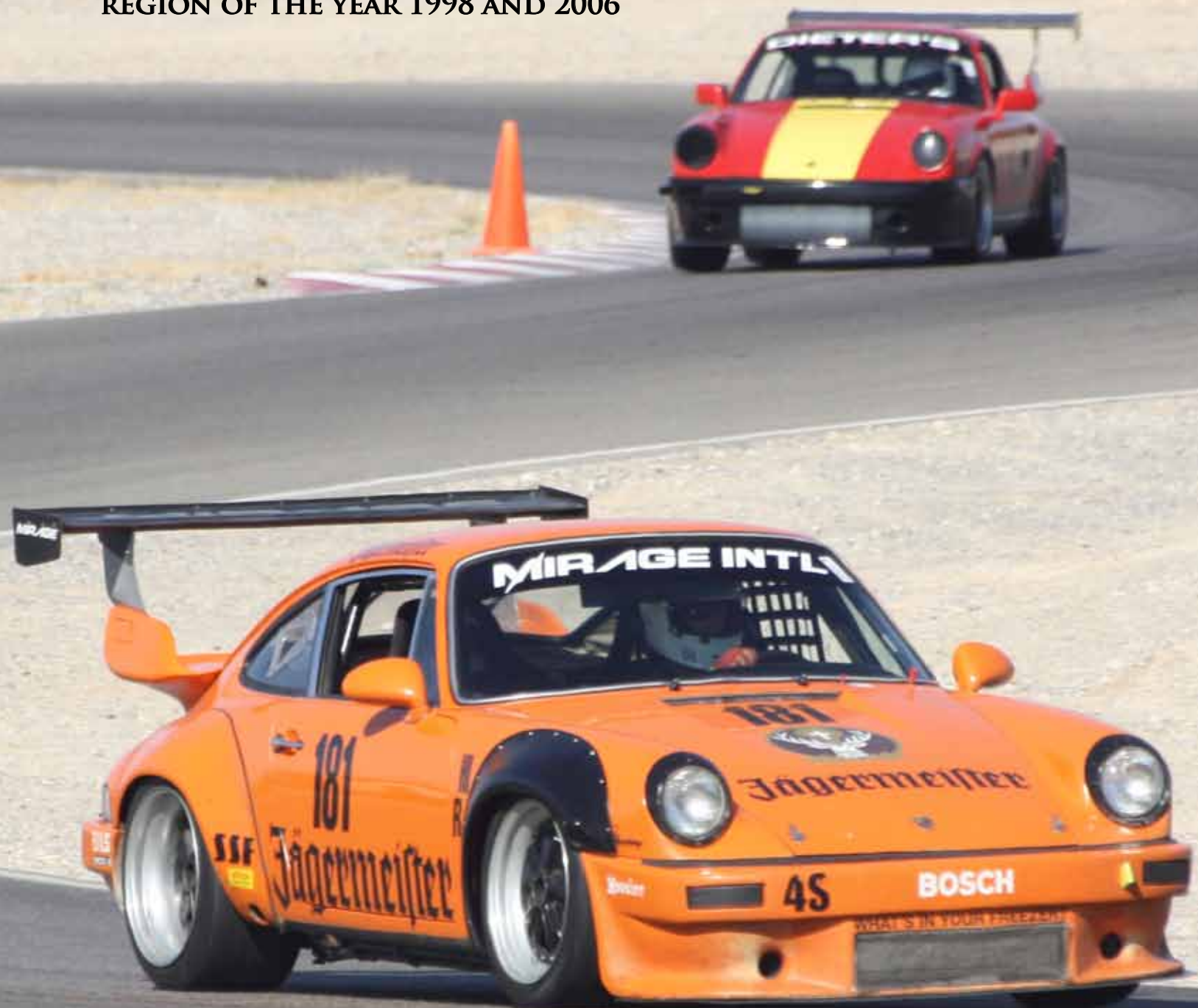


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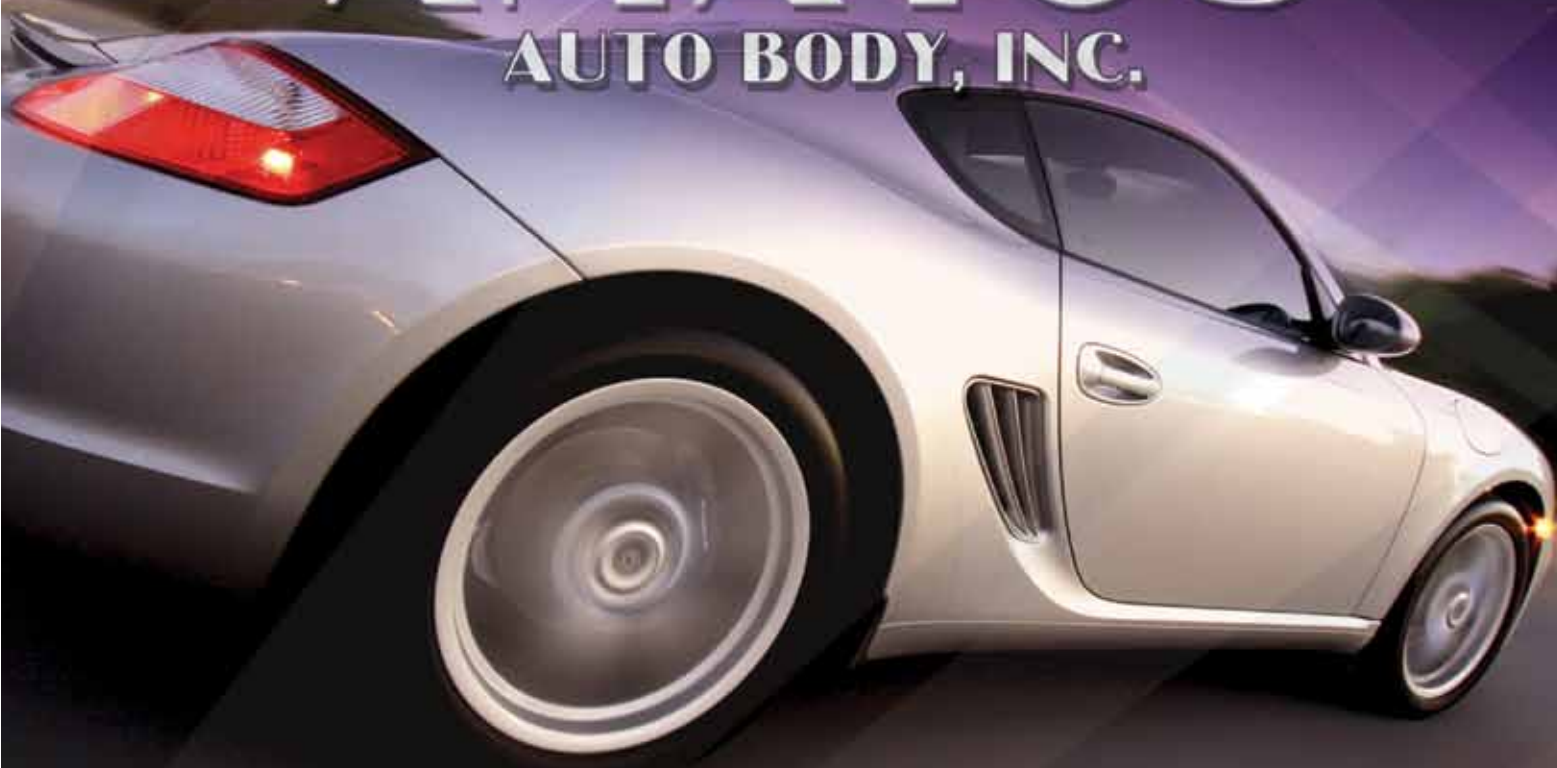
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November 2010

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Buttonwillow TT



Coronado Speed Fest

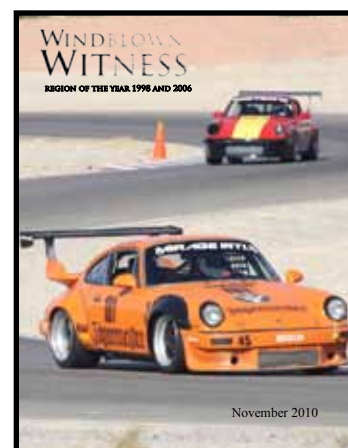
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COVER PHOTO

Peter Czajkowski and
Steve Grosskemper
at Spring Mountain

*Photo by Greg
Phillips*



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What's New?

BY CURT YAWS, PRESIDENT

Board Elections

The big news is the Board of Directors for 2011. Newly elected board members Terry Barnum, Greg Phillips, Leigh Rayner and Cathy Young are joining Bill Behun, Carl Scragg and Monique Straub as the directors for 2011. The group has elected Carl Scragg as president, Greg Phillips as vice-president, Terry Barnum as secretary and Cathy Young as treasurer.

This board is an excellent reflection of the club's pursuit of quality leadership. Each of these people has shown dedication by their involvement and volunteerism. They each bring special skills and knowledge that will be of great benefit to PCA-SDR. Did you know we have a PhD, an MD, a CPA and an attorney serving on the board? We are fortunate to have attracted this fine group of leaders from a selection of excellent possibilities recruited by the nominating committee. Please give a big thank you to the nominating committee, the members who ran for board positions, and those newly elected folks who will lead us through the next year.

Performance Driving School

Our latest Performance Driving School was held October 8th-10th at Black Forest and Qualcomm. A new group of 48 drivers is now prepared to more fully enjoy the special qualities of their Porsche as they drive it in all conditions. No matter how many times you hear the words "I never knew a car could do this", it is music to the ears of an instructor. Chief Driving Instructors Dan Chambers, Mark Rondeau and Joel Bowman were joined by incoming 2011 CDI's Larry Bevins and Sean Malloy in producing a terrific educational event. It would not happen without the support of John Rickard and his team at Black Forest. This was the 30th PDS at their current location, and more previous to that. Thanks Black Forest, CDI's, instructors, volunteers, and new performance drivers!


Concours

The annual PCA-SDR Concours was held October 16th at Spanish Landing on the bay. It was a beautiful setting in the park with Porsches everywhere. Araceli and Steve Lopez chaired another wonderful event that shouldn't be missed. Winners were: Darya and Roger Loyo in Wash and Shine, Steve Lopez in Un-restored, Thomas Haines in Special Categories, Bev and Tom Gould in Street, and Joe Demeo in Full Concours.

2011 Volunteers

The new board will be meeting in a few days to establish which committees each board member will work with as liaison. Each board member has a group of committees they are responsible for as a supporter and mentor. They will seek to determine which chairs are staying on for 2011 and which committees will need to recruit new teams. Now is the time to get involved for 2011 if you have a special area of interest. There is no better way to learn about the club and meet lots of new friends than to volunteer. Volunteers really are the best people.

New/Old Drivers

It's great to see new drivers at a driving event, but really special to see a face you already know from a few years back. Sometimes life gets in the way of driving, with distractions or new priorities. But it's really nice to see great folks return. Bill and Tammi Ibbetson, Ralph and Annette Linares and Bob Brand are a few of the drivers who are returning to the track and it's wonderful to have them back. 



October 2nd AX TTOD winner Morgan Trotter and Bill Behun enjoying it all

November 2010

Monday, November 1, 2010

Motorhead Monday

Time: 6:00 p.m.
Place: Ottavio's Cucina Italiana
 101 Jamacha Rd
 El Cajon, CA 92021

Details: It's that time again! All you bench racers unite for trash talk and excuses galore. Come out to see some great in-car videos from Buttonwillow and Spring Mountain. All members welcome.

Wednesday, November 3, 2010

Monthly Members and Board Meeting

Time: 6:00 p.m. Social hour and food
 7:00 p.m. Meeting
Place: Paul and Ruth Young's home
 1296 Australia Street
 El Cajon, CA 92020

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 (BYOB) are available for a \$5 donation. All members are welcome.

Sunday, November 7, 2010

SDR Autocross

Place: Qualcomm West Lot
Contact: Online registration at PCASDR.MOTORSPORTREG.COM

Sunday, November 14, 2010

SDR Tour

Time: 8:30 a.m.
Place: On The Border restaurant in Parkway Plaza, El Cajon
Details: Driver's meeting at 8:45, departing promptly at 9 a.m. The secret destination will be reached via a route designed by Mike "Mad Dog" Brown.

For email notification of events, please keep your email address current in your account on www.pca.org. For up-to-date event information, see www.pcasdr.org.

Saturday-Sunday, November 20-21, 2010

GPX/SGV Pomona Fairplex 2-Day DE & AX

Details: Online registration at PCASDR.MOTORSPORTREG.COM. For info or help, contact Suesan Way at 619-992-4287 or SUESANWAY@POBOX.COM

Tuesday, November 30, 2010

SDR Last Tuesday Social

Time: 6:00 p.m.
Place: Hensley Flying Elephant
 850 Tamarack Ave.
 Carlsbad, CA 92008

Details: Come enjoy the food, music, art and friends at the Flying Elephant Pub & Grill. Opened by former professional skateboarder and accordionist for Flogging Molly, Matthew Hensley. A great place in Carlsbad to have a bite to eat, have a drink, and maybe hear a live tune or two.

LAST TUESDAY SOCIAL November 30, 2010 6p

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December 2010

Wednesday, December 1, 2010

Monthly Members and Board Meeting

Time: 6:00 p.m. Social hour and food
7:00 p.m. Meeting
Place: Mike and Angela Avitt's home
2120 Brookhurst Dr
El Cajon, CA 92019-2038

Saturday, December 4, 2010

SDR Autocross-Other Car AX

Place: Qualcomm SE Lot
Contact: Online registration at PCASDR.MOTORSPORTREG.COM

Friday, December 10, 2010

SDR Monarch School Dinner

Details: Sponsored by Mexi-Cocina

Saturday, December 11, 2010

SDR Tech Session

Place: JBA--Dyno Day
5675 Kearny Villa Rd
San Diego, CA 92123

Sunday, December 19, 2010

SDR Toy Drive/Pancake Breakfast

Tuesday, December 28, 2010

SDR Last Tuesday Social

Time: 6:00 p.m.
Place: KnB Wine Cellars
6380 Del Cerro Blvd
San Diego, CA

Details: Come see one of the, if not THE, largest selection of liquor, beer, and wine in San Diego County. It is stacked from floor to ceiling, and in some cases that is over 20 feet high. Rolling library ladders had to be installed for easy access. Staff had to be trained to throw and catch, because that's how we load and sell our bottles via "air mail" (we haven't hit a customer yet) but we have broken a bottle or two along the way...

Rady Children's Hospital Toy Drive

Join PCA-SDR in our annual toy drive in November & December. Please bring new toys to any events scheduled during November or December for the children at Rady Children's Hospital. We and the children appreciate your support.

In addition, there will be a breakfast on December 19th to deliver all the toys. We will caravan with Santa at the lead to Rady Children's Hospital to deliver the toys. (more details on the breakfast/caravan to be announced later)

Please contact Kathy Alnwick with any questions at imthekaps@yahoo.com



Buttonwillow Time Trial, the Adventure Continues

TEXT AND PHOTOS BY GREG PHILLIPS

After our summer break for the time trial series, it was time to head back to Buttonwillow with the 911SC. Although this was officially the first visit this year for the SDR Time Trial series, we had attended a Zone 7 & Zone 8 event in May with Golden Gate and Grand Prix Regions. Steve Grosekemper and I had both run some good times at that event and hoped to duplicate or possibly improve for this end of summer event.

The drive was uneventful with the convoy including Jim & Jad Duncan, Mark & Katina Rondeau, Dan Chambers & Monica Bockman and Cathy Young. We did hit some traffic through LA and then also hit some traffic just before the Lerdo Hwy. turnoff for Buttonwillow on I-5. The rest of the convoy had stopped to check into the Motel 6, but we were staying at the track with Ethan Dahlkamp's trailer.

After checking in and getting the garage keys, it was time to unload. We were sharing garage 5 with the Duncans and the concrete pad next to the garage was perfect for Ethan's trailer. Our trailer and truck were quickly unloaded and we were able to get registered at Robert Baizer's trailer. Unfortunately, he had spent Friday at the track running with the Lotus group and Alex Van Halen, and the clutch on his Lotus had broken, ending his weekend almost before it was started. Jack Miller handled the rest of the weekend along with help for timing and transponders by Chuck Sharp.

After Ethan's car was unloaded and his trailer leveled up, it was time to get moved in and load up the refrigerator. We had the generator running until we connected the electrical for the AC. Did we mention it was a bit warm for the weekend, with the forecast for high 80's to low 90's during the day and 60's at night? It was the end of the summer, and thankfully we missed the really hot spell that rolled in after we left.

The 911 had gone through some updates since May, with changes to the front splitter courtesy of Jim Duncan. He had also painted the splitter black and I had protective vinyl placed at MIS. The previously bare rear deck lid had also been painted Guard's Red by Mark Tyler at Qualtech. And after the detail and cleaning by Steve, people were asking if it had been totally repainted.

Between the updated front splitter and the rear wing, we were expecting some improved aerodynamic efficiency, especially through the Riverside sweeper. The rest of the car was unchanged and we were starting with the 17 inch wheels with Toyo RA1 255's up front and 275's in the rear. After warming up the car, filling up with gas, checking the oil level and tire pressures, we were ready for the track.

In garage 1 the appetizers and drinks had started. The Rondeau's were putting their gas-powered Fuchs blender to work making smoothies, margaritas and pina colodas. There were some new faces for the weekend like Niraj Shekhar's Cayman S, Robert Shanklin's 964C2, Mark Bray's 924S, Craig and Rochelle Booth's GT3, as well as the return of Mike Van Zandt's 944 Turbo. And some people were back with new cars, like Randy Gates who had swapped his Turbo for a GT3, and Dan Chambers who had his 911SC with 3.6 to share with Monica. As the sun slowly set in the west, the temperature began to drop and the pits slowly quieted down as people headed back to their motels or trailers for the night. After a late dinner, it was soon time to turn in for the evening before an early start on Saturday.

The good news was that since we were staying in the trailer, we had very limited travel time to get an early start on the track day. After breakfast and the drivers meeting, it was time to get the cars warmed up and ready for the day at the track. The red group was out first and Steve was driving, in hopes of avoiding more black flags. We had set up the camera and he headed out onto the track. The weather was

comfortable early in the morning, but was warming up quickly. He came in early after a couple of laps to check the engine, but the problem was only an erratic tach signal for the G2X. He went out and finished his session, and reported the car felt well and balance was good.

My session was up next and after buckling in, it was time to head out on the track for the Orange run group. We had a couple of yellow flag laps to start the session, but since I was a little late getting out, the green flag was flying after my first lap and we were picking up the pace. My first lap was a 2:16, and then the next couple of laps were 2:13s as I had cleared traffic and was chasing Jim Duncan's 996. The car felt good and Jim made a good rabbit to chase, which helped my times. Then the checkered flag was out and it was time to head back to the pits.

After a short break, Steve was back out in the Red run group. I was trying out a new Kodak HD video camera, the ZX1. Besides the VGA mode it also had 720P output at either 30 or 60 frames/sec. Using a SD card and AA batteries, it was simple to set up and get started. After Steve's session, we found the quality to be very good, but the angle of view was not as wide as the other cameras I've used. I could see the track but not the G2X dash, so we were missing the speed and lap times on the video. For the next session, I tried using the Sony camera filming forward and set up the Kodak looking back through the rear window. After that session, I found we had good results for both cameras, but the Kodak had loosened up on its mount and was rotating back and forth as the g-forces moved it around. Looked like the fancy SPEED onboard cameras where they are able to remotely move the camera during the race, but it was a little distracting, so I planned to tighten it better in the future.

I had a good time in the second session as the tires and car were working very well and the temperatures were still moderate. I started with a 2:11.86 and then had several laps in the 2:12s. My best lap was down to 2:11.82, which turned out to be my fastest lap for the day. It was a fun session chasing down and passing several other cars, especially the other II-class cars and the GT3s. The last session of the morning also went well, although I was slightly slower, with a best lap of 2:12.19. Looking back at the lap time data on the website, I had the fastest lap for the session, just faster than Russell Shon's MP Boxster at 2:13.74, Jim Duncan's MI 996 at 2:13.87 and Tim Souza's JP 911 at 2:12.98.

Our plan for the weekend was to try and keep the car clean, on the track, and not put the new splitter at risk with off-road excursions. This went well until the second session. While I was taking pictures at the short straight between the esses and Sunset, Steve had been doing fine until he went too deep and missed his braking point. After a short lockup, he was able to get the car slowed, but was not able to make the corner and was off in the dirt. From the photo standpoint, I had just set up to take a panning shot as he passed, and all of the pictures were overexposed and blurred from the slow shutter speed. Although the photo op was missed, thankfully the car was fine and the splitter in good shape.

The rest of the morning went quickly and it was soon time for the lunch break. We were happy to be able to take advantage of the trailer's AC to cool off while we had our lunch. Not surprisingly, we had a few others drop in to cool off as the day was warming up. During the lunch break, we took the time to change our tires so they would still be good for timed runs on Sunday. We mounted up a set of 7&8 inch Fuchs with new 225/50/16 front and 245/45/16 rear Toyo RA1 tires.

Steve was out first on the new tires and he reported that the balance was still good, but they seemed slower than the wider tires. His

best laps in the morning, in the cooler weather, were in the 2:08's and now he was in the 2:12's. In my session, I mainly noticed the difference in the gearing, as the tires were not only narrower but also shorter. The grip levels seemed good and even easier to drive with the smaller tires, but my times were also slower, with a best of 2:15.23 in the 4th session.

Although I was doing well in my run group against the other II cars, the real competition was in Red run group with Steve and Otto Obriest's 944 Turbo. Otto was having a good weekend, and by his 3rd session was down to 2:02.18. Fortunately (for me anyway), that turned out to be his best lap of the weekend. But he still continued to run fast laps of 2:03 and 2:04 throughout the event.

On my next afternoon session, I was trying to improve my times and get a better line through the esses and over the Phil (aka Lost) Hill. I was pushing harder through the esses, but the combination of increased speed along with turning in too soon on the exit of the esses caused me to track out too far, and I dropped two wheels off. Thankfully, I was able to bring it back onto the track before running over the access road, and although there was a wiggle (big in my mind but small on video review), I did not spin and was able to get slowed for Sunset, pulling into the hot pits to get checked out. The splitter was still good!

In my last session, the tires seemed to improve as they were wearing down, and as my line improved, I was able to lower my times to a best of 2:13.02 on my last lap of the day. It came while I was running with Don Middleton's 911. I had caught and passed him, but I could not pull away, so I pointed him by and used him as a rabbit for the last laps. Our times were not far off, but the better aero made my 911 easier to drive through Riverside and Star Mazda.

Along with his driving, Steve was also kept busy with assorted mechanical work and trouble shooting. Peter Czajkowski was having problems with his 911 misfiring. With some input from Steve, he was able to find and correct the problem and had the Jagermeister 911 running well for the rest of the weekend. He also helped to diagnose the noise from Robert Shanklin's C2 and allowed him to finish out the weekend.

As the cars were put away in the garage, Ethan had started up the grill and was barbecuing burgers for the trailer crew along with the Duncans. We also had the laptops out and were able to look at the in-car footage for the day. Jad was studying his AIM data looking for more speed for the next day. Ethan, Steve and I still needed to spend the time learning the G2X software to better review our data, and then I would be able to see where Steve was picking up those seconds on me. After dinner, we again turned in early after a long fun day at the track.

Sunday started out comfortably cool as we had our breakfast and got ready for the track. One advantage to sleeping at the track was saving on the travel time each day. Red run group was up first again, so Steve headed out to play with the big boys, chasing Richard Park's

914-6, Glenn Marlin's 993 and Ethan's Boxster, while trying to stay ahead of Peter Busalacchi's GT3.

It was soon time for my Orange group and I headed out for the yellow flag laps behind Jackie Corwin. She and Mark Rondeau spent the weekend competing for GP glory. After the green flag, she pointed me by and I started picking up the pace. Even though we were still on the smaller 16 inch tires, it was feeling great in the cooler air and the tires were already up to temps thanks to Steve. Except for one lap with traffic, the pace kept getting faster and faster. A 2:15.5 then a 2:15 flat, a traffic lap and then 2:14.49, and then a 2:13 flat; the next lap was even faster at 2:12.34, and then my final lap was 2:11.78. Spoiler alert—this turned out to be my fastest lap of the weekend.

After a short break and some photography time, it was Steve's turn again. He went by and picked up Mark Rondeau for a ride-along. The extra weight was apparently not a disadvantage, as the audience spurred him on and he turned a 2:07.61 for his fastest practice lap of the weekend, still on the narrower 16 inch tires. My next session showed consistent lap times in the 2:12 range, but the track was starting to heat up as the sun climbed higher.

There was a little more excitement in Steve's next session. About halfway through the session while sitting in the garage, we noted the lack of noise coming from the track and found that they had black-

flagged the session. Mike Avitt's GT3 lost a coolant connection and dropped water and coolant on the track on the I-5 straight. Reviewing the rear-facing in-car footage showed the results. Steve had just passed Mike van Zandt on the front straight, and was still behind him through Sunrise and the On-ramp. You could see the yellow flags waving at the corner station as they drove down the I-5 straight, and they both had slowed down. As they



came to the first Cotton corner, Mike's 944 Turbo turned sharply right and into the dirt just behind the corner station. As Steve drove around the last Cotton corner you could see Glenn Marlin's 993 off in the dirt to the outside and then you saw Mike's GT3 pulling off into the dirt before the Bus Stop.

This unfortunately led to a long delay, as they needed to dry out and clean up the track before we could continue. They then called for my run group, but I decided to skip that session to get ready for the afternoon practice and timed runs. We discussed our tire choices and decided to put the 17 inch tires back on for the afternoon, and with the skipped session and lunch we had plenty of time. Lunch was back in the trailer for the AC before getting called in for the drivers meeting. Jack reviewed the timing procedures, and they decided to shorten the final practice session to get back on schedule.

The run groups were reversed after lunch and I was out first. It was a little disconcerting, as not only were the tires different, but this was the first time all weekend I had been out on cold tires. After a few laps they were feeling better, but I came in early and had a best time of 2:13.72. Steve also just ran a few laps in his session and he came in to adjust pressures before timed runs. The fast drivers were out in the first timed session. Jad was hoping to go less than 2 minutes

in his OI 996, but the heat was against him, and his best time was 2:00.51. That was still good for TTOD, ahead of Glenn Marlin's OM 993 at 2:02.74, with Otto Obrist's II 944 Turbo a second back at 2:03.74. Ethan Dahlkamp's KI Boxster was next at 2:06.06, followed by Jim Duncan at 2:06.92. Steve Grosekemper turned a 2:07.79 for 6th TTOD (2nd in II) and was just 0.18 slower than his best lap of the weekend. Rounding out the top ten were Peter Busalacchi's RS GT3 at 2:07.86, Jack Miller's X class Lotus Exige S Cup at 2:07.87, Peter Czajkowski's HI 911 at 2:08.88 and then Richard Park's AM 914-6 at 2:09.11.

My timed run was delayed as we switched drivers and then waited for the group in front to finish. My timed laps felt good overall, but I had a couple of bobbles in Star Mazda and Sunset and finished with a 2:12.59. I was just able to stay ahead of Don Middleton's II 911 Carrera at 2:12.95. Dan was not feeling well in the afternoon and he and Monica did not run

In the G classes, Mark Bray had a fun first event and turned a 2:24.84 in GSS. Mark Rondeau was apparently inspired by Steve's laps, as he turned his best lap of the weekend at 2:14.75 to beat Jackie Corwin's 2:18.74.

Another competitive class was RS, with the GT3 brigade. Peter Busalacchi took first ahead of Curt Yaws at 2:09.21, and Randy Gates continued to improve in his GT3 to take 3rd at 2:10.18. Craig Booth turned a 2:20.09, and the Avitt's were a DNR after the coolant problem. For full results and all the lap details, check out our website at WWW.PCASDR.ORG and click on the "AX and TT Results" link.

Our final time trail of the season will be at Spring Mountain in Nevada. Look for a report in the coming issues. There will also be a DE over Halloween at a new track, Chuckwalla Valley Raceway, so keep an eye on your Witness for a report. The schedule for 2011 is not yet available, but we hope to have a Willow Springs event early in the year, so keep an eye on the calendar.



Mark Rondeau blending up a storm



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Concours Prep @ TCs Garage

TEXT AND PHOTOS BY MICHAEL HARRIS

The advertisement in the "WITNESS" offered an opportunity to "learn the 'inside' secrets" of auto detailing from a panel of experienced Concours judges, what they consider when judging a car, plus live demonstration with an answer and question period. And lunch. San Diego Region members Tom and Bev Gould hosted the Concours Training session at their shop, TCsGarage, in Vista on Saturday, 18 September. TCsGarage offers Porsche parts and detailing supplies to keep your new or old Porsche shining. True to the "WITNESS" ad, the session delivered a variety of sound tips from a number of concours experts on all phases of auto detailing, including how to prepare the exterior, interior, storage and engine compartments on one's Porsche.



Zone 8 Concours chair Joe Nedza illustrates concours interior preparation

The session was held in the rear bay of TCsGarage, where a number of folding chairs were set up in a semi-circle in front of Bev's 1970 911 Concours winning Targa as an example of how careful detailing can make a 40 year old car with a 25 year old paint job look better than a new car. Bev gave a brief overview of the goals of Porsche concours competition from the perspective of Parade and Zone 8 judges. She remarked that Parade judging was very critical of all phases of showing your Porsche from original correctness, appearance and cleanliness. Simply put, one is well advised to start with a Zone event to learn the ropes before jumping into Parade competition. She noted that in Zone events, cleanliness and overall appearance were the important areas. Years ago, Zone 8 leaders decided not to include "origi-



Porsche Club members at TCsGarage learn the ins and outs of concours preparation

nal correctness" in judging as there were often disputes as to which "correctness" was correct? For example, was the cadmium plating on the throttle linkage of a 1966 model 911 silver or gold in color? Was the fan shroud on a 1954 pre-A 356 painted black or grey, or some other color? Was the paint a matte or high sheen finish? And so on. As reasonable minds may differ on the above, our Zone 8 judges concentrate on clean, symmetry and uniformity. The seats should be set so they are evenly matched both as to seat rake and fore and aft adjustment. Body work should reflect uniform fit with uniform surface gaps. If there are chips in the paint, the chips should be filled in with matching color paint. You need to remove any item that was not original to the car. Examples: your 'to do' list, insurance policy, dice hanging from the rear view mirror, etc. Still, the original items such as tool kit, owner's manual, jack, spare tire, etc should be present and in clean condition. Bev also explained that there are five categories for judged vehicles. Entry level judging is for Wash and Shine cars. Only the exterior, interior and storage areas are judged. Next level up is Street Class which includes the above plus the engine for judging. The Unrestored Class is limited to vehicles that are original and where at least 75% of the paint is original. Special Category is for unusual, one-off, race car type vehicles. The pinnacle of judging is for "Full Concours" cars where the entire car is judged, including the chassis, suspension and underside of the car. She also mentioned the number of judges utilized and the limited amount of time available for judging. Zone 8 judging standards are objective and clean is the goal. Yet judges also understand that people are new to the competition and need to be encouraged. Where your car has some deficiencies, they will be pointed out so you can learn and do better the next time. Gone are the days when a judge would wipe the grease found on your car on your judging sheet. Copies of sample judging sheets were distributed. It was pointed out that concours participants would receive the judging sheets to retain after the judging was completed in order to help better prepare for the next concours. Judges will direct you to open doors and storage compartment lids. Once opened, a judge will insert a finger in and around all surfaces to see if it is clean or not. For really out of the way places, maybe your child or spouse who has small fingers may be a better cleaner. Use Q-tips, small brushes, lint free rags and all of the above for your cleaning.



"Here's how you do it," explains Dick Douglass at SDR Concours School

After these prefatory remarks, Bev introduced our Concours Chair, Steve Lopez, who gave us tips on exterior preparation. He broke exterior cleaning into three areas: 1) pre-wash to get the dirt and grit off your car; 2) a glaze prep to help fill in scratches; and 3) the finish wax. Steve said he always uses a good quality carnuba wax. To avoid swirl marks, you always apply wax and polish in small sections at a time and use straight line motions, not circular ones in order to apply polish and remove it. He recommended using your hand to apply wax as the hand heat will allow the wax to better penetrate. He also recommended using microfiber towels. He said he always separates his polishing rags and applicator rags. He even washes them separately, then places them in plastic bags that are clearly marked. Never wash your rags with other cleaning materials or with chemicals such as softeners. Only buy top quality towels. Cheap towels may have binding materials that are synthetics or plastics and can scratch your paint. He recommends using a car cover that does not have a lint back. For a pre-cleaning, he only uses distilled water. "So how do you get the distilled water up the hose?" someone asked in mock horror.

Zone 8 Concours Chair Joe Nedza discussed interior prep. He, together with all of our presenters, recommended using a check list for your prep. He said he also follows a routine when he judges, always starting in one area and then completing a specific pattern of review. He urges one to use very limited cleaners, never one that leaves a residue. Water is a good cleaner, and does not leave a sheen for dirt/dust to stick to. If you do use a cleaner or liquid for prep, spray it on the cloth you use and not directly on the surface to be cleaned. Joe said he often uses Windex as a simple cleaner. Grease is always an issue, such as grease used to lubricate your door hinges, parking brake cable, seat slides, and more. If a judge runs his/her hand over any area of your interior and finds grease, it will be noted on your judging sheet. Example: If you leave your car in gear, you won't have to pull out the brake handle so the cable will not be exposed. Another helpful tip: Some people may have an area on their car that does not display as well as others. How to conceal? Well, sometimes you can stand in a certain way while your car is being judged to place a shadow over the suspected area to help shield the area in shadow, thus making the car show or display better. Clever!

John Straub talked about engine cleaning and preparation. He remarked that the engine is the most difficult area to clean. He suggested you always be guided in your preparation by the score sheet. You concentrate on the areas that receive the greater number of points. As overall appearance is the first thing judges look at, clean, paint, re-plate or replace anything that is worn, such as belt(s), hoses, and the like. Be certain you do not materially change the appearance from



Bev Gould and her 1970 911 Targa, star of the SDR Concours Prep School

the original. Matte finishes should so remain, as should a surface with a sheen. Cleaners for engine compartments was discussed. John said it is often better to simply pull the motor out of the car to clean the engine and compartment separately. Due to increased scrutiny and concerns about polluted water runoff, it is not advisable to simply go out with a bottle of "Gunk" or "Simple Green" and wash the oil and grease down your drain. Commercial detailers with special facilities may work for you. Just make sure they don't use a power washer that will wash the decals off your engine area along with the grease.

Dick Douglass, a 356 and Concours expert from Santa Barbara Region, was good enough to come down and give us a number of excellent tips. He pointed out even if your older car may not have pristine tools in the tool kit and in the recesses of your storage compartment, you can ensure the kit is complete and clean. He cited an example of how late model 356 tool kit bags could be cleaned, even allowed us to make copies of the article published by the 356 Registry. He also stressed that you need to have all the stuff that came with the car for judging purposes, or you may be docked for not having it. If it was not supplied with the car, leave it out. If you are not sure, ask! He also recommended water with a little lemon as being a good cleaner.

We had a productive question and answer period and a chance to view and buy some of the excellent products offered by Bev and Tom. Both stressed that they did not stock and offer for sale any product that they had not tested and used for their own vehicles. And looking at Bev's beautiful 1970 Targa, it is certainly a good representative for the items they stock and sell. San Diego has a Concours coming up soon, so hope to see a number of new participants out there. Get those tooth brushes and Q-tips and come on out.



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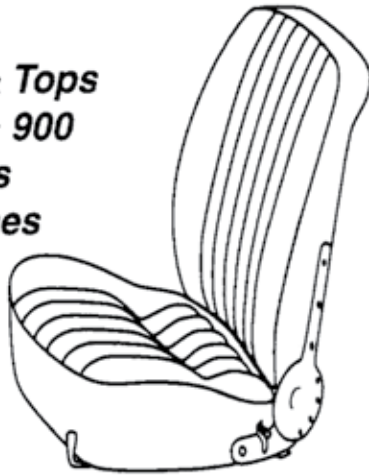
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From Autocross to Time Trial

TEXT BY MARK BRAY

PHOTOS BY STEVE HAPPEL, PAUL JR. AND SR.

From Autocross to Time Trial in “one easy step.” Well make that 5, 17, ohh I’ve lost count of the steps. This account follows my pursuit of the “next step” in Porsche racing. Though there have been many steps, all were quite enjoyable.

The usual progression is to attend a DE (Driver Education) day before going to a Time Trial, but “life” stepped in and took me a different route. PCA rules stipulate that a driver must complete 8 Autocross events over no less than 8 months before either a Driver Education Day or a Time Trial. The Performance Driving School last October gave me 2, and when I attended May’s AX it was my 8th. The DE at Fontana fell before that, so I was still 1 short of eligibility.

Paul Young Sr., my partner in Dead Pets Racing, sat down with me, looked over the schedule and discussed what event might be best. He said I would get the most seat time at Buttonwillow in September, and it would be mainly SDR people. That suited me just fine, as it added a certain level of comfort since I have seen most of the SDR folks drive.

There were new things for me to take into account, cost being a big part of it for me: \$300 TT fee, \$30 rental for a transponder (or buy one for \$375), fuel, extra tires (just in case), travel to the event. Also whether to drive the car there or find a way to haul it, lodging, food etc.

Regular TT’ers probably have an established system and a list and stockpile of needed goods, but for a first-timer it’s another story. While I was looking forward to “a year of seat time in two days,” I needed time to save money to do it and acquire what I thought I needed.

Using the PCA-SDR forum as a resource to post questions led me to plan on driving Tuffy (our ’87 924S) and asking Paul to haul some of my extras. I also planned on caravanning in case something went wrong along the way. My tires were good as I had just bought them in May, but I elected to use my old 205’s to drive up and switch to the 225’s for the TT to get as much out of them as I could. I also picked up an un-mounted set of used 225 Hankooks for backups, but the logistics of getting Paul’s spares, my run tires AND another unmounted set of tires into the allotted space was one set too many. So I squeezed just two of the backups into the back of my car. Since the Toyo R1Rs only had one AX on them, I hoped they would last the weekend. As it turned out they performed wonderfully and still have plenty of life left in them.

As the week of the event finally came around, I found myself suffering from what Dr. Frank N. Furter aptly referred to as Anticipation.

To calm my nerves, I prepped everything I could. Tapping into the vast knowledge of the gurus on the PCA-SDR forum once again, it was suggested that a planned brake venting system wouldn’t be needed. The Porterfield pads on the front are nearly new and a good bleeding, I was told, would be just fine. Nothing happens in a vacuum and this process is no different. Ryan at RSR Autosports graciously got me in for a tech inspection, Steve at C2 Motosports did a recheck on my tire balance, told me to tape the wheel weights down with high heat foil tape and provided a few great driving tips. Paul Young Sr. lent me a passenger race seat and harness set and helped me install it. We also bled the brakes. Without these and other great folks, making this happen would have been difficult at best.

Driving up on Friday afternoon, following Paul Young, was smooth and uneventful. Murrieta to Bakersfield in a car prepped to run (hopefully) well in GSS class, with no air conditioning and temps around 90 was not the lap of luxury. I reminded myself that the old school



Buttonwillow's Lost Hill

356 drivers didn’t have air conditioning and they are now the stuff of legend, so maybe it would help. If not, well, at least I sweated off a few pounds.

Paul and I were sharing facilities for the weekend—what a treat to have a nice garage to use my first time out! Arrival and set up was a flurry of activity. We signed the waivers, checked in at registration, and I received my transponder from Rob. Then we moved into the garage, unloaded Snickers, changed the wheels/tires on Tuffy, checked his fluids, cleaned him out and installed the transponder. Wow! I’m glad we did all the other prep ahead of time. It is important to get as much done as you can beforehand, because there is still plenty to do after arriving at the track!

Beyond the cost I mentioned earlier, the major difference between Autocross and Time Trials is apparent the moment you see the schedule. A glance at the run sheet for Saturday stunned me. I would get 6, yes, SIX 25-minute run sessions! Talk about seat time!

The pace of the event is somehow less hectic while at the same time more active. At an autocross, you have corner working and your run sessions as the busy parts, and pre-grid waits and downtime during your session before you make your next lap. At a Time Trial, there is just the right amount of time to get drinks, relax, and think about your previous run before the 10 minute warning for your next run. Then its 25 minutes of driving that seems to go by in 5. This makes for a very evenly paced day.

Don’t get me wrong, I really enjoy autocrossing and plan to continue. The events are very different in more ways than just the driving.

The driving. Wow! I know some folks are hesitant to move straight from Autocross to Time Trial, and I know many instructors feel that a DE is a necessary step between AX and TT. For me I did not, in any way, feel endangered or uncomfortable. In fact quite the opposite.

The big track (3 miles) and the one car at a time spacing provide a good margin of safety. So while you do get caught by the faster drivers or catch slower ones, it’s a fairly straightforward thing to run your line as usual until reaching a point-by area and then let them pass or make your pass. If someone goes off track, the professional corner workers clearly display flags and take things in control. Additionally, I felt safer knowing there is lots of space off track. To be fair, it’s dusty and bumpy, but this helps isolate the off track car from the others, and collisions are less likely.

The Buttonwillow track is pretty technical, physically and mentally demanding and really fun to drive. As I rode with Paul, I started to wonder if I would be able to actually go THAT fast? The answer was a resounding YES! Well, to be fair, not quite as fast, because Paul’s times



Mark with Paul Young

are much better than mine. For now.

Saturday was exhausting, exhilarating, entertaining, and above all, educational! After a clearly presented drivers meeting, we got started. Paul caught and corrected numerous big, medium and small errors in my driving. The main issue for the first half of the day was getting me to drive the track like a track rather than an autocross. Because you are dealing with more speed on the track, braking early is even more vital to setting up for a corner properly. There are also just a few cones to use as landmarks for braking or turn-in, so you can't base your timing on those. Then "gators" in certain areas extend the track so your turn-ins and track-outs are not limited to "just the asphalt". Getting me to realize this and use them properly was a bit of a challenge, but Paul's patience won out. There is really much more time to get things done while driving at a track, and smoothness is well rewarded. At the end of the day my best time was around 2:30.

The weekend setting brought another benefit. People, mostly drivers, pulled up chairs in the shade of the trees, and as they seem to do, talked about driving (of course!). The discussion of lines, gears, tires, and all the rest was a really beneficial classroom for me. Saturday evening, Mark Rondeau and Jackie Corwin encouraged me to take several corners in a higher gear. Mark offered a ride along to let me see what he meant. I didn't know it at the time, but that casual discussion would change things completely for my weekend. Sometimes when things are not happening, is when they really happen.

Sunday morning I read a bit of scripture to Paul as we had coffee in the hotel room.

"Hebrews 12:1. Since we are surrounded by such a great clouds of witnesses let us throw off everything that hinders and the sin that so easily entangles, and let us run with perseverance the race marked out for us."

It seemed appropriate and we planned on applying it to our driving that day.

On the way to the track, we discussed how to put the previous night's advice into practice. A higher gear would mean braking even earlier, then rolling back on the gas sooner to build revs and carry speed through the corner. When we got to the track, we rotated the tires on both cars just to get as much life from them as possible. People stopped by for a friendly good morning chat, including Jad Duncan, who offered me a ride along. I readily accepted! His red run group was up first, so it would be an eye-opening way to kick off the day. I had no fears or jitters about being in a car with that much power, doing a lap a full 30 seconds faster than my car. It was amazing to watch his car control at speed, and interesting to see that my lines were similar to his, though much slower! No sooner had I gotten back to the garage than Mark R. popped in and said, "You ready for the ride?"



Paying close attention to my line

So off I went! Mark Rondeau is an eminently smooth driver and it helped solidify the advice he gave me the previous evening. Seeing his lines gave me new ones to apply, and I walked away considering several corners in ways that I had not previously. As a result of these kind gents, I got in Tuffy for my first run session on Sunday with two sessions already under my belt.

After a couple of warm up laps, I started implementing the new plan and was rewarded with lap times around 2:29, 2:28, approaching the track record for my class, 2:27:68, which Jerry Mize had held since 2004. Indeed it seemed that the advice was starting to pay off. The car was more settled, I was taking some corners at higher speeds, and Tuffy seemed to be sticking in there just fine. I did, however, scare myself just a little once. I entered a long right hand sweeper (Riverside) going faster than normal and part way through I thought, "I am not going to be able to make this turn." A very light easing of the throttle and a steady bit of steering got us through, but my heart was really going! Another time I turned in too early for "Lost Hill," so called because it's a blind hill/corner that you have to set up for properly and then just know your car is where it should be. The result was, though the track continued to the right, there was no way I was going to make it without spinning. So I opted for cutting straight through the dirt where the track comes back left and back onto the asphalt. Paul's smiling response was, "That was a little bumpy." It was over so fast there was no time to be scared and we motored right along, then pulled into the hot pit where a track official looked Tuffy over for issues and waved us back on. I was now a real Time Trialler: I had gotten through my first track off! My times continued to come down and a few times I ran laps that were faster than the track record, but since it was not my timed session they didn't count. Would I be able to do it during timed runs? We would see.

The lunch-time driver's meeting explained how the afternoon and timed laps would run. We would reverse our usual order for the afternoon practice session, then the timed laps would be back to the regular order. This lets the folks with the fastest cars have the hottest tires for timed runs, which is fine, unless you are in the yellow run group as I was. We would have the long wait until the last timed run session. It was perhaps the longest wait of my life! I walked, drank water, visited the restroom, sat, wrote, walked, drank water, visited...well, you get the idea. I did close my eyes and drive the track in my mind, with my hands on an imaginary wheel and my feet working nonexistent pedals, the visualization process really helped.

Since I was in a slower car, my timed group was called last. In fact the announcer said, "OK, everybody that hasn't made your timed run, come on out now." My nerves settled and I got down to putting into action all that I had practiced.

You run one warm lap and then have a flying start at two timed laps. My plan was to put down a solid, steady, first lap and go from there. I glanced at my in-car time and saw a 2:26:47, over a second faster than the track record! I thought, "Well what the heck, now let's really go for it!" When I crossed the line I looked at my in-car time and thought, "a 2:34:84? It sure felt faster than that!" I looked again and realized it was a 2:24:84, 2.81 seconds under the previous record! Perhaps I am finally living up to the moniker "The Faster Pastor." The guys in the tower were smiling and giving me thumbs up as I came back to the pits, because they had heard me hooting and hollering all the way from turn one and figured something good must have happened.

As you can tell I really had a great time. I feel like my driving skills progressed by leaps and bounds, and I learned so much I am still processing it. After tallying the weekend, I ran 189 miles in 2 hours and 40 minutes without using my entire allotted time. In all that driving I never felt endangered by another driver, not once. The only time I was scared was those few seconds in the Riverside corner I mentioned earlier.

If your perception of a Time Trial is trying to survive on a track as a beginner with 600hp race cars flying by you, I can assure you it is not that way at all. Come on out, it's a blast! If you are considering whether to autocross or time trial, I encourage you to see it not as one or the other but rather as both.

Some folks may wish to do a DE first simply because that's where their comfort level is, and I encourage them to work within that. As for me? I am sure that I will attend a track DE when the circumstances of life and finances allow it, but if I had the ability financially, and Sunday was not a rather big day in my week as a pastor, I would be at every Time Trial all year!



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Time: 5:30 pm check-in, 6:00 pm silent auction, cocktails, hor d'oeuvres, 7:00 pm dinner
Cost: \$65/person until Dec 15, \$75/person Dec 16-31, \$95/person after Jan 1, 2011
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(858) 488-1081

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To purchase tickets, please fill out the information below and mail to: (Sorry, no online registration for this event)

Martha McGowan
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Names of attendees: _____

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TEXT AND PHOTOS BY RICH FATUZZO

It was “a lucky 13” for all of the PCA-SDR members who took the opportunity to attend, enjoy, and be thoroughly entertained by watching the vintage car racing presented by the Historic Motor Sports Association (HMSA) on Saturday, September 25th, or Sunday, September 26th, (or both days!) during the 13th running of the Coronado Speed Festival at North Island Naval Air Station. Better yet, some PCA members actually participated in the racing events over the 1.7-mile course, which had over 250 vintage cars in competition.

Most of the race groups included production cars of various years, with engine sizes either under 2000cc or over 2500 cc, with a scattering of Porsches in several of the groups. But, group 2 (1953-66, less than 2000cc) had 6 Porsches running out of 25 cars, while Group 7 (1962-66, more than 2500cc) had the most Porsches competing with 13 out of 39 cars—a third of the field. PCA-SDR member Erich Wilms of Encinitas (car #62), raced his 1967 Porsche 911S in group 7, as did PCA-SDR members Jon Wactor in a 1970 914/6 GT. Don Anderson in a 1964 Bobsy-Porsche SR3 drove in Group 3, and Alan Berry was driving a 1964 Volvo PV 544 in Group 5. Kaid Marouf drove in his 1960 Alfa Romeo SZ in group 2.

No matter what your preference in vintage car racing, there was something for everyone to enjoy, even if it didn’t include Porsches. For instance, Group 1a, had Vintage Cars from 1917 to 1939 such as Chevrolet Speedster, Lagonda, MG, Austin and Frazer Nash. In group 6, FIA Manufacturer Championship Cars from 1965-88 raced, with some Lola and McLaren cars competing. Group 8 showcased Historic NASCARs. The featured marquee for this year’s races was the American Shelby cars with about 20 examples, including the legendary Cobras and the Daytona Coupes, to the GT40 and GT350 cars registered to race or in the paddock display area.

This week-long Fleet Week event, presented by the San Diego Fleet Week Foundation, benefits the Morale, Welfare and Recreation Fund of our military and their families stationed here. Last year, more than 10,000 enlisted men and women and their families attended, and from all accounts, it appears that this number was easily exceeded due to the great weather we had for both days. And, it was not just all about the racing—there was a Coronado Village Car Parade; military jet flyovers on Saturday and Sunday; skydivers before the Open-

ing Ceremonies; ship tours; new car test drives; drifting exhibitions; garage tours of the racing cars; and over 2,500 cars, trucks and motorcycles displayed in over 75 car corrals and display paddock areas, lining the grandstand sections of the race track and encompassing at least 10 football field areas behind the grandstands.

As in past years, by far the largest corral contingent was made up of Porsches with our PCA-SDR corral displaying over 380 Porsches for both racing event days. And that wasn’t all, I counted another 58 Porsches scattered around on Saturday, either in other car club corrals or in the paddock areas, and that doesn’t include those Porsches that were also racing.

So, of all of our yearly PCA-SDR Events, the Coronado Speed Festival has to be considered the “Premier Event of the Year” for PCA-SDR attendance by Club members and their cars. The large club member attendance at this event also gives many of our members, such as concours people, autocross enthusiasts, touring and rally participants or just plain lovers of everything Porsche, the greatest opportunity to socialize together. And all this in a spirit of camaraderie with those other PCA members we might not see on a regular basis. The added bonus of this event is that we also get to talk to and renew or make new acquaintances with other sport car enthusiasts in many of the other car clubs.

The tremendous success of this event is primarily due to the herculean efforts put forth each year by our Vintage Racing Car Committee Chair, John Straub, along with board member Monique Straub and the entire Vintage Car Committee, and those people helping out from the Social and Membership Committees like Angela Avitt, Membership Chair, and Katie Kinninger, Social Chair, and Steve Snedeker, who manages the Goodies Store. And what about the great job all those people did doing traffic control to accommodate all those Porsches, which is no easy task. This was all done on a leaner event budget than in the past. However, some of us (like me) did miss the hot lunch. But, not to panic, the event did have a food court, where there also was entertainment with 10 bands that performed over the two race days.

And now for the best part, the final race results: #\$\$\$%^&####&*(%)###>. Unfortunately, after numerous attempts by this writer via phone and e-mails to contact the Historic Motor Association personnel, no final race results were made available from the HMSA people or posted on their Website at the time of this writing. Oh well, those who raced already know how well they did and the rest of us at least got the chance to enjoy a great show!



“Go Speed Racer, Go!” A group 5 race—’59-66 Production Cars with disc brakes



Saturday volunteer “Early Birds” Larry Bevins and Rick Valentine

PCA-SDR Holds Its First Ever Teen Street Survival Driving School!

TEXT AND PHOTOS BY MARTHA MCGOWAN

In the fall of 2009, there were a number of fatal teen driving wrecks that hit very close to home for SDR member Mike Dougherty. While he did not personally know any of the teens involved, many teens he did know were deeply impacted. Knowing the PCA's Performance Driving School (PDS) taught skills that could have helped in at least one of the wrecks, he decided to research the possibility of a teen driving clinic much like our PDS. He knew we would need to de-emphasize the "performance" aspects of the instruction. He also knew parents would not be enthusiastic about sending their 16, 17, or 18 year old to any driving school that had "performance" in the name, even if it taught life-saving skills. He began his research by posting a message on PCA-SDR's forum asking if there would be any interest from our vast instructor pool. The response to that thread was overwhelmingly positive. A few people offered information on existing programs that he might consider looking into. One such program was brought to Mike's attention by Peter Busalacchi: the Tire Rack Street Survival (TRSS) school backed by the BMW CCA Foundation, a non-profit, tax-exempt charitable organization which provides benefits to the motoring public community and fosters educational programs.

After reading the material from the TRSS, Mike thought it seemed like the perfect solution. The manual had all the skills and material we present in our PDS, excluding any aspects that might be considered "performance" or "racing" centric, so the teens would get exactly the experience and knowledge Mike felt they needed. Mike believed that good car control and basic understanding of vehicle dynamics could help save many teen lives. Mike's understanding of the material was soon demonstrated to be accurate. Through Peter, he made contact with the Los Angeles BMW CCA and volunteered to instruct at their TRSS in December 2009. He drove up the morning of the school and met with the local coordinator as well as with the school's national organizer. After spending the day instructing two teens and asking a ton of questions, Mike believed he had found the program he was looking for. He continued reading up on other schools just to be sure. After instructing at the San Diego BMW CCA's March 2010 school with a number of other PCA instructors, he was convinced this was the program that PCA-SDR needed to provide. He began the legwork at the May Board meeting. With a few contingencies, they accepted the proposal, and thought it was a good idea for PCA-SDR to be involved in the program. Within a few days of the meeting, Mike was able to obtain enough information from PCA National to satisfy the boards' concerns.

Mike was on his way. He enlisted the help of the energetic and talented Jackie Corwin. He posted a notice on the SDR forum announcing the TRSS and asked for volunteers to instruct or otherwise help out at the event. The reaction was immediate as numerous members enthusiastically announced they would love to be involved in whatever capacity was needed. Many members had teen drivers who they wished had had the opportunity to participate in such a school.

The BMW CCA Foundation and Tire Rack provided all of the supplies including the student books, the parent books, the PowerPoint presentation, shirts for the instructors and staff members, and banners. Mike next set out to round up other donations and contributors. The following organizations stepped up to the plate: White and Bright Law Offices in Escondido donated \$500; Panera Bread donated the breakfast bagels and coffee, and lunch of salad and sandwiches for a very minimal cost; Pioneer Porsche provided air bags (more



Seemingly interested students

about those later); and the United Truck Driving School provided an 18-wheel semi truck (more about that later, too). Due to a misunderstanding with the stadium, the school was moved from the west lot to the smaller southwest lot, and for compensation, they offered a \$500 discount for the lot. Everything seemed to be pointing to the success of this event. Mike was on a roll.

A small but eager cadre of instructors (henceforth referred to as coaches) and support staff were vital to the success of the TRSS, and they all deserve to be mentioned. A special thanks goes out to: Andy Mail, Terry Barnum, Steve McKay, Jerry Bumpus, Bill Behun, Curt Yaws (who led the classroom presentation), Jackie Corwin (who organized the student sign-ups and all the forms that went with that), Ron Trotter, Larry Bevins, Carl Scragg, Tom Tweed, Mark Rondeau, Mark Bray, Keith Verlaque, Steven Weiler, Bill Hartsock, Katina Rondeau, Martha McGowan, Devin Charters (from the BMW club), Brandon Watson (also from the BMW club, who was a student in the BMW TRSS school only a couple of months ago and was now instructing), and, of course, the team leader, Mike Dougherty. Thank you all for your time and help. I heard many of these seasoned instructors comment "this is so much fun!"

A couple of weeks before the school, Mike sent out a manual outlining the in-car coach guidelines. This is meant to be a safe teen program designed to go beyond today's required driver's education program. The primary emphasis of the TRSS is a hands-on driving experience in real-world situations so the students can be safer, smarter drivers. The students use their own car to learn about its handling limits and how they can control it. The students will be taught to be more observant of the traffic situations in which they find themselves. They will learn to look far enough ahead to anticipate unwise actions of other drivers. As the students master the application of physics to drive their cars, they will make fewer unwise driving actions themselves. They will understand why they should always wear their seatbelts, and why they should insist that their passengers wear seatbelts.

So, bright and early on Saturday morning, the teens (most of them reluctant to be there and probably not used to being up so early on a Saturday) and their parents all showed up to finalize registration, get their instruction booklets (along with a tire pressure gauge donated



The intrepid coaches squad

by Tire Rack), get their wristbands, and sign the waivers.

During the registration process, Mike reviewed the teaching principles with the coaches. He reminded them that this is not a performance driving school, and information should not be taught as such. The basic skills and concepts being taught at TRSS are intended to make teen drivers safer on public roads. Any examples with terms relating to speed events should not be used. Words like 'apex,' 'turn-in' and 'track-out' are not appropriate. Everything should relate to an everyday drive on the street or highway, and focus on the various things that can happen while driving that bring us to the edge of control. Mike reminded the coaches that the majority of the students really do not want to be there. This school wasn't their idea. He suggested to bear with their attitude and to allow them to figure out that this program is not just a day full of talking. They will be doing things in their car that they normally get yelled at for doing—squealing tires, sliding the car, slamming on the brakes. Hopefully, the little light will come on in their heads, and then you can celebrate that with them.

After Mike's review, the students were paired up with their coaches. The first order of business was to make sure the students' cars were safe and all articles removed (water bottles, hamburger boxes, gym shorts, books, etc.). After that, the coaches showed all the students how to check their tire pressures and reminded them to maintain air in the spare tire. Upon checking one spare tire, it was found to be at only 15psi! Many of the cars were OK, but several students had to add air to their tires, while others found that the pressure in the tires drastically varied from one tire to the other.

In order to maximize the talents of the coaches, the school was organized as follows: classroom instruction, driving exercise, classroom, driving exercise, etc. So the students spent about an hour in a classroom receiving information about the upcoming exercise—what it would teach them and what to expect, and then they went out in their cars and tried to experience what had been discussed.

The first driving exercise was straight-line braking—hard pedal braking for ABS-equipped cars and threshold braking for non-ABS equipped vehicles. The purpose of this exercise was to teach the students basic concepts about speed and braking consistency, to form familiarity with ABS braking, and to improve braking skills regarding modulating braking pressure. The next exercise was braking and turning and was directed at helping the students understand the limits of tires in braking and turning. Hopefully, drivers in cars with ABS felt the system engage. The slalom course was next, and the purpose was to teach the use of vision down the course and smoothness in weight transfer of an automobile. Next was the skid pad, where soap and water provided a slippery surface that made it easier for the students

to skid their cars. The cars started at a constant radius, and then exceeded limits with acceleration and regained limits with deceleration. This was followed by emergency avoidance, utilizing the concepts of single- and double-lane changes. The purpose was for students to be able to deal with car control challenges that may result from a dramatic avoidance maneuver.

In the final lesson of the day, the above exercises were all combined to create a course of consecutive corners, decreasing and increasing radius corners, and hairpin corners where the students could put to use what they had learned, both in the classroom and in their cars. The course was designed to randomly and repeatedly produce the kinds of driving challenges that students might encounter during emergency situations.

Now, let's get back to the exploding airbags and the 18-wheeler. As part of the learning experience, the students were able to witness the deployment of various types of airbags and discover for themselves the limited visibility from an 18-wheeler. Pioneer Porsche donated several air bags, including fronts, sides, and a bolster. Pioneer employees Sean, Earl and Mo graciously spent part of their Saturday at the stadium, where they ignited the various airbags so students could witness first-hand the explosion that resulted. Then, United Truck Driving School parked an 18-wheeler in the lot. Cars were parked around the semi to simulate the actual visibility a truck driver has going down the freeway. The students then all sat in the driver's seat and saw for themselves the viewpoint of the driver. Both of these demonstrations proved to be entertaining and exiting for all to observe—including the coaches.

At the end of the day, the students were asked who had fun and if they learned anything. There was a resounding "YES" from the crowd. The smiles on the faces (of both students and coaches) were a tell-tale sign that everyone had a great day. One teen said when he found out his dad had signed him up for this school, he thought he was going to be stuck in a classroom all day, and he was not looking forward to it—"Boy, was I wrong!" he happily exclaimed.

Thanks again to Mike and Jackie for their efforts that made this a rewarding day, and to all the coaches and helpers who gave up their Saturday to teach driving skills to teens. I overheard a comment that I think really exemplified the success of this car control clinic. One father remarked that his daughter learned more at this TRSS than either of his sons had learned at a very similar \$800 teen driving school. The best statement I heard was from one teen who, after the straight-line braking exercise, said "my mom whines about the brakes on this car every day." Apparently, this teen has something he wants to teach his mother. Hopefully, this event can become a permanent fixture on the SDR calendar.



New Members

We are pleased to welcome the following new members to the San Diego Region.

Rick Beckerman & Evan Beckerman

Carlsbad, CA
1995 911 Roadster

Ben Bulkley

Solana Beach, CA
1986 911 Coupe

Keith Chapman

Escondido, CA
2007 997TT

James Cooper

Carlsbad, CA
2010 Carrera 4S Coupe

Ann Dahlkamp & Edward Dahlkamp

San Diego, CA
1981 911 SC Coupe

Joel Ellingson & Yuri Ellingson

Washington, DC
2009 Carrera S Coupe

Garett Gallacher & Rueben Duran

San Diego, CA
1987 944S Coupe

Joe Gonzalez

Spring Valley, CA
1987 911 Carrera Coupe

Greg Gorgas & Sandi Gorgas

Encinitas, CA
2003 Carrera Cabriolet

Jennifer Hale

Carlsbad, CA
2004 Cayenne

Carolyn Honeycutt & John Honeycutt

Fallbrook, CA
1975 914 Targa

Ro Humphrey

San Diego, CA
1987 944S Coupe

Karen Johanson

La Mesa, CA
2002 Boxster Roadster

Jeffrey Lin & Paulina Lin

La Jolla, CA
2009 997 Turbo Cabriolet

Greg Miziolek

San Diego, CA
2001 Boxster S Cabriolet

Neil Monastero

Escondido, CA
1997 Boxster Cabriolet

Emil Morales & Jody Morales

San Diego, CA
2004 996 Coupe

Ken Peterson

San Diego, CA
1993 968 Cabriolet

Chris Rule & Russ Heim

San Diego, CA
1980 911 Coupe

Martin Smith & Chiko Lee

San Diego, CA
2004 911 Coupe

Craig Truitt

San Diego, CA
2002 Carrera Coupe

Henry Tsai

Arcadia, CA
2008 Cayman Coupe

Mike Turbitt & Sandy Turbitt

San Diego, CA
2007 Carrera Cabriolet

Joe Zimmerman & Rebecca Zimmerman

Carlsbad, CA
1994 968 Cabriolet

Anniversaries

Five Years...

Olivier Brackett
David Green
Charles Holland
Jerry McDonald
Ronald Sargent

Ten Years...

Paul Cadrobbi
Denny Moore
Art Nieman

Fifteen Years...

Steve Lopez
Jason Mills

Thirty Five Years...

Robert Harvey

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For questions about your membership status or delivery of your Windblown Witness, send e-mail to MEMBERSHIP@PCASDR.ORG.



Jennifer Reinhardt with her mom, Dee Smolan, and Jackie Corwin with her mom, Arleen DeWire, at the September Last Tuesday Social

October 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 October 2010 Board of Directors meeting was held at the Scragg home. Board members in attendance were Curt Yaws, Neil Heimborge, Carl Scragg, Bill Behun, Rikki Schroeder, Mark Rondeau, Monique Straub and Dave Gardner. The meeting was called to order at 7:06. Minutes from the September 2010 meeting were approved unanimously.

President's Report

Curt Yaws congratulated the new Board members: Leigh Rayner, Terry Barnum, Cathy Young and Greg Phillips.

Mike Dougherty reported on the Teen Driving School, which was held September 11, which was enjoyed by parents, students and instructors. He would like to make this an annual event. Martha McGowan is writing an article about the event.

Treasurer's Report

Accounts are reconciled as of the end of September. Major expenses included the recent Autocross and Witness printing and mailing. Major sources of income included Witness advertising, the recent Autocross and Goodie Store sales.

Chair Reports

Archivist. No report.

Autocross. (AX, pre-reg, reg, CW, equip, logistics, safety, tech inspect, tech adv, timing). Jerry Bumpus reported that the last AX was sparsely attended, but that there were many "X" cars in attendance. It was noted that there were questions about award eligibility. Bumpus decided that eligibility will be for those who attend 51% of the events. If eligibility exists for a member in more than one class, the participant must decide in which class he wishes to participate.

Auto Museum. Michael Harris reported that there is a new exhibit of California cars.

CDIs. Mark Rondeau reported that the upcoming driving school is sold out.

Charity. Kathy Alnwick stated that a toy drive will be held in November and December. She is also working on a pancake breakfast to be held at a fire station. A motion to allow this event is approved.

Alnwick reported that Roberto Montoya, Mexi-cocina, would like to have his restaurant host a dinner for Monarch School around Christmas, December 10. The motion to add this to the calendar is approved.

A motion to donate a Christmas party and possible other items to Monarch School was approved, subject to a final budget request from Alnwick.

Concours. Steve Lopez reported that all is ready for the upcoming Concours.

DE. (DE, pre-reg, reg, CW, equip, logistics, safety, tech inspect, tech adv). Peter Bussalachi reported that there are 56 registrants so far for the Chuckwalla event. They anticipate a sell-out.

eMaster. No report.

Equipment. No report.

Goodie Store. Steve Snedeker reported that they had a very successful sales event at the Coronado Speedfest. The old and obsolete merchandise has nearly all been sold. New merchandise is needed and has been ordered. He presented a budget request to purchase more merchandise including caps and different shirts. The goal is to make

the Goodie Store more profitable. Motion to approve the budget request is approved.

Historian. No report.

Insurance. No report.

Legal Affairs. No report.

Membership. Angela Avitt reported that there were 1,433 primary and 1,071 secondary members for a total of 2,504. Membership is holding steady from last month. New members were signed up at the Festival of Speed.

Military Liaison. No report.

Rally. No report.

Region Rules. No report.

Safety. No report.

Social. Angela Avitt reported that the next Motorhead Monday will be held November 1 in El Cajon.

Sponsor Liaison. No report.

Tech Sessions. Jim Binford requested that a session be scheduled on December 11 at Dynoday at JBA. This was approved.

Time Trial. (TT, pre-reg, reg, equip, safety, tech inspect, tech adv, timing). There was discussion about how many of these events should be held, and whether they should be combined with the DE's.

Tours. Keith Verlaque reported that a tour will be held on October 24, leaving from Parkway Plaza in El Cajon.

Vintage Racing. John Straub presented the budget reconciliation from the Coronado Festival of Speed. There was a terrific turnout and many compliments.

Web Team. Tom Brown opened discussion about the web site, noting that it needed to be updated to operate more dynamically. Mark Riesenberger has begun work on a new website and has brought the first 6+ hours of work in to show how a revised website would operate. This could create new opportunities for advertising, and member involvement. Brown and others will return with additional recommendations about staffing and maintenance tasks.

Witness Team. No report.

New Business

Bill Behun noted that the Imperial County Board of Supervisors will hear the permit for a track development in Imperial Valley on November 8. He's been asked to speak on behalf of the Club. This is approved by consensus.

Old Business/Announcements

None

Adjournment

The Scraggs were thanked for hosting the meeting. The meeting was adjourned at 9:10. The next meeting will be November 2nd at the Young's home.



Rentals

Car Trailer For Rent - great open top car trailer, has an optional tire rack, storage box, all equipment, ready to go. lewis@sdgalv.com or (619) 299-6645

RACE CAR RENTAL Local AX, arrive and drive, 944 spec rental. \$300 w/ instruction from 23 yr PCA driver. 944's also available for big track DE's & TT's. Tim Comeau 619.994.0919 timcomeau@cox.net. www.comeauracing.com

Street Cars

1964 356sc Original owner. Restored to original condition. Car comes with original sales receipt, toolkit, owners manual, service receipts dating back to the '60s and a Certificate of Authenticity. Hagerty value is \$88,000. Will consider offers. Serious buyers only. (760) 352-4488

1966 912 coupe big bore, new top end, new interior, new clutch, steering box, dual mstr cyl, tires. much more (619) 501-7537

1974 914 2.0 Yellow w/ Black Interior. Very good condition. will need paint but has been taken well cared for. \$7,500 OBO.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

1979SC, 3.4, LSD and more 2,850 miles on 2009 Supertec 3.4 motor and LSD trans, carrera brakes and so much more. New NT01 Nitto's. Reciepts for over \$24K in 2009. Windows out restoration in 2000. Asking \$24, email glassoff@live.com for more info, click globe icon for more pics (760) 221-2522

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

1984 Europ. Spec. 911 Carrera Immaculate Targa-231 hp 3.2 Liter Euro Spec 911. Black/Black Targa. 73k. Records, Collector owned. Fresh Yokohamas. Needs nothing. Not available for sale to CA residents due to ROW VIN. Price just reduce to \$USD 17,500 -Baby coming. Mike 858 337 5001

1985 930 Turbo Slantnose 3.3 liter, B & B Racing exhaust, recent transmission/ engine rebuild. Imported by Canadian Racer, Dick Barbour, rare grey market, Cabriolet model. Must sacafice... \$17,000! (619) 565- 7989 or djones@sdyouth.org

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

1987 Porsche 924s 97,900 ORIGINAL LOW MILES. Beautiful Red Paint. Outside looks like new. Excellent inside. New Michelin Tires. 5-Speed manual transmission. Pwr Windows and Mirrors. Cold AC. CD Stereo. OG Porsche Seats in mint Condition. Registered til 07/2011. Just smogged on August 4th, 2010. Clean title in hand. Must see. Runs excellent. It has a kickass engine. \$3,300 o.b.o. Call Alex (310)+302+7796

1988 930 Turbo Slantnose *Certificate of Authenticity* Beautiful Car, red with black interior, 23K miles, fully loaded, excellent condition, car includes original wheels and a set of HRE wheels. \$49,900. (858) 452-5600

1989 911 Speedster \$69,000. 39k miles. New headliner. Serviced at Black Forrest. Private seller. Peter (760) 855-5871

1989 Speedster black w/cashmire leather, factory a/c, short shifter, alarm, ltd. slip. 26000mi, rare & perfect. \$69900 OBO. (909) 376-9536

1990 Porsche Carrera 4 Very Clean 1990 Carrera 4 Porsche, sunroof, xn't rubber, good brakes, very good paint job, recent new leather interior, xn't interior mats, custom air foil wing @ rear, 1995 engine w/ 26,000 mi., installed 5 yrs ago(has approx. 50,000 mi. on engine(body has high mileage but tranny, clutch, main drive train components have been replaced or updated. Outstanding driver getting 26+MPG, everything works very well. Very fast w/300 HP motor. Stock 90 carrera had approx. 240 HP If you want a Porche there is no better car on the market \$16,000 OBO pictures available upon request 619 527-4020

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. REDUCED \$42,000 Call David (858) 722-4242

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 Coupe Mdnt Bl/ Tan, 62K mi. Rare M718, OBD1, no air injectors, 6 speed, limited slip, locking diff. power seats, 17" cup wheels, serviced, orig., records, \$34K Jack, 858-775-4022 (858) 775-4022

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

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

2003 Carrera Coupe Midnight Blue/grey 6 speed, 29,000 miles, new tires, heated sport seats painted to match, Bose, Xenon headlamp package, other options, \$37K (858) 525-1300

2005 Porsche 997 S One Owner, Special Ordered, Arctic Silver, Sport Seats, Sport Chrono, Bose, 6 Disc, Non-Smoker, 12,400 Pampered Miles, Never Seen Rain! \$56,000 (619) 972-6572

2007 911 Carrera S Coupe Gorgeous White/Sand beige interior, Sport pkg, 12K miles, Excellent condition/Nav/6 Disc/Sun Roof/Non Smoker, \$64K (619) 587-5802

2007 GT3 GT Siver paint, Black Int. Sport Chrono pkg, Adaptive Sport seats, PCM 2.1 Navigation. Carbon Ceramic Brakes, Interior Carbon Fiber pkg, Sound pkg and many more options. 9400 miles. Flawless vehicle, never tracked. \$84,500. OBO. Paul (619) 384-1744

2009 Cayman (Gen-II model) 6 speed, 2.9litre 265hp. Carrera White, Sand Beige Leather, 19" Carrera-S-II. 9000miles, Registration until Sept 2011. Warranty until July 2013. \$42950 (714) 310-1729

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

Parting Out 1976 911 Targa with 930 body and a Black Forest 3.2 ltr conversion, updated paint and black leather interior. \$21,500 John 760-612-4672 (760) 612-4672

Sweet Deal on a 1999 Boxster 1999 Boxster, metallic black with grey leather interior, chrome wheels, 5-speed manual transmission. Has 64,447 miles, a few minor dings and curb rash but well cared for by engineer owner. Just smogged with clean title. Asking \$9,995 as is. Call for appt. Car is in Carlsbad. (619) 840-6036

Track/Race Cars

1973 GT3 911 993 Turbo body 2150lbs. 3.4L JerryWoods engine, 335BHP. Full 930 brakes and suspension w/ coilovers. Tracks like on rails; brick wall braking. Race gears, ZF LSD, squirters/ cooler. Quality engineered, built right, in Calif. \$43,200. http://911racecar.blogspot.com/ (847) 894-5473

'72 914 race car 6cyl 2.2L 194rwhp, ITB/headers/fuel management, cage, 3 sets wheels, trans cooler, custom bodywork, fuel cell, race ready. \$22,500obo Jae (858) 581-1101

Parts

Cayman S Stock Suspension non PASM. Complete with Shocks, Springs, Top Hats, everything. \$100. Call (619) 252-8649

1x Catalytic Converter for Porsche 964 C2 C4 RS America incl. 2x Gaskets. \$100 Call (619) 252-8649

Lloyds mats, front sets, 996 Black w/ o script, 997 Black w/ red script. Used one month. \$125/ set retail, sell \$75/ set jhyldahl@cox.net (858) 485-8621

996/997 Porsche OEM cover in silver with lock and bag. Never used. Retail \$275, sell \$175 OBO. jhyldahl@cox.net 858-485-8621

CLOCK - OEM - BEAUTIFUL! OEM Porsche dash clock for '74 - '89 911, 912, 930. In perfect/ new condition. Retail for \$499. Yours for \$300. Larry Bevins : larry911@san.rr.com or (619) 955-3974

993 Track wheels Carrera Lightweight wheels. Italian. 18x8et50, 18x10et47. Two sets. True. \$600 set or \$ 1,100 both. Free delivery SD County. Forrest (619) 992-4378 forrestwalker37@aol.com

944 Harness Bar Harness bar for 924, 944 or 968. \$40.00 (858) 864-3163

DRIVER SAFETY GEAR G-Force Driving Suit, large, SFI 3-2A/5 \$150. Sparco gloves \$25. Nomex balaclava, socks, underwear, \$50. Arm restraints \$15.

HANS device SFI/ FIA \$500. Cool Shirt CSC-12, large, used two times \$200. EZ-Up w/ cover \$25. (858) 566-5039

356-912 Chrome Rims Four 4.5"x15" chrome rims w/ caps from '66 912. Good condition: 2nd set of tires or daily driver. \$200 set OBO.rharvey1@san.rr.com (619) 647-6221

Bilstein sports for 986boxter brand new set of bilstein sport shocks: 97-04 \$750 / set jae (858) 581-1101

Porsche Cayenne Design Wheels 19 x 9 ET 60, like new. >1,000 miles almost full tread Pirelli Scorpion tires. \$1,500/bo (858) 945-4350

Boxster S Chronograph Male- black face. paid new \$778.46. Complete with box/case and manual. \$250.00 obo. pics available 619-405-9582

1981 911 SC with Steel Slantnose Conversion. No Engine/trans. Straight Body, Decent red paint. Interior out of car. Fittapaldi Wheels. Engine/Trans available. \$7500/BO John (760) 214-1825

Eibach 2.5" Coilover Springs 6"Lx2.5"ID. 2-450lbs, 2-500lbs. Good condition, hardly used. Boxster Spec Racing setup. Includes top hats for Boxster PSS9s. \$240 Russell rdshon@san.rr.com (858) 442-7466

996/997 GT3 Wheel Bolts NEW set 10 factory bolts (w/red aluminum ball seats) 5mm longer than stock. Same bolts as factory spacer kit. \$75. 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. \$100 Russell rdshon@san.rr.com (858) 442-7466

Headers for 97-04 Boxster/S NEW, never mounted. 100% polished T304 Stainless steel, merge collectors. Same as Schnell basic. Includes gasket set. \$120 Russell rdshon@san.rr.com (858) 442-7466

BALL JOINTS lower A arm, 2, 74-89, 911 / 914. near new. cheap \$125.00. (619) 952-3663

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

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

B&M Short Shift NEW, changes lever ratio at transmission end of shift cable 10/30%. Fits 2002-04 996. All metal parts+hardware. \$65 Russell rdshon@san.rr.com (858) 442-7466

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

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

8&9x16" track rims-\$600 Remotec (BBS mesh-style) rims w/ correct offset to fit '73RS-'89 Carrera fenders. Straight but some mild curb rash. Tires also available--(858) 454-5446

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

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G-Force Racing shoes Black hi tops with red lettering. size 9 1/2 manufactured june 04 worn 3 times. look new. pics available \$40. 619-405-9582

NorthParkViewHomeForSale Fourcar+garage, quiet, cul-de-sac. www.2227commonwealthave.com

VW Beetle car cover \$50/obo Charlie 619-224-9317.

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



Mike Dougherty - fearless leader of the Street Survival School

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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).

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WITNESSADS@PCASDR.ORG

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| Type | Width x Height | Monthly |
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| Eighth | 3½ x 2¼" | \$50 |
| Key Position | | \$325 |

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

Submissions

We prefer that materials be submitted in .JPG, or .PDF formats. 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 tenth of the month preceding the issue date.

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

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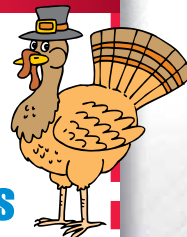
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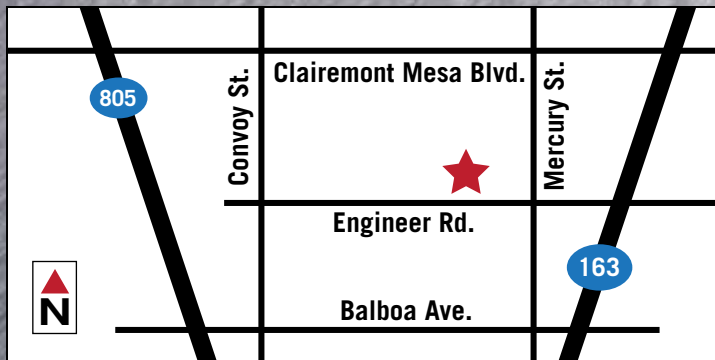
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Susan Brown, Editor

To:

PERIODICALS



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

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