; articles that I could then summarize into something that would be of interest today.

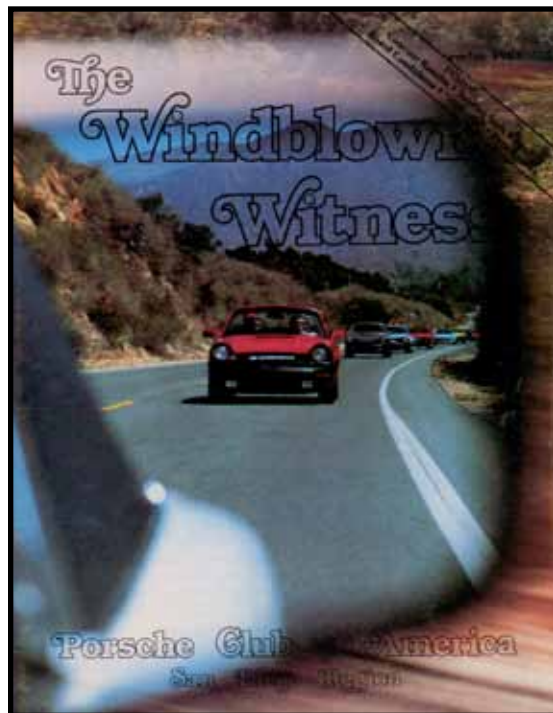
This month's cover is from November, 1983. It was taken by Dan Sapp in Jim Sumrall's 914. It features a scene reflected in Jim's rearview mirror of a tour to Mt. Palomar. This photo looked vaguely familiar to me, which led me to the question: "How many times has that been done before?"

Covers Through Our History

Before I answer that question, a little side trip. You may have noticed that I haven't ventured into any covers from the year 2000 or later in this column. There are two reasons for this. One is that as a historical column, isn't anything in the last ten years too new to consider? The second reason is that all of the Witnesses before January 2000 conveniently fit into two banker's boxes that I have in my office. It is very easy to just look in those and not have to have additional storage for the more recent material.

Another fact I will point out is that the Witness did not have unique covers until the September 1971 issue, which was after almost 10 years of publication. So, the following statistics refer only to the almost thirty years of issues from September 1971 to December 1999.

To answer the first question, the "scene in the



rearview mirror" was done three times. While looking for that answer, I found a few other covers where the subject of the photo was a reflection. Two covers were reflections in a shiny wheel and two covers were reflections in a very shiny body panel. To be honest, I'm surprised at how few of these I found. It is a very nice effect. Along the way I re-discovered the photo of my old black 911, a close up of the Porsche crest on the hood in the rain (it was featured on the Sep 1993 issue). I found four other covers which also feature close-ups of the crest on the car hood, and all of them were in the rain! (Water drops sprinkled across the paint.) Sadly, the one of my car was the least attractive photo of the bunch.

If that isn't interesting enough, I also discovered 13 cover photos that could have been on any magazine. That is, they had nothing to do with Porsche, cars, racing, the club, or obvious club activities. If the text on the cover hadn't said Windblown Witness, you'd have never known it was us. The perfect example is the ship that was featured in my April 2008 column. Others include a bi-plane, a random road, and many were just group shots of people at club events that didn't include any obvious identifier of the club or what the activity was. I guess you had to be there.



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End of an Era or Beginning of a New One?

BY JOHN STRAUB, HISTORIAN

If you're into vintage racing you may have heard by now...the end of the "Monterey Historics", that is, as we have come to know them. The year 2009 was the last year the forger of the famous weekend, Steve Earle will be in charge. The name will stay the same for 2010, but will change in 2011. And no doubt the event will also evolve. SCRAMP will take over the operation of the event starting this year.

A little look back for us now. The "Monterey Historic" races were conceived and brought to a reality by Steve Earle in 1974 and have continued to this date. The basic idea was to bring out old races cars (not updated) that were no longer competitive running with the current cars of the day. It was to reignite memories of those cars that we saw in days long gone and to create new ones for young people. Who would have ever guessed that in 1974 that idea would fashion an entire week of car events that it has become today? It is without argument, the most prestigious vintage race event in the States and possibly the world.

For us as a club, our first adventure to the Historics began in 1977, and we would again return numerous years to the party. For Porsche during these past years, it would be honored three times, first in 1982, 1998 for the 50th Anniversary of Porsche, and again in 2009. In those three years there were more Porsche race cars gathered at Laguna Seca than any other place in history. That brings me to the name chosen for that event. It was the "Monterey Historic", not the Monterey Vintage Races. The name "Monterey Historic" denotes the use to promote "Historic" race cars and in some cases famous drivers of the past. Here is a nuance some people just don't seem to understand. It's not the type of racing where someone goes out and builds a race car out of a vintage sports car. They are two totally different things. One hopefully does not go out and trash a historic car to win, winning is not the point. That's not to say the racing is not spirited, it is. At the last Historics I watched two multi-million dollar Porsche 917's rub and push at each other trying to gain the lead. That brought back a time warp of memories of how they were driven in the past.

But, let's look to the future. Steve Earle has now turned his full enthusiasm to an event called the "Sonoma His-

toric Motorsports Festival". It is his intention to move a lot of the aspects of the Monterey Historics to Infineon Raceway (its new home) in Sonoma this June 4, 5 and 6. It will include the vendors, car club corrals and more. Hopefully this event will grow just like the Historics have. It may take some time, but Sonoma/Napa is a heck of a place for a vacation. Those of us involved in the stuff called Automobilia look forward to a new adventure, fun and yet another reason to get into our cars and drive them! Hail...to a New Era!

Now turning to a different topic, some time ago I was chatting with George Taylor, our region Autocross Tech Inspector. A past member's name came up: Russ Lanthorne. Russ had a fascinating automotive history that I thought I would share. Russ had been a previous Bonneville racer before the Porsche Club. He built and campaigned a GMC-six powered '34 "three window coupe" in 1951. Russ would later sell the '34 to Alex Xydias the originator of the "So Cal Speed Shop", who had the car modified further and renamed the "So Cal Coupe". At Bonneville in 1953, the "So Cal Coupe" would go on to set a 172.749 mph speed record and in 2001 it won the inaugural "Hot Rod" category at Pebble Beach. As history has turned out, this is one of the most famous "Hot Rods" in the world and it all started with a young kid, Russ, who ended up teaching science at La Jolla High School back in the day. Russ ended up buying a white 1967 911S and later a Speedster to run at Holtville.



The Porsche Display

By MICHAEL HARRIS

By the time you read this, the four month long featured display of Porsche sports and racing cars at the San Diego Auto Museum will have concluded. Over the final two months that the exhibit ran, twelve different Porsche racing cars were displayed. One of the best examples of the marque was Tom Malloy's 1988 Porsche Kremer 962-C. The 962 started its racing career in 956 guise in 1982 by taking the first three places at the Le Mans 24 Hour race with Rothman cigarette sponsorship. Due to safety issues, the 956 was altered to become the 962 by moving the front wheels forward and moving the driver's position slightly rearward to avoid having the driver's legs extending over the front axle. The fuel capacity was also increased 20 percent to conform to IMSA rules, enabling the car to run at sports car races in the United States. Porsche made further modifications to the 962 by transforming it from a pure race car and turning it into a "GT" car. The car won the 1994 Le Mans 24 Hour race as the 1994 Dauer 962LM. The French, and others, protested that Porsche had violated the spirit of the Grand Touring rules for Le Mans that year, but that is another story. Malloy's car is painted in turquoise with Leyton House sponsorship. It competed in the FIA World Sports Prototype Championship and the All Japan Sports Prototype Championship, finishing second overall at the Fuji 1000km race. The car was completely rebuilt for the 1989 season and taken to Europe to compete at Le Mans in the 24 Hour race. The car was competing as late as 2004 in the Group C/GTP class at Spa where it won the first race and broke the lap record. It also won at Dijon in France in the same year. The car has been completely restored to its 1988 appearance, and is a beautiful car.

Another example of extended racing success is Fer-



962-C GTP

nando Mendoza's 1973-74 tribute RSR in silver. The car has a 2.8 motor, and was hand crafted to improve on the original RSR by utilizing modern components. If you can even find such a car today, Fernando estimates you would need to hand over \$500,000 to purchase the car.

The rarest and most unusual racing car in the display is David Loynd's 1987 944GTR turbo. The car was originally owned by New Zealander Bruce Jenner for the American IMSA series, and driven by Elliott Forbes-Robinson. The car was an all out racing car with a tube frame, 2.5 screaming turbo motor and big brakes. Only seven were built. The car was blindingly fast, but suffered from reliability and "political" issues. The car, as presented, is in the original racing colors of Jenner's team.

John Straub's 1970 914/6 GT is a seasoned campaigner on the historic racing circuit. John bought his first Porsche, a 356, in 1966. John has been active in San Diego Region events ever since. When John first acquired the GT, he raced it in Hill Climbs. Currently he runs in vintage races at Laguna Seca and Coronado. The GT was developed by Porsche in 1969. Steel fender extensions were welded to the body allowing wheel rim sizes of six or seven inches. The body was beefed up by adding six frame-reinforcement plates. The suspension was also beefed up and brakes improved with racing 911S larger light alloy calipers and drilled rotors. Plexiglas was also used to lessen weight. Fiberglass components for front and rear bumpers and front and rear lids also saved



1973-74 RSR tribute



1970 914/6 GT

weight. At the Le Mans 24 Hour race in 1970, a GT took a class win and finished sixth overall, a tremendous success for a modified street sports car. John has enjoyed competing in the car at different historic venues, even if his car is not the fastest on the track. Thanks John for sharing this significant car with us.

Moving up to the “new” cars is Mark Kinneringer’s highly modified Club Racer that started as a 1981 911 SC coupe. This bright blue racer is extremely clean. It has the usual big motor, whale tail, big brakes, and all the other racing mods, but except for the number on the side, it looks more like a show car than a race car. But this car is more of a sleeper than a trailer queen. Son Erik holds the lap record at Fontana Motor Speedway with this car while racing in POC events. Mark is a highly skilled craftsman who works at the Black Forest garage in Kearny Mesa. Mark has participated in 19 races in the past 2.5 years



Mark Kinneringer’s 911 Club Racer and lap record holder from Fontana Motor Speedway

with this car. Mark has built, restored, owned and raced over 50 of his own Porsches through the years. Now there’s a man who does not mind taking his work home with him.

San Diego Region’s official photographer, Greg Phillips, has one of his 928 race cars on display. Greg had several other 928s but bought this grey car because it had a manual transmission. Most 928s were built with automatic transmissions. Long time readers of “The Witness” will recognize Greg from the many articles he has written on performance driving at many of the race tracks in Southern California. Greg’s car is a good example at how one can build a track car without having to spend a fortune.



Greg Phillips, maestro of the 928 series, and his Club Racer

The Museum held a fund raiser/reception at the display and auctioned off their replica 1954 550. As a token of their appreciation, the staff invited all the Porsche owners who had displayed their cars during the past four months. In all, about 28 different Porsches were displayed during the event. Again, the staff wishes to thank all of you who so graciously gave of your time and precious cars to display to the public. Next month the Museum will open a new display featuring Green Cars. I will tell you all about it in March.



John Rickard’s 944 spec racer arrives at the Museum. Project Director Kenn Colclasure explains the placement



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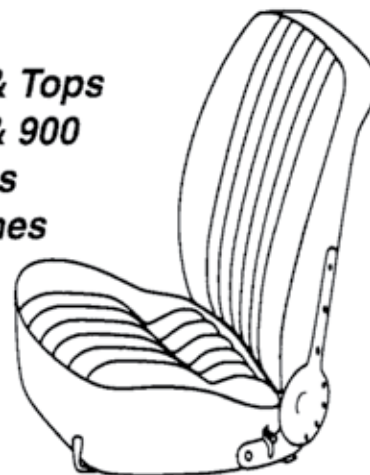
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My Journey from “A” to “B” to “P” (Porsche)

TEXT AND PHOTOS BY RICH FATUZZO

This article chronicles my automotive journey over many years to finally arrive, just recently, at that wonderful “land” that is called “Porsche”. Now I own two beautiful ‘08s, a Cayenne S and a Boxster RS60 Spyder (LE), that were both purchased new, a year and half apart, sitting, or should I say royally displayed in my garage. The question that now haunts me is “What took me so long?”

It wasn’t that I didn’t know about Porsches, specifically their racing cars. During my pre-teen and teen years, growing up in the northern part of New Jersey, I used to love watching any Formula (LeMans) type racing events, that they would show on the “tube”. However, with no cable then, and no Speed channel, there were very few races to enjoy. But when I was able to catch a race, I would be “glued to the tube” with racing enthusiasm. So I could say I was a big Porsche fan back then, but the truth is that I loved watching the fierce rivalry between Porsche and Ferrari, but I was actually rooting for those other guys (Ferrari).

Luckily, my first vehicle was a pristine, all black ‘49 Mercury with those huge white wall tires and rear skirts, affectionately called the “Sherman Tank”, that my Father allowed me to earn upon my graduation from high school in the mid ‘60’s.

I know, some of you are probably saying, why should I read any further? Give me a chance to “cleanse my soul”. You see, I don’t remember the state of New Jersey during those years as being a hotbed for exotic or foreign sports cars, Porsche or Ferrari. What New Jersey did have was an abundance of classic American cars from the 30’s to the 50’s. Unfortunately, many of them were relegated to the numerous demolition derbies and figure 8 events run almost every weekend throughout the state.

What New Jersey motorsports were known for dur-

ing this time period was the opening of the Englishtown Raceway Park in July of 1965 near New Brunswick. Perfect, I was just about to start my freshman year in Civil Engineering at Rutgers University in September of ‘65, so what better way to release the mental stresses of studying than to go to the drag races at this historic site, but no Porsches were racing. Oh yeah, the “Jersey Shore” was also a very popular place to hang out during those years, especially to show off your car. But again, I don’t remember seeing many Porsches, so no buying interest yet.

So like any teenager/college student of

that period you either drove a classic clunker or you needed to get yourself one of those new “muscle” cars that Detroit was starting to turn out. So I started with a ‘66 Pontiac Ventura--no muscle, but a nice looking silver/black hardtop (early Venturas were sedan-sized). This lasted me for awhile, until shortly after college I was able to purchase a brand new ‘72 Pontiac

Formula Firebird, anaconda

gold-metallic color and 455 hp. I proceeded to “open up” the two front shark shaped scoops and install “Ram-Air”, a popular addition for muscle cars at that time. The only problem was that New Jersey at the time, and still is, one of the worst states, due to the traffic and lousy roads, to actually enjoy driving a “sports”, I mean “muscle” car! So after 6 years of teaching high school sciences and math, I decided it was time to get “the hell out of Jersey”.

That brings me to 1975 when I moved to Colorado to go to graduate school at the University of Colorado in Boulder. I took my now slightly used, ‘72 Firebird with me. For those of you who know anything about the state of Colorado, it clearly has some of the most magnificent mountain roads and spectacular scenery in this country. Some mountain roads have so many “twistees” you lose



count after the first 500 in an all-day drive. Oh wait, there is one major problem I'm forgetting--the unpredictable weather and at least 7-8 months of it. Clearly, this "top heavy" Formula Firebird was not the right vehicle for year-round driving. You learn that very quickly when you start doing 360's down the road, especially in black ice conditions, even with 90 lb. cement bags filling the trunk and the back seat areas. Mostly because of the severe winter weather, I had no thoughts of buying a Porsche for this Colorado portion of my life. I did buy another "muscle" or mini-muscle car though--a '78 Chevrolet Camaro while I was working for Jefferson County as a Planning Engineer.



Rich finds it fairly painless to shop for Porsches

In 1984, I decided to enter the four-wheeling portion of my Colorado driving experience with a fully loaded '84 S10 Chevrolet Blazer. After moving to California in '91, I purchased a new '93 GMC Jimmy. Each of these vehicles I held onto for 14 and then 15 years respectfully until two years ago. At that time a really good friend of mine reminded me that I was retired and I really should enjoy southern California by purchasing a sports car, something like...say a Porsche. And then I remembered I really did love Porsches and their racing history from the 60's until today. But, being an avid cyclist and the owner of four racing bicycles, I decided my first Porsche would have to



be a Cayenne, in this case a Cayenne S with the sport exhaust system, purchased at Hoehn Porsche. It's perfect for me to be able to put my high-end performance bikes securely in the back.

But now that I had finally arrived in the land that is Porsche, also called sunny southern California, and tasted the thrill of driving a Porsche engineered vehicle, I said to myself "you've got to get yourself a sporty convertible Porsche," a Boxster—but not just any Boxster or even Boxster S, but a new Limited Edition 2008 RS60 Spyder. However, they were starting to get harder to find with all the options I wanted. So again, I turned to my local dealership and they helped me find one at Beverly Hills Porsche that had only 40 miles on it. Wow, am I thoroughly enjoying this vehicle! It looks great and sounds unbelievable as it came equipped with the Sport Exhaust System and Sport Chrono Plus package and many, many extras. In the 3 months that I have owned this vehicle I had the top up only once, and that was at the Concours, entered in the Wash and Shine division (which required the top to be up for judging).

So that is my Porsche story. I am a late arriver, but very proud to be an owner of Porsche vehicles. So what is your story? Recent or long-term members must have many interesting Porsche stories about your path from "A" to "B" to "P" (Porsche). Maybe, some of you started at "P", because you received your first Porsche as a birthday gift, graduation gift or something exotic. Maybe you were born in a Porsche on the way to the hospital? Whatever? Well, you get the picture. I know that our members have very interesting stories to tell, and it doesn't have to be technical to be enjoyed and appreciated. So, what are you waiting for, start writing your own journey!! 🦅

Zone 8 Judging School & Concours Prep. Saturday March 27

The Judges & Concours school is for prospective judges, experienced judges, Concours participants and any interested individuals. Learn the "inside" secrets—You will hear from a panel of experienced judges discuss what they consider when judging your car. Special guest speaker, Michael Mankarious from Einszett car care products, will demonstrate some car prep secrets using an attendees car.

PLUS there will be a Q&A period, judging demonstration/practice, & more....
Attendance at a Judges school is required in order to be eligible as a Zone 8 Judge

Time: 9:00 am to 1:00 pm, March 27, 2010
Cost: \$25 per person (includes lunch)
Location: 1315 Hot Springs Way, Suite #105
Vista, CA 92081
(760) 295-3330



Directions: From 5 fwy: Go East on 78 fwy to Melrose Drive. Right on Melrose, go about 3.7 miles, then left on Sycamore, then right at first signal on Hot Spring Way. Right into first driveway. Look for PCA signs. From 15 fwy: Go West on 78 fwy to Sycamore Ave. Left on Sycamore, then go about 2.2 miles, then left at Hot Spring Way. Right into first driveway. Look for PCA signs.

Coffee & Donuts sponsored by TCSGarage.com

For more information contact Joe Nedza at jcnedza@aol.com or call Bev/Tom Gould at (760) 295-3330
Reserve your seat by sending your entry fee of \$25.00* per person in by March 20th!

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4. Qualtech: Mark Tyler
5. Mirage International: Jae Lee
6. Computer Integrated Machining: Mike Brown

Enthusiast Awards

PCASDR's 6 Annual Awards

1. NEW THIS YEAR – The Pat Scanlan Perpetual Concours Trophy: Skip and Leslie Shirley
2. Nomination for Zone 8 Enthusiast of the Year: Neil Heimburge
3. Nomination for PCA National Enthusiast of the Year: Susan Brown
4. Nomination for PCA National Family of the Year: Mark and Katina Rondeau
5. PCASDR Family of the Year: Jackie and Phil Corwin
6. PCASDR Bill Myrick Enthusiast of the Year: Tom Brown

PCASDR's 2009 Special Awards

1. Time Trial Bottle Shock Award: Jack Miller and Robert Baizer
2. Mr. Autocross: Bill Behun
3. Special Recognition for Outstanding Service: Janet Yaws and Debby Sharp:
4. The Porsche Spirit Award: Martin Lipp
5. The Classic Racer: John Straub



Jad Duncan, Angela Avitt and Ar
Duncan



Tom Brown, 2009 Region
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Region Enthusiasts Past and Present



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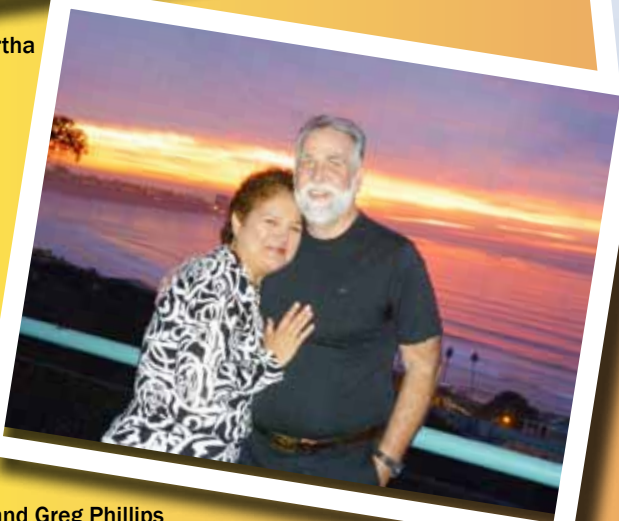
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A whale-tailed Panamera



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Lewis and Marketa Wise



Curt Yaws, Dave Gardner and John Rickard



Steve Lopez and family



John Straub with his award



Paul Haas, Margie Smith-Haas



Mark Smith, Curt Yaws, Nancy Hemry, Sarita Fuentes, Lori Mathios, Steven Duck and Dave Gardner



Ruth and Paul Young present Rady Children's Hospital check to Lori Mathios

December Last

Is there a better way to end the decade than at the Last Tuesday Social held at Filippi's Pizza Grotto in Mira Mesa? The holiday spirit was alive and well as over 35 club members gathered in a festive atmosphere to share their holiday experiences and their New Year plans. In the group we had 6 new members join us, plus Chris and Barbara Reeder who are in the process of becoming members and are looking forward to getting involved in our region's driving events. We got to welcome Jerry Babic from the Ohio Valley Region who is in the process of transferring with his company to San Diego. We were blessed with Samantha, our waitress, for the evening who worked extra hard to keep the great Italian food coming and our glasses filled. Don't let just a few club members have all the fun, come out and join us.



Counter-clockwise:
Ben & Joanne Wainscott
Brenda & Jim Richmond
Chris & Barbara Reeder
George Georgalis
Ed Brenner & Adlay Garcia
Ralph & Carol Turner

Tuesday Social



Counter-clockwise:
Jan & Bob Bennett
Susie Amundson & Dave Gardner
Ted & Eleanor Myrus
Steve & Sandy Snedeker
Lori Chesley & Mike Brown
Janet & Curt Yaws

Last TT of the Decade

TEXT AND PHOTOS BY GREG PHILLIPS



You are never sure what the weather is going to be like at Buttonwillow in late November, but when the weatherman is predicting rain you start to get a little nervous. The weather was great as we left Dieter's and headed north with Steve Grosekemper driving. We met up with Jad and Jim Duncan and then caravanned through LA and over the Grapevine. Although we hit some traffic, it was fairly smooth and we arrived at the track in the late afternoon. Other drivers had already arrived and were also unpacking their cars and setting up for the next day. Robert Baizer already had his Lotus unloaded and his trailer set up getting ready for registration. He would have plenty of company as several of the drivers were camping at the track.

We were sharing a garage with the Duncans and that made it easy to unload the trailer and get Steve's tools and equipment set up in the garage. We were treated to a beautiful sunset as we finished registration and then headed back to the motel. Unfortunately, what used to be the Willow Inn and Suites was now the Motel 6 South and under new management and they were still working out the kinks. But we did finally get checked in and unpacked before heading out for dinner at the local Denny's. The weather was getting colder and clouds and wind picked up, but no rain through the evening and the dinner. But when we got up for breakfast the next morn-

ing we found everything was wet and the rain had arrived, and thankfully had left, in the middle of the night.

The freeway was drying quickly as we drove to the track and we were optimistic. The track was still damp, but the sun was peeking through the clouds and it looked like it would dry off quickly. We made final preparations and soon it was time for the driver's meeting. Robert was handling all of the administrative duties for the weekend as Jack Miller was unable to attend this event. After reviewing the track map and the flags, I was assigned a student, Robert Morales, from the Orange County Region. He was driving a 2003 996 with a GT2 appearance and upgraded suspension with slicks.

Steve was out first in the 911SC in the red run group and we set up the in-car video with the Sony point and shoot camera mounted on the IO port camera mount. The track was mostly dry with some puddles as we entered the track, but by the time my Orange run group was ready the track was dry, although still overcast. The tires and motor were already warmed up but we still had the caution laps to go through before we started picking up the pace. I was following Jim Duncan's MI 996 for much of the session and was able to drop my time to 2:20 on my last lap.

Next we were buckling in to Robert Morales' NP 996 and headed out. Robert had driven Buttonwillow previ-

ously and had also raced his motorcycle there so he had a good knowledge of the track. After his caution laps he started picking up the pace and passing cars and finished his first session with a 2:23. Although his car control and line were very good, I felt he could improve his braking technique.

He was starting with mild braking, a quick downshift and then starting his heavy braking. This was extending his braking zone and cutting down on his top end. I initially thought it was related to his heel-toe technique, but he felt it was a habit he had picked up from his motorcycle racing and he said he would work on it during his next session.

I had a short break while Steve was out with the Red run group, but it was soon time for my next session. The sun was mostly out and warming up nicely as the day progressed. My laps had improved to 2:17, but the other drivers in my group had also picked up the pace with Paul Young and Kris Scheussler both down to 2:15 and Sean Steele's Spec 944 was down to 2:14!

In Robert's Yellow group, he quickly took his braking lesson to heart and did very well. His heel-toe technique was fine and now that he was braking later his times were improving and he spent much of the session catching other cars and waiting for a point-by. By his 4th lap he had improved to 2:16. Also quick in his run group was Robert Schad who was getting used to his new GT3 instead of his 997S.

I ran my next session without Robert to get used to the 911 SC without the passenger weight. I started out behind Dan Chamber's IS 911SC and with Russell Shon's Boxster S behind me. I was able to pass Dan and then had Paul Young's yellow IS 911SC (Snickers) tantalizingly ahead of me. I kept Russell behind me but could not gain on Paul over several laps. My best lap dropped to 2:15.15, but Paul turned a 2:14.07. Jim Duncan was also picking up the pace and was down to 2:13.10. The fastest in our group was Jesse Menczer's QS 997 GT3 at 2:06.35.

After lunch it was time for the Red run group and Steve headed out. Although his times had improved to 2:13, he was kept busy by the seriously quick cars in Red. Dino Crescentini was testing a sports racer and was down to

1:48, and there were several other drivers right around 2 minutes flat--John Gordon's Spec 996, Richard Price's 993 Supercup, Frederick Chin and Jad Duncan's MI 996. Not far behind were Steve Eguina's QP GT2, Otto Obrist's II 944 Turbo, Ron Palmer's AR2 911 and the 993 MI cars of Glen Marlin and Gunter Enz.

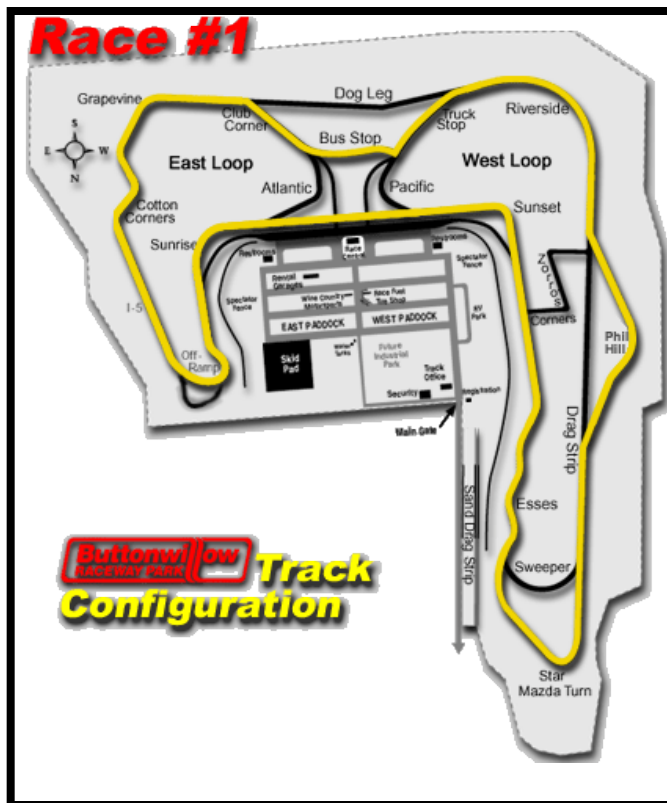
My Orange run group sessions in the afternoon went smoothly and since most of the group was running a pace from 2:10 to 2:20, there was not a lot of traffic or passing. The SC was running well with its stock 3 liter from Steve's SC cabriolet. (My motor was being rebuilt and enlarged to 3.2 liters, but was not ready for this event.) The after-

noon went quickly between driving and instructing and the last session was shortened as it was getting dark early.

At the end of the day we rotated the tires to try and even out the wear and also checked the brake pads. They were getting thin so we changed them from the ULT street ceramic pads to a new set of Raybestos ST-43 pads from Porterfield. While not as cheap as the ceramic, they were much less than Pagid at \$124 for the front pads and we were testing to see how they worked. The ULT ceramic pads were good training pads as I got used to no ABS, as they were easy to modulate, but they lacked ultimate braking grip. Bill Ibbetson had reported good results with the Raybestos pads on his 968 and it was time to find out.

After the mechanical work it was time to head back to the Motel 6 and get ready for dinner with the Duncans and Ibbetsons. Although the BBQ at the Willow Ranch is good, we went for the convenience and kid-friendly atmosphere of Denny's. We were impressed by the size of the burgers consumed by the two Ibbetson boys and had a good conversation discussing another track day and anticipating more fun and excitement on Sunday. After dinner I downloaded the in-car videos and we reviewed them until it was time to turn in and get some rest.

Sunday morning started a little later as we had no driver's meeting. The weather was cool but sunny and clear as we drove to the track. After getting the car out of the garage and warmed up, it was soon time for Steve to go out with the Red group. The track was still cool but times



were very quick in the cool morning air.

For my first session I was out with my Hoosier hoody on to keep warm. Even with the cool weather, the tires were already warmed up and the grip level was good. The brakes did have more initial bite but still seemed to modulate well and I had to adjust my braking points. I had seen where Steve was carrying speed from the video and was trying to pick up speed through the Esses and also braking later for Star Mazda, thankfully without locking up and flat-spotting the tires. Robert's group was next and we headed out in his car. He continued to improve and his times were steady throughout the day even with some of the traffic and passing.

As the morning progressed, and the track warmed up, drivers started pushing harder. And now that the dirt off-track had dried out we were getting the distinctive Buttonwillow dust clouds to mark each off-track excursion. Paul Young and Otto Obrist, were on better than usual behavior and keeping their cars relatively clean. But Don Middleton was trying to make up for it by having an excursion with almost every run session and at many different points. Although most of the dust was usually at the Bus Stop and Sunset turns, Don was having fun at Star Mazda and the Esses as well. Getting dirty was bad enough, but one of his excursions also caused his rear tire to catch on the fender and he cut his tire and bent the fender lip out.

It was on my second session that I started pushing harder. At the end of the first lap I was accelerating earlier and shifting into 4th before the Esses and carrying more speed through, and onto, the short straight before Sunset. My braking was also later before I turned into Sunset and my top speed was greater. After Sunset it was back up through the gears on the front straight and waiting to brake into Sunrise. I also tried to carry more speed through Sunrise and was accelerating towards the Off-Ramp. At Off-Ramp it is hard braking and down-shifting into the right-hander and then accelerating out as the corner opens up onto the I-5 straight. At the end of the straight is more braking and then through the right-left-right of the Cotton Corners and setting up for the Grapevine right and accelerating towards the Club Corner and

carrying your speed into the Bus Stop complex. First is a gentle left and tracking out to the right before braking and a sharper left as you exit the Bus Stop and accelerate past the Truck Stop and into the Riverside sweeper. Riverside tightens up at the exit and you have to be careful to hit your apex as you then accelerate again towards the newly renamed Phil Hill.

It is a fast left and tracking out right before moving back to the left and braking before accelerating over the crest and a blind exit down the hill and onto the Drag Strip straight. At the end of the straight is heavy braking

and downshifting for the Star Mazda hairpin. It is very tight on entry and slightly off-camber but opens up as you exit and accelerate through the Esses as you wind left-right-left-right and then the final left as you track out and head for Sunset corner again. I had my best time so far at 2:14.98, but on the next lap



as I tried to lower my time I had some excitement. As I turned in on the left after Club Corner in the Bus Stop I apparently hit some dirt at the apex and lost traction, because the rear end stepped out dramatically and I was counter-steering first right and then left as I had a tank-slapper. I finally got it straightened up just past my usual braking point so I was struggling to lose speed and then still make the left out of the Bus Stop. I did make it, but it took awhile before my pulse dropped back down.

The rest of the morning was uneventful, but we did have some problem with vibration from the rotors warping and our rear tires were getting thin. We decided to skip the session after lunch and save them for our timed runs. At lunch Robert Baizer reviewed the timing procedures for the final session and reminded us to try and keep the track clean for timed runs.

Since I was not running the last practice and Robert Morales was signed off to do solo laps I had some time to take some pictures. The Red run group was out last and was doing well until a 997 GT3 lost it entering the Bus Stop and spun through the dirt and into the grass. The dust cleared but there was still some smoke rising with the wind and turned out he had set a hay bale on fire with his exhaust and it had to be extinguished before the



timed runs could start.


Since the timed runs sent out the fastest drivers first, there is usually not a lot of anticipation before we find out the TTOD. First out were Jad Duncan (MI), Steve Eguina (QP), Otto Obrist (II), Jack Fried (X) and Gunter Enz (MI). And with the exception of Jack Fried nipping Otto Obrist, that is how the top 5 went. Jad was the only driver to break 2 minutes at 1:59.63, Steve turned a 2:00.75, Jack was 2:02.43, Otto was 2:02.58, and was also the top BRi of the day, and Gunter Enz had a 2:03.30. Rounding out the top ten were Jim Duncan (MI) at 2:05.51, Glenn Marlin (MI) at 2:09.52, Michael Cornelius (JP 944 Turbo) at 2:09.70, Peter Czajkowski (HI 911) at 2:09.73 and John Armstrong (QS GT3) at 2:10.12.

Steve was out first for his timed runs and he turned a 2:13.89 for his best lap. Robert Morales also went out for his timed laps and had his best laps of the weekend. He just missed the top ten with a 2:10.96, no doubt helped by an instructional session riding with Jad Duncan! Steve was back in the pits as we swapped positions and I headed out for my timed runs. After a short delay I was flagged off. On my out lap I noticed the rear grip was less than I had previously and was stepping out without even pushing hard. My first lap was clean but I had more oversteer than usual. I was pushing hard on my second lap as I came into Star Mazda and was braking later. My downshift was not smooth enough and the rear end almost came around completely entering Star Mazda. I was able to save it and keep going but had lost time and my best lap was 2:19.50. Steve was second in I-Improved and I ended up 3rd, just ahead of Don Middleton's 2:21.46.

It was not until we started loading the car on the trailer at the end of timed runs that the reason for the loose condition was found. The rear Kumho V710s were both corded and died during my timed laps. At least Jad did not have to try and drive them this way as he had at Spring Mountain in May.

Butonwillow ended the 2009 time trail season and the



full results and final standings are available on the pcasdr.org website. We are already looking forward to 2010. The schedule will start with a bang with three days at Willow Springs, starting Friday January 29 at Streets of Willow, and then the next two days at the big track. Check out the full schedule on the website and plan to attend another great Jack Miller/Robert Baizer production. 

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8:00am — Training starts (don't be late)



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www.Zone8.org

cut here and mail before February 16

Driver Name: _____ Car year-make-model: _____

Email address: _____ PCA Region: _____

Street: _____ City/S/Zip: _____

Phone (cell): _____ Emergency contact: _____ Phone: _____

Driving experience in last 2 years: _____

Are you an instructor?: yes or no (circle one) With which organizations? _____

Mail completed form and \$80.00 entry fee (before Tuesday, February 16) to:

PCA GPX c/o Suesan Way, 10385 Bonnie Lane, La Mesa, CA 91941 (make check payable to PCA GPX)

\$80.00 (includes lunch)

Check one (includes chips, cookie, water, soft drink):

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Turkey sandwich _____

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Tuna sandwich _____

Vegetarian sandwich _____

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A Pack Rat's Garage

TEXT AND PHOTOS BY CATHY YOUNG

Well of course there is the '87 911 Targa and the stuff that goes with it, floor jack, helmet, extra set of tires, tools, tire pump, the original seats and other racing stuff. Never seem to have enough oil though but I have a space for it. This is a 3-car garage. One bay is dedicated to the car. To give you an idea of how crowded it is, I have a cover on the car in case anything falls on it.

The rest of the garage contents can be sorted into 5 categories: food, sporting paraphernalia, decorations, furniture and clothes. Notice there are no other cars in the garage. We used to have the Barbie car in there but the girls out grew it and we gave it to the neighbor.

I love to cook and shop at Costco so we have a pantry, a box freezer I bought to hold the half cow and half pig I bought last year from Ramona—not the best idea I ever had—and a refrigerator dedicated to drinks and party



that take up a lot of space too.

Decorations—I love to decorate the house and yard for every holiday. When I was growing up I rode my bike to school. There was a house on the way that had a different wreath on it for every occasion. I loved riding by to see what would be on the door each day. That was it, I got the bug. I have at least one Rubbermaid box of stuff for all major holidays. I have 3 for Halloween and 11 for Christmas. Luckily, the house came with built in shelves in the garage. Mike only lets us keep what I can store.

In case you have not figured it out yet, I am a pack rat. I have all kinds of stuff I can't get rid of. This includes old furniture that belonged to relatives and stuff I like and think I will someday need again. I could furnish a whole other room with what is in there.

Moving to San Diego changed my dressing habits—you have seasons here—at least more than we did in Miami.



platters. I've had two refrigerators for decades. It was a selling point with Mike when we were dating. He loved the idea that I had a beer fridge.

On to sporting paraphernalia. It is a grave yard of former loves—the Cannondale bike I used to ride before kids, the dive gear we brought from Florida not realizing how cold the Pacific was (we still fly home to the Caribbean to dive), the foul weather gear for both offshore boats and dinghys I used to sail in Miami. Again the water was too cold in San Diego—hence the Porsche—I had to satisfy my need for speed and competition somehow. About the only sports stuff we actually use are Mike's golf clubs—both sets. The girls and I have sets too but we hardly ever use them. The girls have bikes, scooters, and skateboards



So now I have two wardrobes: cold and warm. We have a walk in closet and a small closet in the master bedroom but I have to share that with Mike's golf shirts. You think I'm a pack rat! I think he could go two months without wearing the same shirt twice. Hence, I have less than half the closet space!

Our garage needs to be cleaned out and organized. Katie wants to sign us up for the garage makeover program. I'm sure there is stuff in there I've forgotten about. I am also sure the Porsche will be the only car ever in our garage. And that is as it should be.



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Matt Bartolome

San Diego, CA
1978 911 Coupe

Russ Ferris

Escondido, CA
2005 Boxster S Cabriolet

Brian Lange

San Diego, CA
2007 997S Cabriolet

Mike Maguire & Melissa Just

San Diego, CA
2005 Boxster Roadster

Tom Minegar

Carlsbad, CA
2000 986S Roadster

Rick Salpietra

San Marcos, CA
1999 Carrera Cabriolet

Don Scott

San Diego, CA
1969 912

Terry Smith

Poway, CA
1998 Carrera 4S Coupe

Thomas Thompson & Sandy Thompson

Encinitas, CA
2009 911 Coupe

Doc Whitley

San Diego, CA
2008 Cayman Coupe

Anniversaries

Five Years...

David Barrett
Bradford Emery
David Kochanek
Kaid Marouf
William Ripka
Elizabeth Tyson
Peter Yakubek

Ten Years...

Thomas Furey
Hart Isaacs
Mary Nettles
Jess Osterberg
John Supancic
Timothy Yates

Fifteen Years...

Leroy Hauser
Neil Heimburge

Twenty Years...

William Crosby
Richard Schneider

Twenty Five Years...

William Bogusch
Timothy Comeau

Thirty Five Years...

Robert Bertrand

Forty Years...

Joseph Fritzenkotter
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David Loynd's 1987 944GTR turbo campaigned in IMSA racing with Elliott Forbes-Robinson aboard. A very fast car that was unable to achieve the results it deserved due to teething and political issues.

January Meeting

The following highlights are adapted from formal meeting minutes prepared by Secretary Rikki Schroeder. Members who wish a copy of the full minutes should send e-mail to SECRETARY@PCASDR.ORG.

The January 2010 Board of Directors meeting was held at the home of Tom and Susan Brown. Board members in attendance were Curt Yaws, Neil Heimborge, Rikki Schroeder, Mark Rondeau, Monique Straub, Carl Scragg and Dave Gardner. The meeting was called to order at 7:00. Minutes from the December 2009 meeting were approved unanimously.

President's Report

Curt Yaws led a discussion on name tags, suggesting that permanent name tags be used. Only names would be on the tag, with no offices or other notation. All agreed. Curt Yaws asked for comments on the Chairperson list. We discussed whether committee members needed to be members. It was agreed that all committee members did need to be Club members. A sponsor liaison is needed. AX Equipment Chair is needed. Jerry Bumpus, Matt Sparks and Jim Hicks will probably handle this committee. Jerry Bumpus will follow up at the next AX.

Membership Report

Primary	Secondary	Total
1,341	1,064	2455

Treasurer's Report

Accounts are reconciled as of December 31. Major income sources last month included the Buttonwillow Time Trial, Windblown Witness Advertising, Installation Dinner, the Other car AX, and the October Concours. Major expenses last month included the Installation Banquet, and Windblown Witness.

Deposits for future events include 2011 Installation Banquet in January 2011, the Driver Dinner, two Time Trial dates at Spring Mountain in 2010, the Auto Club Speedway for a May 2010 DE.

Perhaps at the end of 2008 there was less prepaid money for 2009 than has been prepaid for 2010. The Club continues to judiciously watch expenditures.

Chair Reports

Archivist. Tom Brown reported that the storage facility is completely full and that a larger unit is needed. After a discussion about cost and whether there was any way to work within the existing unit, a motion is made and seconded to get a larger storage unit. The motion was unanimously approved.

Membership rosters must be printed. Tom Brown

requested approval of a budget for printing. Motion is made and approved unanimously.

Tom Brown requested reimbursement for fixing the display and doing further work to keep them from blowing over again. A motion was made and unanimously approved.

Tom Brown noted that there are problems with the Race America equipment and failure has occurred after the warranty. Repairs have cost \$605 and reimbursement is requested. He is quite frustrated. Motion is made and approved to reimburse Tom Brown.

Autocross. (AX, pre-reg, reg, CW, equip, logistics, safety, tech inspect, tech adv, timing) There have been several "X" cars at recent events. Several concerns were expressed and suggestions made to deal with any potential problems. It was agreed that proper monitoring and control will eliminate problems. It was agreed that enrollment of X cars at Club driving events would be up to the discretion of the AX Chair.

Bill Behun is preparing the AX reconciliation for December.

The AX date has been changed from the 17th of January to the 16th due to the Charger game.

Auto Museum. The Auto Museum is holding a reception for those who allowed their cars to be used.

CDIs. Mark Rondeau presented the reconciliation for the Instructor's Day. The event was well received. An additional eight or nine instructors may be added to our list. The event came in under budget.

Charity. No report.

Concours. Steve and Aracelli Lopez presented a check from the Port District which is reimbursement for the Club's original deposit. Steve Aricelli also requested money for two additional trophies. A motion to approve the budget request was approved unanimously. Steve Lopez noted that he is looking into moving the event over to Glorietta Bay which may have more room for parking and event logistics.

DE. (DE, pre-reg, reg, CW, equip, logistics, safety, tech inspect, tech adv) Martin Lipp presented the idea of doing joint events with the BMW club to share expenses. They are exploring several venues for DE's.

eMaster. No report.

Equipment. No report.

Goodie Store. Curt Yaws noted that new suggestions have been received about possibly improving the store.

Historian. John Straub presented his ideas for the Pat

Scanlan Award. The intent is to foster participation in San Diego Concours events, which are the events in which Pat Scanlan participated. Discussion ensued over whether to limit the award to San Diego County residents/members. Tom Brown noted that the Club bylaws would need to be changed to accommodate John Straub's suggested award guidelines. Curt Yaws asked the Board to consider ideas about how to accomplish John Straub's suggested intent. This issue will be brought up again.

Insurance. Tom Golich is in the process of getting insurance for the rest of the year.

Legal Affairs. No report.

Membership. Angela Avitt is considering new member functions. Suggestions have been made to hold four a year. Some feel that four are too many. Two events are suggested and agreed upon by the Board. It is noted that membership has been falling for two years and additional events may help get new members involved. Angela Avitt agreed to return to the Board with suggested dates, places and costs.

Rally. No report.

Region Rules. No report.

Safety. Gary Burch will be the co-Chair with Erik Kinninger.

Social. Curt Yaws noted that there will be many new members attending the Installation Dinner and asked all Board members to reach out to them.

Curt Yaws also noted that Kathy Alnwick has agreed to oversee and coordinate social events with existing committee members. Kathy Alnwick wanted to reserve June 20 for a Father's Day Tour. This is confirmed. She also asked to reserve July 10-11 for the Pageant of the Mas-

ters and 356 event. The tickets must be purchased ahead of time. A budget request is made for \$2,000. A motion is made and approved unanimously.

The requested date may conflict with the Volunteer Party. Monique Straub will contact Katie Kinninger to see if she had selected a date for the Volunteer Party.

Neil Heimburge reported that the December Last Tuesday Social attendance overflowed the room. The January event will be held at the Bay Park Fish Company.

Sponsor Liaison. No report

Tech Sessions. Martin Lipp discussed several possible venues for Tech Sessions. Neil Heimburge suggested a tech session be held immediately concerning rule changes and how to classify your car.

Time Trial. (TT, pre-reg, reg, equip, safety, tech inspect, tech adv, timing) Curt Yaws will contact Robert Baizer and tell him that Katina Rondeau will handle the trophies.

Tours. Rikki Schroeder will confirm whether Ignacio Iturbe will continue to Chair this committee.

Vintage Racing. A new Chair is needed.

Web Team. No Report

Witness Team. No Report

Unfinished/New/Old Business

None

Announcements

None

Adjournment

The meeting was adjourned at 9:30. The next meeting will be February 3rd at the home of Martha McGowan and Keith Verlaque.



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1974 914 2.0 Yellow w/ Black Interior. Very good condition and alot of fun. \$8,500 call Clark. (760) 603-8593

1978 924 Silver Gray Metallic Black leather interior, 4-speed manual, A/C, one owner/ driver, 132K+ miles, good/clean condition, licensed, service records available, \$4,950/ reasonable offer (858) 689-8875

1980 911 SC Original metallic blue, complete exterior restoration, sunroof, sport seats, A/C, limited slip, interior perfect, cleanest you will see. \$22,000 firm (760) 436-1807

1981 Ferrari 308 Heavily modified. Fresh engine with forged high compression pistons and EFI. Adjustable coil overs and swaybars. \$35k or ? (760) 751-9354

1987 Carrera Coupe 26,900 57K MILES, Beautiful original paint, Red with guards. Black leather, , everything looks, works like new. 225/40 and 255/35 F-1 18' turbo wheels (760) 716-4486

1990 Porsche Carrera 4 - Guards red, Alpine CD. linen leather int. Cup wheels, 67,000 mi. sun roof, 95' air foil & tail, very good tires, bullet proof 1995 engine. Smog legal xln't int and ext, 25 mpg, everything works, show quality. \$18,500.00 OBO (619) 266-2025

1993 RS America White, 72k; dual purpose competition/ street car; 10k miles on complete engine rebuild, reworked heads w/ titanium springs and retainers, RS cams, RS flywheel and clutch, remapped DME, mass-airflow, B&B headers and exhaust, 993 6-speed, RSR LSD, Bilstein PSS9 coilovers, aligned and balanced to Cup specs, RS swaybar, Big Red brakes, and more. 280+HP at the wheels (330+HP at the crank?), weighs less than 2,700lbs, \$20k+ in upgrades, and \$15k+ complete engine rebuild. \$55,000 Call David (858) 722-4242

1994 PORSCHE 964 "RS America." 15,950 miles (not a misprint). Guards Red / Black. All 4 Factory options: 220: Limited Slip Differential, 331: CR-1 Cassette Radio, 573: Air Conditioning & 650: Sunroof. 1 of only 84 MY 1994 RSAs. Finest Available. \$59,995. 858/454-9898 (9am-9pm PST). Serious Inquiries Only.

1994 RS America Black on black, sunroof, A/C, and Radio. 60k miles, all original, original paint, perfect condition, Black Forest serviced. Call Paul (619) 507-3822

1995 993 Cabriolet 59000 miles, manual, black metallic, Litronic, Carbon Fiber, owned

this car for 10 years as a second car., near perfect \$34900 (858) 869-4669

1995 993 Carrera2 78k, Polar Silver/ black interior. 18" Kinesis wheels, Fabspeed exhaust, K&N intake, Turbo tail, Eibach springs, 5-CD changer. Xtras joseg_993@yahoo.com \$29,500 OBO (619) 334-8068

1995 Porsche 993 Cabriolet Red with tan interior, black top with new motor and parts, new Porsche chrome wheels, all original 73k miles. (619) 507-3822

1999 911 Carrera Coupe 6spd. Speed Yellow w/ black leather interior w/ yellow stitching. Power seats. Black/ yellow cocomats. 18" Turbolook wheels. Hi-Fi Sound w/ remote CD changer. Durametric diagnostic software. Built-in K40 radar detector. LoJack w/ early warning (text or e-mail if car is moved). New Porsche exhaust w/ chrome tips. New coolant tank. Recent tires. Recent service by Pioneer. Excellent condition. Only 19k miles. *** Transferable aftermarket warranty (premium coverage mechanical repair insurance - Vehicle Security Care) with 3 years and 40,000 miles of coverage left to go *** \$25,900. More photos here: <http://www.flickr.com/photos/zbanan-aslug/sets/72157621237015549/show/> Call or text Jon @ 760.297.0744

1999 Carrera Cab Tiptronic Triple black, 34k miles. No track/ AX, full leather, top excellent, PZeros, 30k svc completed. \$25750, jabrams7@san.rr.com (760) 409-0774

2000 911 Carrera 4 Coupe Millennium Edition, number 86 of 911, 34k miles, recent tires, new coolant tank, new ignition switch, \$31,000 (760) 546-8201

2001 Boxster S. Seal gray, graphite gray top and interior. Six-speed, full leather, memory seats, 18 inch wheels, PSM, aftermarket audio, other options and extras. Excellent condition--as new, original owner, 72,000 miles. \$16,245. jdknoke@att.net. (760) 751-1523

2002 911 (996) Coupe Exceptional, enthusiast owned. Blk/Blk, 32K mi., Original non-smoking owner. X74 suspension, short shifter, PSE, flared rocker panels, GT3 console delete. Sport seats, Xenon headlights. All factory maintenance performed by Pioneer and Dennis Sherman. No accidents, all service records and window sticker. Mobil 1 every 5000. \$34,500. Jason. jmills808@cox.net. La Mesa. (619) 723-5140

2004 911 Cab black/ black, new tires, battery. 19,000 miles. ALI services, Immaculate. Always garaged & covered, never tracked. \$40,000 OBO, Don Anderson, 858-922-9514 or ConnieAnde@aol.com.

2004 Carrera Coupe Grey/Black, Tiptronic, 33k mi, pwr seats, orig. (80+ year old) owner, never track/AX driven, new tires, 30k mi svc. \$33,000 jillson@san.rr.com 858-205-5357

93 RS America Red 52K miles, street and DE/ TT set up. Fast and reliable. 280+hp at wheels with 993 heads, carrillo rods, Aase springs & titanium retainers, extra engine oil cooler, B&B headers & exhaust, Short gear transmission with tranny cooler, Eibach coilovers with valved Bilstein shocks, 3.8 wing with additional carbon fiber wing for track, second set light

Fiske rims & tires, more, \$45,000 call Jim (760) 728-6393

98 Boxster w/Hardtop 102k. 5spd. Hardtop. Black leather. new cats/02's/ maf. Runs great. \$9000. Great daily driver or turn it into a track toy. 714-280-3608

993 GT2 RSR CUSTOM 911 "Arancio Bo-realis" metallic pearl orange paint, with black custom interior. Charcoal gunmetal roll bar, Sparco adjustable seats w/ matching 5 point harness belts. Momo "Competition" steering wheel, custom silver gauges with blue tick marks. Fire extinguisher, custom A/ C, RSR light weight door panels and RSR carpet. 500+HP Twin Plug Turbo 3.5 liter engine. RUF racing cams, K&N filter, custom polished/ fabricated intercooler. Twin frontal oil coolers and stainless steel braded oil lines. \$8000 Three piece Kinesis wheel and Michelin PS2 package. Stainless steel headers and exhaust, racing fuel cell, and lots of Carbon fiber, including roof and wing. Stereo and power window delete. 3 years to build this car with all receipts, over \$130k invested. Light weight, and a real drivers car. 3000 miles and only just broken in. SO-CAL, multiple Best of Show winner. New project underway, must sell. clintwaves@hotmail.com, Clint Eagar 949-910-0004, \$68,500 (949) 910-0004

C-2 Turbo Look For Sale, C-2 Turbo look conversion. Built on a 911 SC chassis. The car was taken completely apart, restored and updated to a C-2 Turbo look. Original fenders, hood, doors retained and used to build up the C-2 Turbo body. Original 3.0 Ltr engine and 915 gear box. Upgraded suspension to street/ track specs. New HRE three piece wheels (18"X9's and 18" X 11's) W/Khumo Escata rubber. All records, well maintained and documented California car. Beautiful metallic blue paint. Needs nothing, put gas in it and go have fun. Call or e-mail John Simone for all details and price. Will consider partial trade for any running or non running original 70's 911. (760) 940-1244

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

MERCEDES-BENZ SL500 Roadster Cnv SL 500 Convertible. Red with Hard Top and Black Soft Top. 16,000 miles. 1995 Mint condition. Best offer. (858) 454-3113

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

Track/Race Cars

1993 RSA D/E T/T RACE ready. Needs nothing. OEM & BBS wheels. New 710's. Sparco 6pt. Bar, fire system...needs to get out there. 619-952-3663. \$33,000.

95-993 Reduced to: 25K Exterior, GT2 Evo 2pc Front Splitter, 3.8 RSR Rear Wing, Lexan F, R, Side Windows , BBS Porsche Cup Wheels - 9x18/11x18, 993 Turbo Brake Kit - F& R, F Pagid Yellow, R Black Brake Pads, Carbon Fiber Lid , Interior, Two-way radio - crew chief head set & case, Race ready,

Suspension, Double-Adjustable JRZ and Eibach springs, TRG Upper Camber Plates, F and R Upper Shock Monoballs, TRG Adjustable Front and Rear Sway Bars, Evo Uprights with ERP Bump Steer Kit, Bray Krause Strut Brace, Engine & Driveline, TRG Solid Engine Mounts, TRG Solid Transmission Mounts, Custom Gears (stock 1, 2; short ratios 3-6), Lightweight RS Flywheel Kit with Centerforce Clutch, Enlarged Throttle Body, Supercup Exhaust, Unichip with 270hp at rear wheels; 310 at motor; trailer included (760) 223-6678: Steve,

For Sale: AR-2 /GT-2 Class winning race car. A proven formula of performance, functionality, and looks, class winning performer in both PCA and POC. For a listing of equipment and additional photos contact John Simone. (760) 940-1244

Trailers

Featherlite Open Trailer 2006 Featherlite 3110 in excellent condition. New Goodyear Marathons this year with small Pit Pal tool box up front. \$ 4,500. (310) 990-9449

Parts

Reduced: TRE 964 Front Spoiler TRE front spoiler w/ aluminum splitter extension (removable) for 964. \$50. Call Kris @ (858) 775-8744

HOT LAP TIMER -- \$110 Display timer unit is mounted onto a windshield suction cup style mount for ease of use. Peter (619) 433-4100

2.2 w/Webers Complete engine runs strong, \$4000, Jamie (619) 341-0832

H&R Lug Bolts 20 lug bolts for sale. 19mm head size, 14x1.5mm thread type. 10 are 52mm length, 10 are 63mm length. \$20. (714) 310-1729 Chula Vista

NEW Boxster S Wheel New in box/never used/never mounted 8.5Jx17ET50 Boxster S (00-03) Rear Wheel. Concourse quality for your creampuff. \$275 Russell rdshon@san.rr.com (858) 442-7466

993 Mirrors Factory 993 power mirrors (pair). \$300. Forrest 619.992.4378 Very good condition. (760) 598-8118

993 Supercup Wing Good Shape. CF blade, Big turbo grill. End plates. \$600. Forrest 619.992.4378

B&M Short Shift NEW, changes lever ratio at transmission end of shift cable 10/30%. Fits 2002-05 996. All metal parts+hardware. \$65 Russell rdshon@san.rr.com (858) 442-7466

Track Steel Lug Nuts NEW 14x1.5/Porsche ball seat, Gold Zinc plated, required by many racing sanctioning bodies. \$15for10 or \$25for20. Russell rdshon@san.rr.com (858) 442-7466

Stebro Boxster Racing Muffler NEW, never mounted. 100% Stainless steel, thru-mufflers, minimal weight, perfect for 986 Boxster Spec or track car. \$550 Russell rdshon@san.rr.com (858) 442-7466

Bridgestone RE-01Rs 235/40-17 2 Bridgestone RE-01R tires, size 235/40-17, ~70% tread (6/32"), great condition. Great street/track tire. \$150 Russell rdshon@san.rr.com (858) 442-7466

Engine 2000 2.7L Boxster engine, runs has suspected rod knock \$3000.00 (928) 208-8404

Tires Good for Autocross Used Hoosiers (4)275/40/17 (2) 245/40/17 \$25 each, Used street tires Michelin Pilot SX (2) 255/40/ZR17 205 50/ZR17 \$50 each (928) 208-8404

Wheels and Tires Set of four OEM Porsche wheels 17X7.5 65 & 17X9 55 with Khumo Victoracer V700 245/45 ZR17 & 255/40 ZR17, \$1000.00, (928) 208-8404

Tires: Hankook RS-2 available: 4 tires, 225/50/16's. 2 in great shape, 2 slightly worn. 2 Fuchs 7/16's, too. B/O (tires maybe free ;-). DWChambers@hotmail.com

Harness Bar Weltmeister 914 bolt-in harness bar. 1" dia., gold cad. finish, exec. cond., 6/20/90 date code. \$50. (858) 453-2909

Fore Sale: Original Fuchs wheels off of a 1979 911 SC. Black centers, Great Condition. Tires mounted on the wheels are in good condition as well. \$800.00 (760) 940-1244

Parting out 93 C2 Excellent running gear, test drivable. Body damage RF fender, LR fender & bumpers. Greg Smith gdsmitthmd@sbcglobal.net (760) 480-6050

Cobra Race Seat Black/Red Evolution "S" Kevlar race seat. Used for 2 TT and 3 DE's. Great condition. New \$1,000, sell \$650. Randy (619) 888-1510

Fuchs, 15x7 & 15x8 Great condition, both platinum and black centers, will sell in pairs, contact Don Middleton - email: Don@midkam.com, or phone: (619) 668-4822

B&M Short Shifter Kit Brand New, fits all 986/987 Boxster, Cayman, 996/997 Carrera/Turbo/ GT2/ GT3. Still sealed complete kit with two sets bushings and grease. \$200/ obo. (619) 302-2136

Schroth harness pads Set of four used Schroth racing harness shoulder pads. Black with yellow logos. Free to PCA member. Call Kris @ (858) 775-8744

996 2003 Carrera Targa wheels two front 8J x 18 H2 50 mm offset, two rear 11Jx18 H2 63 mm offset. \$800 tartanstar@earthlink.net (760) 643-9495

FUEL PUMP 1975 came off a 911s, oem, works great, this is cheap, help a member out.\$100.00. 619-952-3663.

Wanted

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

looking for a 2.4 6 cil 911 targa complete engine email olivasba@hotmail.com

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

Wanted dead or alive 3.2 Carrera coupe. High miles ok. I also buy race cars. Mark Kinninger (619)733-5500 kinninger@cox.net

WTB: 03/04 Boxster Conv Top: Looking to buy a complete convertible top from 2003-2004 Boxster, black top preferred. (619) 302-2136

Miscellaneous

Aerial Photography and Video Low level aerial photography and High Definition video service. Remote Control Helicam allows the capturing of unique aerial photography. (858) 248-2719

Best Performing Engine Oil Amsoil Synthetics: Synpsg.com! Best Performance and Wear Protection! 5W-40 European Blend and 0W-30 in stock: Local Delivery! Call/email today! custserv@synpsg.com (951) 479-8483

Boxster car bra \$75 and VW Beetle car cover \$75 obo. Charlie 619-224-9317.

Yakima Roof Rack System Rack includes Ski, Surf, Snowboard, Mt Bike, Two Road Bike and Wind Fairing attachments. \$400 obo. Bob (619) 448-1604

Business Directory

High Performance Motorsports Porsche, BMW, etc. Buy any new (Factory), used, leased, auctioned vehicles at Dealer Wholesale pricing. All Vehicles. (858) 735-1013

High Performance Motorsports Buy Porsches w inspection reports, carfax receipts under blue book. Porsches Approx 10% to 50% under KBB www.hpmsd.com (858) 735-1013

Classified Ad Policies

Members of San Diego Region PCA may place, at no cost, ads of up to 25 words to buy, sell, or trade specific items. Member ads of more than 25 words are charged at 20 cents per additional word.

Non-member, business, or commercial ads are charged at 40 cents per word.

All classified ads must be placed through the club's web site: www.pcasdr.org.

The classified ads service is managed by the AD2AD Network (www.ad2ad.com).

Performance Driving Events

PCA-SDR offers a variety of performance driving events for drivers of all skill levels.

Autocross (AX)

An autocross is a fun, competitive event, normally held on a large parking lot such as the ones at Qualcomm. Traffic cones are used to define a twisty course, which drivers attempt to navigate, one car at a time, as quickly as possible.

You'll need only your car's normal equipment (seat belts, etc.), plus a helmet that meets Snell 2000 safety standards or better. The club offers helmets for rent. Plan to arrive early with a full tank of gas, and remove anything that's loose from the car's interior. Your car must pass a brief safety inspection.

Inexperienced autocrossers will be provided with instructors at no additional cost. The club also offers a biannual Performance Driving School, which teaches techniques that are useful in autocross.

The standard autocross registration fee is \$45 per car if pre-registered (by the Tuesday before the event), or \$60 after that.

Driver Education (DE)

Driver Education is the next step beyond autocross. A DE lets you experience continuous lap-ping and limited passing in a highly structured fashion. Speeds are generally faster than in autocross, but DEs are not timed.

DEs are usually run in large parking lots or other open areas, using traffic cones; occasionally they are run on race tracks. Unlike autocrosses, where cars exit the track after each lap, DE cars remain on the course for an entire session. Since they run the course in groups, not individually, they must also deal with traffic. Limited passing is expected.

DEs are not entry-level events. At least eight days of autocross experience is required. Safety equipment requirements are more stringent than for autocross. Instructors are always available to assist students or those wishing to improve their skills.

The entry fee is normally \$60 per car if pre-registered, or \$80 after that.

Time Trial (TT)

A time trial is a competitive driving-education event, often run on a major race track over a week-end. During practice runs, multiple cars are on the course simultaneously, running continuous laps, just as in a DE. Passing is expected and required.

Saturday's program usually provides practice runs. Sunday offers practice runs in the morning and timed runs without traffic later in the afternoon. Although this is a competitive event against the clock, it is not wheel-to-wheel racing.

Time trials are not entry-level events. Safety equipment requirements are more stringent than for autocross. Participation is limited to licensed participants or students, who must have at least eight days of autocross experience. Instructors are available to assist new student drivers.

Time trials typically cost \$295, with a \$50 discount for first-time drivers; late registration fees apply.

For complete information on all types of events, including safety requirements, rules, and eligibility, consult the club's web site, WWW.PCASDR.ORG, and the Zone 8 web site, ZONE8.PCA.ORG.

Policies for Stadium Events

- Car must be completely empty, tires changed, and ready to go when you arrive at the Tech Inspection line.
- A \$10 late fee will be assessed if your car is not in tech line by 7:30 a.m.
- You will not be allowed to register if your car is not in the Tech Inspection line by 8:00 a.m.
- All cars must have a car number on both sides at all practice and timed laps. Shoe polish may not be used for numbers.
- Helmets must meet Snell SA00 or M00 requirements or newer.

Stadium Schedule

6:30–7:30	Tech Inspection
6:45–8:00	Registration
7:25	Track Walk
8:30	Drivers Meeting
9:00	First car out

Contact the Chairs

Autocross	AX@PCASDR.ORG
Driver Ed	DE@PCASDR.ORG
Time Trial	TT@PCASDR.ORG
Performance Driving School	CDI@PCASDR.ORG

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Display Advertising

For display advertising contracts and billing information, please contact:

Richard Park

WITNESSADS@PCASDR.ORG

Rates

All rates are quoted per month with a minimum commitment of three months. Ads may be prepaid or automatically billed to credit cards.

Type	Width x Height	Monthly
Full	7¼ x 9¾"	\$200
Half	7¼ x 4¾"	\$125
Quarter	3½ x 4¾"	\$75
Eighth	3½ x 2¼"	\$50
Key Position		\$325

Sizes are strictly maintained. Bleeds are available only on full-page ads.

Submissions

We prefer that materials be submitted in .JPG, .TIF, .EPS or .PDF format. Please send files to EDITOR@PCASDR.ORG. We reserve the right to edit or refuse to print any ad.

Deadline for submitting new ads or changing existing ads is the first of the month preceding the issue date. To start, cancel, or inquire about an ad, contact the Windblown Witness editor, Susan Brown at EDITOR@PCASDR.ORG.

NOTE: Information in this section applies to display ads only. For information on classified ads, please see the sidebar within the classified listings.



Drivers Award Dinner

Basic
410 10th Ave
San Diego, CA 92101
between Island & J St
619.531.8869
www.barbasic.com

Sponsored by



February 7th. 2010 5:30 PM – 9:30 PM

Basic - Urban Kitchen and Bar

Attention in the pits: Gourmet Pizza Pies, Salad, Italian Gelato & 2 hr. Open Bar. Basic is located in the East Village section of Downtown San Diego. Converted from a circa 1912 warehouse, Basic is left open and raw with original brick walls, high ceilings and industrial garage doors. \$5 parking available at Cox Communication building, between J & K on 10th street.

* Bar atmosphere with limited seating *

\$25 PER PERSON –Limited to 130 people

Sign-up at:

Motorsport.reg.com

For more info, please contact:

Katina "Speedy" Rondeau

619.934.6554



Susan Brown, Editor

To:

PERIODICALS



MOVING? Send change of address for the *Windblown Witness* to:

PCA Executive Office, P.O. Box 5900, Springfield, VA 22150 or submit change via WWW.PCA.ORG.

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