



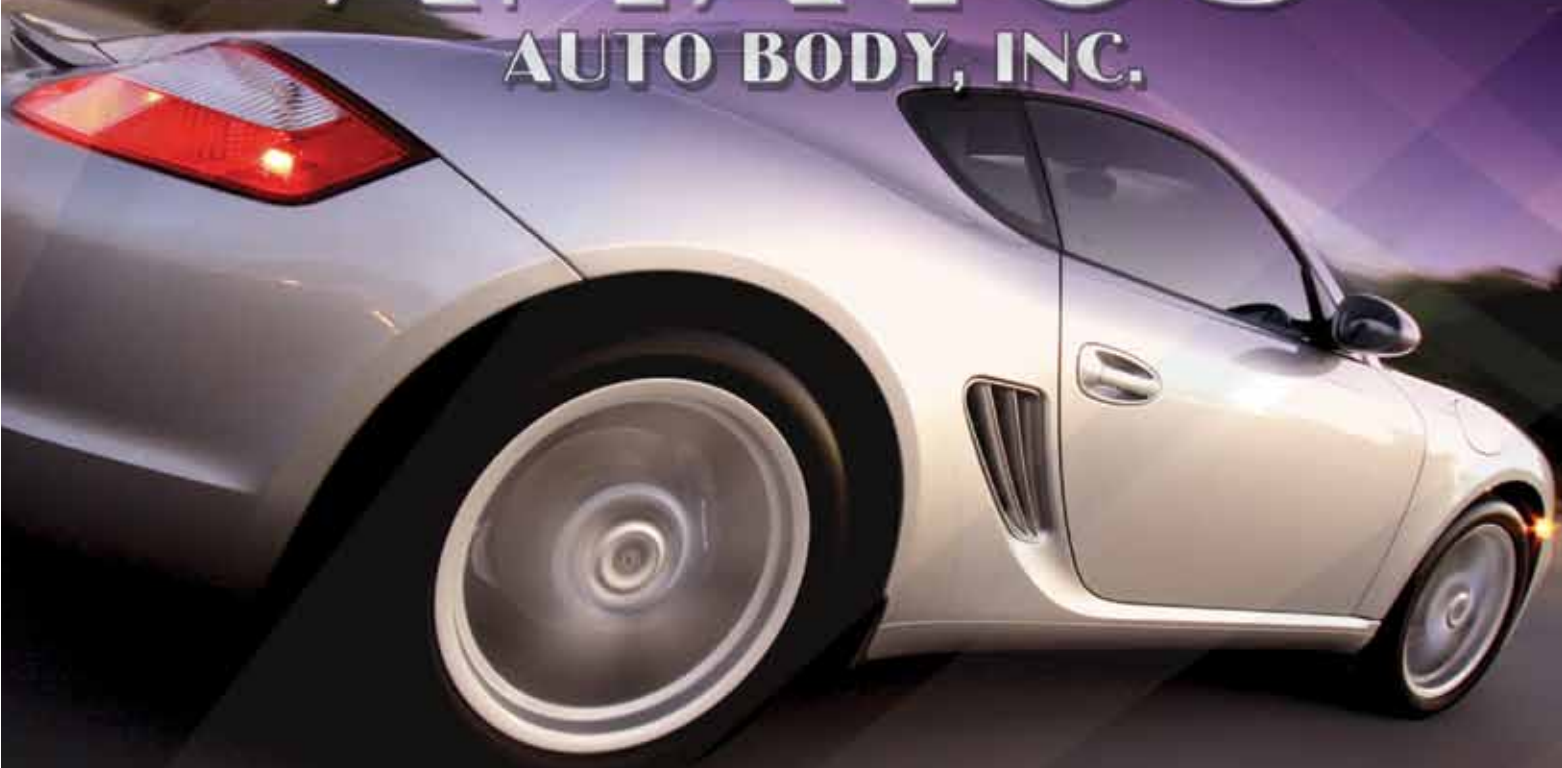
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The official publication of the San Diego Region Porsche Club of America
June 2011



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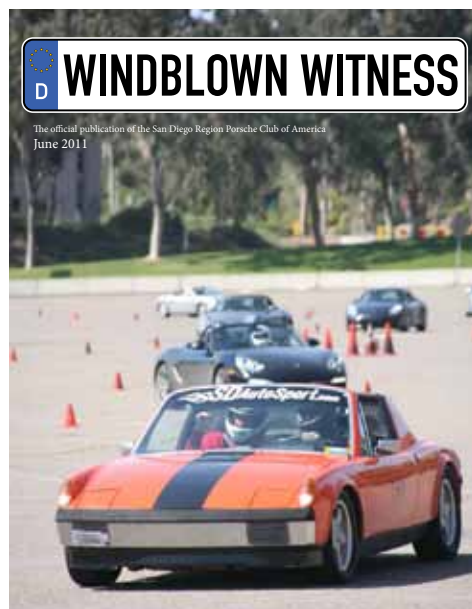
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On the Cover



April Autocross
Photo by Greg Phillips

WINDBLOWN WITNESS

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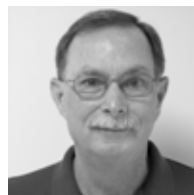
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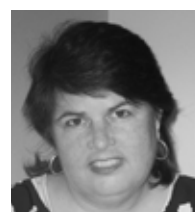
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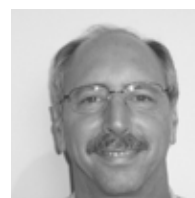
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| |
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Who Are Those Guys?

Text by Carl Scragg, President

Like so many other active PCA members, I served as autocross chair in what now seems like the distant past. And, like so many ex-autocross chairs, I now sleep a little later and show up for events just before they close the technical inspection lanes at 7:30AM. One recent Saturday morning as I arrived at Qualcomm Stadium at about 7:15, I admired the energy and efficiency of that mostly anonymous crew that somehow, magically threw all those cones out there just for me to knock down—and I wondered “Who are those guys?” Now of course I know the autocross chairs, Jerry Bumpus and Mark Bray, but it takes a lot more than two hard-working volunteers to set up an autocross. I decided that it might be time to write an article about the autocross crew and how they get it all done.

These guys have instituted some changes that are a big step up from what was done in the “good old days.” Whenever possible, they are “throwing” the track on the afternoon preceding the autocross. A few days in advance, the autocross chairs actually put out invitations to gather a work crew for these Friday Track Parties.

On the day of the party, the autocross chairs show up around 2:30PM. The equipment trailer is delivered to the stadium earlier by our equipment chair, Mike LaGrasta, or by Jim Hicks or Matt Sparks who rotate on delivery. Most of the crew show up around 3:00. The regulars include Mark Brown, Tony Comeau, David Polk, Bob Pachorek, Chris Harris and Bill Ripka. Other members also get out there when other obligations permit. There have been sightings of Sean Malloy, Gordon Carter, Joel Bowman, Tim Comeau, and Bill Behun to name a few. With 8 or 10 volunteers working steadily, the track can be set up in just a couple of hours. Then the party really gets going. Mark Brown has been able to obtain sponsorship for these Friday Track Parties: The Alamo restaurant in Old Town has offered free dinner to our

hard-working volunteers. After a caravan to The Alamo, they enjoy the free meal and the camaraderie.

This was starting to sound like a lot more fun than I remembered, so I suggested that I’d come out in early May and see the Friday Track Party first hand. Mark informed me that, for the first time in over a year, they were going to have to throw the track on Saturday morning due to the presence of the Race Legal drag races being held at Qualcomm on Friday night. Instead of a Friday Track Party, we get dawn patrol.

So with the alarm set for oh-dark-thirty on Saturday morning, I shower, gulp down a cup of coffee and manage to get myself to the stadium by 5:50AM. Hassan Zaidi and Tony (the-apple-doesn’t-fall-far-from-the-tree) Comeau pull into the stadium at the same time. Jerry and Mark, our autocross chairs, and Mike LaGrasta the equipment chair are already there, positioning the equipment trailer in the West Lot. They began pulling necessary equipment out of the trailer, making enough room inside for two workers. Then, Jerry and Mark drive the truck slowly around the track, following chalk lines they had laid down a couple of days earlier. Back in the trailer, Mike and Hassan stand pitching cones out both side windows as we are towed around the track.

Even before the cone throwing is complete, teams begin “roping the track.” Using a knotted rope to measure the track width, these guys walk the entire track carefully setting all the cones along the prescribed chalk lines—transforming the jumble of downed cones into a well-defined track. Roping the track can take awhile, but that morning we had four teams of ropers working various parts of the track simultaneously. The teams were comprised of Tony Comeau and Jason Scheffer, Carl Vanderschuit and Hassan Zaidi, David Polk and Chris Harris, and Leigh Rayner and Monte (X-car) Griffiths. Is it coincidence that three of our ropers

finished in the top ten times of the day, and another won the very competitive 944 Spec class? Maybe some of you drivers who want to shave a second or two off your lap times might think about the benefits of studying the track from the perspective of the set-up crew.

While all this roping was going on, I noticed Adam Gill and Mike LaGrasta setting up the timing displays and the PA system—and although things were getting busier and I found it hard to keep track of everyone, I’m certain that Kim Crosser was in there somewhere. By about 7:00AM the track was ready for some test runs by the autocross chairs. Problem sections were identified and the track had to be shifted slightly in places, but it was ready for the safety chairs to do some high-speed safety checks by 7:30. By 8:00, Sean Malloy, one of our Chief Driving Instructors was leading the track walk, providing helpful advice to anyone wise enough to listen.

Our tech team arrived only minutes behind the autocross team and immediately threw a bunch of cones to set up an area for the technical inspections. They were open for business by about 6:30, performing technical inspections on well over 100 cars in less than an hour. I remember seeing George Taylor, Tom Tweed, Mark Kinninger, Dan Chambers, Herb Meeder, Jackie Corwin, Don Auten, and Jim Duncan. Apologies, I am sure I missed some important members of our tech team who were helping out as usual.

Once again, I find myself running out of the space allocated to this column. There are still more people involved in these events: the registration team, the corner-working chair, the logistics chair, the goodie store, etc. So in answer to the question posed above: “Who are those guys?” They are us, our hard-working volunteers that make everything possible. Thanks, guys. 🐾

June 2011

01 Wednesday Monthly Members and Board Meeting

Time:

6:00 P.M. Social hour and food

7:00 P.M. Meeting

Place:

Mike & Lori's House
8849 Diamondback Drive
Santee, CA 92071

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.

04 Saturday SDR Autocross

Place:

Qualcomm, West Lot

Details:

Online registration at pcasdr.motorsportreg.com

10 Friday Hot Summer Nights

Place:

Main St. in Fallbrook

Details:

Once again, SDR takes on the other car clubs of the county in a dog-eat-dog competition for which is the best car club! Main Street opens at 4:30PM for parking. Gather at 7PM for dinner at La Caseta on Vine Street. Contact Martha McGowan 619-938-2697 or prereg1@cox.net to sign up for dinner. This is the kickoff event for the Monarch School New Socks and Underwear Drive, so please bring donations to be collected at dinner.

19 Sunday Father's Day Tour

Time:

8:30 A.M. Meet at North County Fair

Details:

Brunch/Tour to a surprise destination. \$15 for adults, \$7 for children (7-11). RSVP to Kathy Alnwick imthecaps@yahoo.com. See page 8 for details.

22 Wednesday Tech Session

Time:

6:00 P.M.

Place:

BumperDoc

2035 Auto Park Way
Escondido, CA 92029

Details:

BumperDoc Automotive Reconditioning Center in Escondido will hold a tech session to demonstrate latest techniques to effect automotive body reconditioning to include auto windshield, body and bumper dent and reconditioning repairs to also include headlight restoration repairs. The Bumper Doc team will provide a free demonstration of their capabilities on a randomly selected auto from each club and answer any questions you may have regarding their services. Pizza and soft drinks will be provided. See page 8.

25-26 Sat/Sun GPX/SGVR DE & Zone 8 AX

Place:

Pomona Fairplex

Details:

Online registration at pcasdr.motorsportreg.com. For info contact Suesan Way at suesanway@pobox.com or 619 992-4287.

26 Sunday Eastlake Walk & Car Show

SDR to display their Porsches at Village Walk at EastLake from 4:30-7 PM. Contact Kathy Alnwick at imthecaps@yahoo.com

28 Tuesday Last Tuesday Social

Time:

6:00 P.M.

Place:

El Callejon
345 S Coast Highway
Encinitas, CA, 92024

Details:

Everyone is welcome!



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

July 2011

06 Wednesday Monthly Members and Board Meeting

Time:

6:00 P.M. Social hour and food

7:00 P.M. Meeting

Place:

Kinninger home,
1629 Hillsmont Drive
El Cajon, CA 92020

23 Saturday Cars & Coffee / Tech Session

Place:

HRE Wheels
Vista, CA

26 Tuesday Last Tuesday Social

Time:

6:00 P.M.

Place:

Randy Jones All American Grill
7510 Hazard Center Dr.
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Larry Bevins instructs a rookie



Kim Crosser



Leslie Shirley manages the Goodie Store at the AX

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The Monarch School is helping kids, but they need our help. Please bring **NEW SOCKS** or **NEW UNDERWEAR** to any PCA-SDR event starting in June.



Monarch School is a school in downtown San Diego dedicated to serving homeless and at-risk kids ranging in ages from 5-18 years old. The school provides education, meals, medical and dental services, and after-school enrichment programs.

For the past three years PCA-SDR has sponsored a new sock and underwear drive to support and aid students and this year we're doing it again! At every club event starting in June, please bring new socks and underwear to be donated to Monarch School.

The school is in need of new socks and underwear in **ALL** sizes for kids as young as 5 and as old as 18. Give the items to me or a board member. Last year we donated more than 650 items. [Let's see if we can top that this year!](#)

Thank you all for your generosity.
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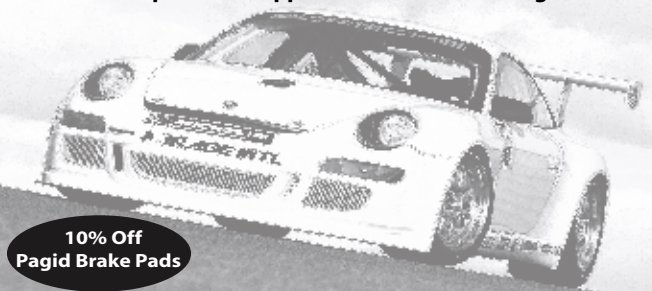
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PCA Member

Rise and Fall of an American Icon

Text and Photos by Michael Harris

The Museum's Annual Fundraiser was held Saturday evening May 14 at the Museum from 5:30 pm-9:00 pm. "Glitz and Glam" was the theme with black tie and top hats optional for the men and flapper costumes or "Speakeasy" dress for the ladies. Lots of unique car stuff was available at the silent auction. A restored 1955 Chevrolet 150 coupe in a dark green metallic exterior and grey/taupe interior with stock in-line six cylinder motor with three speed column shift was offered at the Live Auction. The car appeared period correct except for the narrow white wall tires. The car sold at a very reasonable \$11,500. Someone bought a really nice car. Also offered was a clean original-owner 1977 Fiat Spyder in black exterior with bright red interior. This car did not create anywhere near the interest as the '55 Chevy. Too bad, as the Fiat was really clean. Ticket prices for dinner, drinks and the evening's entertainment were a bargain at \$50 for one and \$80 per couple. Director Paula Brandes was amusing and informative as she addressed the guests, told us a little about the history of the building, the fact that Auto Museum attendance was up over last year and thanked everyone for their support.

June opened with a new display at the San Diego Auto Museum, the "Rise and Fall of an American Icon." And which icon is it? Hint: they built such cars as the GTO, Silver Streak, the Judge, Safari, Bonneville and others. Yes, it is Pontiac, once General Motors' performance line. Some people credit GM as the creator of the muscle car concept when Pontiac took their smallest bodied Tempest coupe and stuffed a high compression 389 cubic inch V-8 with three carburetors and a 4-speed manual transmission into a plain jane coupe thereby creating the "GTO" in 1964. "Car and Driver" magazine even did a comparison road test between the "real" GTO, a Ferrari sports racing

car, and the Pontiac. As I recall, the only areas where the Pontiac excelled over the Ferrari was straight line acceleration and price. The Pontiac was especially deficient in comparison with the Italian thoroughbred in braking and handling. The Pontiac excelled in straight line acceleration. In fact, a writer associated with the road test claimed that the standard 389 motor was removed prior to the test and a Pontiac 421 cubic inch high output motor was dropped in the engine well instead. Whichever engine was used, the result was a monster at the drag strip with enough power and torque to rip the tires off the rear wheels.

As we go to press, the total list of display cars are still unknown. The Museum's "wish list" includes a 1955 Safari (Pontiac's answer to Chevrolet's Nomad, a handsome two door wagon with lots of chrome and a V-8 motor), 1957 Bonneville convertible, 1968 Judge, (a special GTO hot performer in bright orange paint, decals, and a spoiler over the rear deck), an early Silver Streak, and many other Pontiacs that were competitive at the drag strips and in NASCAR, as well as regular transportation vehicles. Local long term Pontiac new car dealer John Hine has promised a lot of print material representing Pontiac over the decades as well.

The Auto Museum's annual car show, held with support from the Greater San Diego Car Club Council, is set for September 11 from 9:00 am to 2:00 pm at Liberty Station, the old Naval Training Center located off Pacific Coast Highway and Rosecrans Street behind the Marine Corps Recruit Depot. The entry fee is only \$20.00 and proceeds will help support the Museum. For more information click on www.sdamuseum.org.

For our Grand Prix/Formula 1 fans, Autosport.com ran a recent article on

F-1's top ten most win-efficient teams. No, Porsche A.G. was not one of them. But remember the TAG-Porsche that powered Team McLaren to two World Championship Manufacturer's titles in 1984 and 1985 and three Driver's Championships in 1984, 1985 and 1986? TAG contracted with Porsche to develop a 1.5 litre turbocharged 80 degree V-6 motor that produced 1,060 horsepower and won 25 races over the three years. Porsche was the perfect partner having developed flat six turbocharged racing cars that dominated Le Mans from the late 1970s and into the 1980s with race cars like the type 935/K-3, 936, 956 and 962. Flat six engines were way too wide to fit into the rear of a F-1 car, so the V-6 format was used. And, as was said, no one had more racing experience with turbo charging than Porsche. Niki Lauda won the title for McLaren/Tag-Porsche in 1984 and Alain Prost won the title in 1985 and 1986. McLaren's winning percentage of 25.6% wins to starts was just a tad behind Ferrari's percentage at 26.4%. As impressive as that figure is for McLaren, Ferrari has been involved in F-1 racing throughout the "modern era" since 1950. Ferrari's 26.4% wins to starts percentage translates to winning 215 of its 813 starts, or wins in over a quarter of all the Formula One races held since 1950. Well deserved "congratulations" to both Porsche and Ferrari. So which is the winning team? Brawn with a 47% wins to starts ratio. But Brawn only raced one year. Second place goes to another small team effort that only raced for several years in the 1950s, Vanwall with a 35.5% wins to starts.

Please check out the Pontiac display. The Museum Staff always has lots of interesting art and graphics to enhance the car displays. I will have lots of photos and more stories next month.





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Alan and Robbie Johnson. Great stories about racing a 914-6 in 1970



From the ridiculous to the sublime. 1936 Packard sedan convertible and 1930 Studebaker barn find



Director Paula Brandes in flapper dress encourages attendees to bid on Museum's restored 1955 Chevy 150 coupe

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CFOS—Ten Years After

Text and Photos By Greg Phillips

It is hard to imagine that the California Festival of Speed was enjoying its 10th anniversary. It seems like only a few years ago we were running the roval at California Speedway with a chicane on the end of the front straight to keep it “safe” by keeping the speeds down. Of course we probably had more damage from the chicane in those years, although it was relatively minor damage. Soon we had the training wheels off and were running the oval flat out, or as flat as we felt comfortable with. With PCA club races, concours, vendors in the infield and driving exhibitions in the parking lots, it has always been a three-ring (or more) circus. This year was no exception with PCNA bringing out some of their PDE instructors to drive the new Panameras and Cayennes and give rides on the track during the TT run groups at quite a respectable speed. Thanks go out to the management team of Ron Mistak, Vince Knauf and Michael Dolphin, and the large cast of volunteers for putting it all together.

The economy has been tough recently and racing has not been exempted. The attendance was down from the highest years and it has been difficult to put on a great event, balance the costs, and still keep the charges for the drivers at a reasonable level. This year we had the club racers, TT run groups, as well as the Pirelli Cup racers, and there was plenty of room for all the groups while keeping traffic at a very reasonable level.

Since this was a three day event, Thursday was the travel day and we left Dieter’s in the early afternoon with Steve Grosekemper driving the trailer north. Traffic was also light on the free-ways, and we arrived at the track in plenty of time to find our garage and get the car and trailer unloaded. Some of Team Dieter had already arrived, with Mark Rondeau’s 944S already in his garage, soon followed by Cathy Young’s 911 Carrera and Jim Duncan’s 996. Last but not least was Ethan Dahlkamp with his Boxster inside his toy hauler, which

was also to be our sleeping quarters for the night.

As we finished the unpacking, it was soon time for a briefing at the Mistak trailer to get ready for the event. Final preparations were reviewed and plans for as many contingencies as we could reasonably cover were discussed before closing up and heading for dinner. Most were at the event hotel, but tonight I was staying at the track. Steve had planned the menu and we were soon enjoying our dinner before turning in to be ready for the next day.

Weather is always a wild-card in April and there was some concern as the predictions were for a good chance of rain as a storm came down from the north. They were not wrong, as we had a few heavy showers during the night. But when we woke up in the morning it was to blue skies and sunshine. During our breakfast in the trailer, more drivers were rolling in, and they kept coming as the morning progressed. Some of the drivers were only here for a day, including Jad Duncan and Ralph Linares, who arrived in Ralph’s Boxster. Jad would be sharing the Duncan’s 996 and Ralph would be testing his new PSS-9 shocks in the Boxster.

Next up was our drivers meeting with Robert Baizer and Jack Miller, where we reviewed the plan for the weekend. They also went over the safety issues on a high-speed oval, with a reminder that bad weather and rain were still a possibility.

Soon it was time to head out on the track. Steve was up first in Red run group and he headed out on the Toyo RA1 17 inch tires. The cool air meant good power, but with our short gears, Steve was getting near the redline and rev limiter at about 130 mph on the front straight, even with 275/40/17 rear tires. The car was handling well, but it was going to be difficult as the faster cars had much more top-end.

After his session, it was soon time for

my turn on the track. We lined up on the grid and waited to be waved out. We were to have two yellow flag laps to look the track over. The lead car however was a slow looker, keeping the pace very slow for most of the two laps before he finally started to pick up the pace as he came onto the oval for the second time. The pace picked up when we got the green flag and the lead cars were pulling away from me on the front straight. The 911 was handling well in turns 1 & 2 and I was often able to pull back onto their bumpers before we started braking for turn 3. Into the infield the 911 was able to keep up the pace, but the long back straight was another drag race that I was losing. The tire barriers coming out of turn 9 were set very wide and it was mostly a straight shot onto the back straight. Then through the playground area I could reel them back in again and would come onto the front straight with a good exit, and have them accelerate away as my 3.2 liter tried to keep up. The session went quickly and we soon had our checkered flag and were back in the pits.

My 911SC was running fine, but the Duncan 996 had problems with an oil line that decided to fail, luckily noted while in the garage. They had to take off much of the front bodywork but with Steve’s assistance they were able to get it fixed and Jad only missed one session of the Red run group. Since Steve was working on the car during that session, I went out in the Red run group and his session was in Yellow later in the day. It was a change from running at the front of the Yellow to being mid-pack with some very fast cars in Red. The difference in top speeds was even more pronounced; it was a fun session, but with more point-bys. The competition had my best lap down to 1:59.6 for the morning.

On the Club race side, Ethan Dahlkamp’s Boxster was running well in the Blue group and he was keeping busy with the air-cooled 911s of David Quesnel, Paul Young, Steve Gerken and Peter Czajkowski, along with Jim Duncan’s 996. The 944Spec group was also



Steve doing a field repair



Otto Obrist



Kim Schussler in 911 and Gary Goulet in his GT3



Jim Josephsin and Jim Duncan

having a competitive event with Chuck Sharp, John Rickard, Peter Busalacchi and Nick Perdikaris on the track.

In the faster Green group, Bill Dawson's 993 Turbo was leading the pace with a smoking 1:38. He was being chased by the 911s of the Copp brothers, David Buhain, Ron Palmer, Roger Lai, Roland Schmidt and Chris Pederson and the 6.5 liter 928 of Mark Anderson and a gaggle of GT3 Cup cars.

Lunchtime gave us a break and with Cathy Young's assist we were happily eating. It was also time to check out the early vendors and do some shopping. Some people were also taking advantage of the lunch track tours to get a closer look at the Speedway. We also used the time to switch tires and mounted up a set of Nitto 245/45/17 tires on the rear

to try and give us a little more top speed with the taller tires. We were also looking at the skies as they were turning grey and the wind had picked up. We borrowed Cathy's passenger side windshield wiper in hopes of averting the rain.

After lunch, Steve went out in the second Yellow group. His bad luck in Yellow continued however. The rain started with a drizzle and then became heavier for a couple of laps and then stopped and it dried out quickly. He had a good chase with a GT3 and was down to a 1:57.1, but on the next lap he got on the gas too soon in the hairpin and looped it, requiring a trip down pit lane to talk with Ted Myrus at the black flag station.

Steve was back up next with the last Red session and it stayed dry and Steve

took advantage of the cool air and dry track and after a 2:02 first lap dropped to 1:58, then 1:57 and then the next 4 laps were all in the 1:56 range with a best of 1:56.23. Jad Duncan also enjoyed the track and had his best time of the day at 1:48.72. Ralph Linares also had his best lap at the end of the day at 2:02.03 in his Boxster. My Yellow session was the last of the day except for the Club Race practice starts. We had a spritz of rain, not enough to use the wipers, but enough to keep you on edge. The track did stay dry and I finished the day with a final lap of 1:59.21 while chasing Greg Trigeiro's 996.

As the day was winding down, Pat Corona arrived, driving up after finishing her day teaching. Although Steve was spending the weekend at the trailer, we would be at the event hotel,

the Ontario Hilton. Steve was checking the brakes and giving the SC the end of the day check when he found a problem. The front sway bar was in two pieces! It was just before 5PM and I called Tarett Engineering in Poway. Our first lucky break was that the shop was still open and they answered the phone. Even better was that the owner, Ira Ramin, was planning on coming up to the track on Saturday. He did not have another sway bar in stock, but he did have a cosmetic blem that he could bring, so after getting our garage number, he promised he would deliver it to us in the morning. Steve finished his check and disassembled the sway bar, getting everything ready to reinstall it when the replacement arrived.

Pat and I drove to the hotel to check in and then attended the volunteer dinner at the Hilton. We had brought some pictures for Brenda Baily, who was in charge of the accommodations and had arranged a slide show, including my photos along with those from Chris Huck. It was a fun dinner shared with Cathy Young, Mark and Katina Rondeau, Bev Gould and Ted Myrus at our table. After dinner it was soon time to turn in before an early start.

Saturday started with a nice buffet and then Mark drove Cathy and me back to the track so Pat and Katina could sleep in. The weather was still unsettled, but stayed dry for the rest of the day, but with some clouds and gusty winds. Shortly after arrival, our sway bar arrived (thanks Tarett) and Steve installed it before we went to the morning drivers meeting. We had a few new drivers, including Dan Chambers to replace the Friday-only drivers.

We had the sway bar installed, but forgot to get Steve's transponder on for the first session. He started with the two slow yellow flag laps, but on his first green flag lap, coming out of the playground and onto the oval, he missed a shift and instead of 4th, found 2nd. As the car decelerated, it also turned towards one of the barrel cones on the inside. He was able to get the clutch in and swerved to miss the cone, grabbed the right gear and continued. His laps

improved as his tires heated up and he found clear track and was down to 1:56.20 chasing Robert's Lotus.

One of the rear tires was low on air and was refilled before I went out. The car felt great and after our two yellow flag laps, there was a Turbo out in front and I started the chase. It was a slow process and I was almost there when we started lapping slower traffic. We caught up with an orange early 911 on the back straight. The Turbo got a point-by, but I did not and tucked back in behind him through the playground, and as we pulled onto the straight I thought I had someone I could pull away from. No such luck. There is no 2 liter in that car! I was not able to pass him until we got to turn 1. But during the chase I was able to drop down into the 1:58 range.

When we got back one of the rear tires was low on air again and we decide to switch tires and check for leaks. We put on the Fuchs with 245/45/16 Hankooks up front and 265/45/16 Kumhos in the rear. We had planned on using this setup for timed runs, but with one of the tires losing air we needed to put them on. I took the low tire and wheel over to the Topless Performance truck and the tech there was kind enough to take a look. At first he was unable to find the leak, but after looking again carefully at the most common troublespot, he found a slow leak from the CCW wheel. The tall tire experiment was done for the weekend.

Steve was up next in Red and although it was a short session, he had a clear track and was able to use the grip from the wider tires and carry more speed through turns 1&2, topping out at 132 mph on his last lap and dropping down into the 1:55s at 1:55.61.

My Yellow session was the last one before lunch and we had a good long session of 10 laps. The car and tires were working well and my laps were consistently in the 1:58 range until we started lapping traffic. I had a good chase with the Turbo, a Corvette and Robert Schad's GT3.

Lunch was another break for the parade laps, and another opportunity to do

some shopping, as well as check out the concours that was presented in the vendor's area. More than just fast cars were out to be seen. Cathy was the lunch lady with a new variety of sandwiches and treats. Pat and Katina had kept busy with the Goodie Store and preparations for the evening's dinner.

Steve was back out first after lunch with the Red group, which turned out to be a short session with just five timed laps before he was back into the pits.

The Blue Club race was up next and Jim Duncan was on the pole, with Ethan next to him. But during the race, Jim Toffelmire came on for the win, followed by Jim, David Quesnel and then Ethan in 4th place. Steve Gerken took 6th, Peter Czajkowski was 7th, and Paul Young took 9th.

The sixth Yellow session was up next and was more eventful than I had hoped for. We had to wait for the Club race to finish, and then they finally flagged us off. I was gridded behind the Corvette. The first lap started slowly and as we pulled onto the oval out of the playground, he pulled out a good lead on the straight. I was able to pull him back through turns 1&2 and the next two laps were similar. He would pull out on the straights and I would try and catch up in the corners. On the 3rd lap I got a better run out of the playground and although he did pull away on the front straight, his lead was smaller and I was able to catch him between turn 1&2. He was running about 1-½ car widths above the line and I kept the throttle down as I pulled below him and started to pass. He apparently did not see me as his car moved down to the line and I had to brake to avoid hitting him. I was not happy—it was too close for comfort. The next lap was like déjà vu, but this time he slowed and let me pass on the inside. The rest of the session went well, but was a short one as they were getting back on schedule.

Next up was the Green sprint race which was won by Bill Dawson, with Mark Anderson 3rd, Jim & Michael Copp 8th and 9th, David Buhain 11th, and Ron Palmer 12th.

Steve was up next for his last session. The clouds were keeping the temperatures down and the tires were gripping well. He was now flat out from the playground to turn 3. His top speed was 133 between turns 1&2 and he was only scrubbing off down to 126 before accelerating back up for the braking zone of turn 3. He was also carrying more speed through the chicane at turn 8 by short-shifting into 5th, and was up to 106 before the turn 9 hairpin braking zone. But carrying that much speed also meant his line was more critical and he found himself tracking out further to the wall than he had intended on one lap. But he had his fastest lap at 1:55.24.

My last session started like the previous session. I was gridded behind the Corvette again and the first couple of laps were similar, but he decided he did not want to keep looking over his shoulder for me and on the 3rd lap pointed me by on the front straight. The next few laps were uneventful and I did not have much traffic until I started lapping cars near the end of the session. My laps were mostly 1:58 and 1:59 until I ran into traffic.

The last event was the Enduro, which was won by Robert Rodriguez in his GT3 cup car, followed home by Michael Copp's 1978 930. David Buhain was 3rd and Peter Czajkowski was 8th, just ahead of Paul Young and Vince Knauf.

After the Enduro, it was time for the track dinner. A new wrinkle this year was to have the dinner trackside. Loren Beggs of 911 Design made his transporter and tents available and the food was prepared and served there. It was a fun event to cap off a busy day, with good food, wine, beer and company. Awards were presented and the Rookie Award went to Pete Czajkowski. The weather threatened during the dinner but held off, although there were some sprinkles, and then it was back to the hotel to rest again.

Sunday was a later start, as our first session was not until 9:45. The Porsche Corrals were busy and the Porsche test drives were already in full swing by the

time we rolled in. There were fewer vendors, but some better bargains as the closeout sales started.

Steve was up first in Red and it was another slow start for the yellow flag laps, but he was quickly up to speed and finished his session with a final lap of 1:55.48. The other fast drivers for Red included Ken Short at 1:48.29, Bob Brand's Simone Posse 911 at 1:50.42, James Buck's 3.6 911 at 1:52.19, Otto Obrist's 944 Turbo at 1:52.74, Mike Avitt's GT3 at 1:53.79, Robert Baizer's Lotus at 1:54.24, Michael Cornelius's 944 Turbo at 1:54.35 and Don Middleton's 911 Carrera at 1:55.02. It looked like the timed session would be interesting with some of the club racers also running.

Next up was the second Blue sprint race. Jim Duncan was again on the pole and this time it paid off for him. He was able to stay out front and brought home a win, followed by David Quesnel, Peter Czajkowski, Steve Gerken and Paul Young, as San Diego Region swept the top five places. Chuck Sharp was 9th, but took the 944Spec class.

My last session went well. I started behind the Corvette again, but no drama. Later in the session I had fun chasing a 996. Again, he was faster in the straights and I had to make up time between turns 1&2 to stay ahead. But the tires seemed to be losing some grip and my times were now 1:59 and 2:00.

Since we only had the one practice session in the morning and the timed session at the end of the day, I had more time to watch some of the other races and also take some more pictures. It was fun watching the Green club race group from turn 9, as you could watch them on the oval and then braking for the hairpin. Bill Dawson's Turbo was again the winner, ahead of another Turbo of Dan Davis, and then the Cup cars of Bucky Lasek, Steve Goldman, and Charles Wirken. Next were Jim Copp and Ron Palmer with Roland Schmidt taking 11th.

Next up was lunch and the track tours before the Drivers Cup USA race.

During this race we had our final drivers meeting to review the timing procedures. Instead of our usual three lap TT format, we would now be in three separate run groups based on times and our best lap for the session would count as our time. I was near the front of the second session and Steve was in the first session.

After the race we were called to the grid and the first group went out. Steve took four laps with all in the 1:56 or 1:57 range with his best on the second lap at 1:56.34. He felt the tires were losing grip as they heated up so he stopped there and came back to the pits. I had time to let the tires cool slightly before the next session was up. I was 4th in line and on the warm-up lap I took it easy to try and be sure I had a gap for my first timed laps. I tried to get a good launch out of the playground and onto the oval and keep the throttle down as long as I could. I did carry good speed and did not scrub off much, and then I was braking hard for turn 3. I came off the oval into the infield and tried to hit the apex for turn 5, accelerating onto the short straight before 6&7. Next I had to keep it flat-out through the chicane at 8 before the heavy braking for the hairpin at turn 9, then carry the speed past the tire barriers and onto the back straight, brake late to head into the playground and keep my speed up, and then back on the throttle early for the best launch onto the oval and onto the front straight. The first lap was 1:58.64 and I tried to repeat the lap, only faster. But the next lap was slower at 1:59.66 and even slower the next lap at 2:00.7 as the tires lost grip. I decided I had done my best and brought it in at that point and back to the trailer.

The second session finished and then the last group was out for their timed runs as we continued packing up for the trip home. Soon the track was cold and we finished packing as we waited for the results to come up. At the end of the day, Ken Short (CC01) was TTOD at 1:48.68, Bob Brand (CC05) at 1:49.44, James Buck (CC05) at 1:50.78, Jim Duncan (CC06) at 1:51.33, Otto Obrist (CC06) at 1:53.34. He was followed by Robert

Baizer (X) at 1:54.15, Ron Palmer (CC01) at 1:54.23, Mike Avitt (CC06) at 1:54.82, Paul Young (CC07) at 1:55.22 and Don Middleton (CC09) at 1:55.42 to round out the Top Ten, just nipping Michael Cornelius' 1:55.53.

944Spec went to Jackie Corwin at 2:01.98, beating Debbie Sharp at 2:07.22, and BosxterSpecX went to Dave Hockett at 2:01.04, just ahead of his brother's 2:01.46. Steve took CC08 with me second, and in CC10, Chet Kolley's Cayman S was the winner at 2:01.80. CC11 went to Mark Rondeau with a 2:01.5 and Cathy Young was second at 2:08.12. CC14 went to Bill Behun at 2:04.95 while Jerry Bumpus took CC15 at 2:09.53.

The drive back from Fontana went smoothly, and it will soon be time for our next events at Chuckwalla, and then Buttonwillow with Gran Prix and Golden Gate Regions hosting a Club race, DE and Time Trial. 🏁



Debbie Sharp



Eric Monroe



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Project 912—Wheels and Tires

Part 4 in the Series

Text by Steve Grosekemper

Well, it has been a while since the last installment of Project 912. I would like to report how every last issue with the car has been resolved and how I have been driving and enjoying the car, but that is about as far from reality as it could get. It seems that I have a few too many irons in the fire, so I have placed the 912 project on hold and concentrated on collecting some of the hard-to-find bits and pieces on my 912 wish list.

While I have quite a wish list of items that I want for the car, the one on the very top of my list is wheels. A new distributor and front sway bar would be nice, but who's kidding whom? It doesn't get any cooler than a shiny new set of Fuchs wheels! At the last installment of my project, we talked about the new suspension, and while the car really does handle much better, there was no question that the 4-½ inch wide wheels and 165/80 tires were the new weak spot. The problem with the diminutive 4-½ inch wheels is that the tire is pinched in and provides little sidewall support. Compounding this problem is the fact that the track is reduced 1-½ inches with these little wheels over the optional 6 inch wheels. Less track equals less stability.

Now, I have lots of wheels but they are all 16 inch or larger. As a point of curiosity, I bolted a set of 6x16 inch Fuchs wheels on the car. The advantage to the 16 inch wheels is the availability of more modern tires. But it just looked so, so wrong. Kind of like a set of spinners on a Model T Ford.

So I kept my eyes open and looked at a lot of wheels sets. After sifting through sets of wheels from insanely priced (but gorgeous) early 6 inch 911S wheels, to dinged and dented 14 inch

912e wheels, I came across the set for me. Someone called me about a set of 6&7x16 wheels I had advertised and they asked if I would take a set of 6x15 Fuchs in partial trade. So the deal was made and I was the owner of a set of 6x15 Fuchs. I sent the wheels out to be refinished and about a week or so later they were ready to be mounted.

The problem with 15 inch wheels is there is a very small selection of tires to choose from that isn't in the All-season or Touring classification. I looked and looked and just couldn't find a tire that I liked in my price range. I also had a brand new set of tires on the car that had been installed 2000 miles before I took ownership, and the thought of throwing them away was killing me. So I installed the newish 165/80-15 tires on the shiny new wheels and bolted them on the car.

I couldn't believe the difference in how the appearance of the car changed. It really made the entire car pop. Needless to say I was pleased with the upgrade.

Then came the test drive...

It is hard to fathom that these wheels were 33% larger than the wheels I took off. That is the same as replacing these 6 inch wheels with 8 inch wheels! The difference in the way the car drove was just amazing. The biggest difference was in turn-to-turn transition. The time it took for the car to take a set when changing direction was reduced by more than half.

This upgrade made the car much more enjoyable to drive and I found myself driving it more often. The problem with this is when I hop into the 912 after driving my "upgraded" 911SC, I forget that each tire has 60mm less tire width on the ground. I am usually

reminded of this fact about halfway through a high speed turn.

I have found that with patience many of life's issues will resolve themselves.

Well, this was the case for my diminutive tire issue. After a few months of driving on these 165s, I came across a customer with a 356 with 18 year old dry rotted tires. He was not prepared to install tires on top of his other repair items so I made him a deal he couldn't refuse. He got my two year old full tread 165s and I had enough money to put a dent in a set of new appropriately sized tires.

Remember when I said I couldn't find a tire I liked in my price range? Having a down payment on the tires helped me place the order but didn't make the choice of the type any easier. You see, the problem with a 912 is that it has very short gears. Driving down the highway at 70 MPH feels like you are doing 100 compared to the relaxed cruising of my 911SC.

It was time to break out my excel tire size worksheet. The goal was to increase tire width while maintaining a reasonable tire height. Normally I would just put 205/60-15 tires on if this were a 911. The problem with this car is it is an "A" chassis car (65-68) with no fender flairs at all. And since I lowered it when I did the suspension I needed to keep an eye on tire-to-fender clearance.

I test-fit a set of 6 inch phone dials with 205/60-15s and they looked pretty good. The problem came when I drove the car and found the front and rear tires made slight contact on big bumps and turns. If I was a wealthy collector and the car was a 100% original concours winning car, the choice would be easy. I would put on a set of vintage

Michelin XWX tires. 185/70-15s would give some extra width with the correct height and proper vintage look. But at \$440 each from Coker tire I decided to go in another slightly more frugal direction. (Yes, \$440 each—not for the set of 4.) So after a bit of math, some test-fitting, as well as budget considerations, I ended up mounting a set of 195/65-15 BFG g-force Sports.

After several test drives and heat cycles on the tires I am happy to report that this was the right decision. The car looks and drives like a completely different beast than the one I welcomed into the family just over a year ago. 🐦



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PCASDR at La Jolla Car Show

Text and Photos by Dale Sommerfeld

Last October, while I was showing my 2007 Porsche 911 Turbo Coupe in the PCASDR Concours d'Elegance at Spanish Landing, John Wright from the La Jolla Motor Car Classic board, approached me and asked if I would consider showing my car at the 7th Annual La Jolla Motor Car Classic in April 2011. He told me they would be featuring German automobiles as the marque. I thanked him, told him I would think about it and tucked the idea in the back of my mind. In early February of 2011, the idea began to intrigue me and I decided to submit my application for the show. There are a limited number of entries accepted,

and my car had to go through a review process before I was finally informed that it had been accepted to show in the Car Corral. I was excited now!

A few days before the show, the production company contacted me and asked me to do a publicity spot for the local news, so I drove my car over to the La Jolla Historical Society and was interviewed, along with several other show entrants, by Mike Castalucci for KUSI News.

The 7th annual La Jolla Motor Car Classic presented by the La Jolla Historical Society was held on Sunday, April 3, 2011 from 9:00AM to 3:00PM. The spectacular venue for the show

was the Ellen Browning Scripps Park, overlooking the beautiful La Jolla Cove, and featuring over 150 exquisite automobiles being judged in over 30 specialty car classes.

The experience I gleaned from entering the 2009 and 2010 PCASDR concours, along with the informative detailing tips and judging prep PCA members received from sessions held at TC's Garage, helped me prepare confidently for this new and exciting showcase for my Porsche. The judges were impressed with my Turbo Coupe and at the end of the day I was both thrilled and surprised when they called out my name for first place in the Car Corral – German Cars! 🏆



Dale with trophy



Carrera GT checking in



Tour to Palm Springs

Text and Photos by Martha McGowan

SDR driving tours continue to gain popularity, and this April, for a little something different, the Tour Chairs, Mike Brown, Ralph Turner and Peter Dorey, organized a drive to Palm Springs with an optional overnight stay. More than fifty cars gathered at North County Fair at 8AM on a beautiful clear and sunny San Diego Saturday morning. As it turned out, this was the very first tour for about 20 drivers who were eagerly anticipating driving some back country roads in their Porsches. At the drivers meeting, Keith Verlaque and Mike Brown talked about safety, how the tour would work and answered questions. Route instructions were distributed and drivers took to their cars and headed out. Participating cars were a “tour-de-force” of some of Porsche’s finest models, including two identical 2011 GT3 RSs, a 2006 GT3 RS, three GT3s, a Carrera GT, three 997 twin turbos, an RS America, a Boxster Spyder, plus numerous other examples of the marque. One husband and wife team couldn’t decide who was going to drive—so they both did. He drove his Carrera GT and she drove her GT3 RS—that’s one good way to solve the issue!

The rolling car show left promptly at 8:30AM and headed east onto San Pasqual Valley Road and into Ramona. Then we continued east to Hwy 79 where we stopped for a short break at Dudley’s Bakery in Julian. From there we picked up Cahuilla Road and then SR 74 (the Pines to Palms Highway). After four hours of driving through mostly twisty mountainous back roads, the cavalcade of Porsches descended on Palm Springs via highway 111.

We arrived at Las Casuelas Nuevas Mexican restaurant in Rancho Mirage at 12:30PM. There were 65 people in attendance, and we enjoyed lunch in a shady courtyard under blue skies with a warm breeze blowing. The camaraderie continued with enthusiastic conversations of the fun drive and various plans for the evening. I shared a table with Tony and Todd, the drivers of the two matching GT3 RSs. They talked about their adventures in their cars, how much fun they have driving them, and that they were heading to the Porsche Sport Driving School in Birmingham, Alabama the following week.

Many people took the opportunity for a short weekend getaway and spent

the night. After lunch the tour ended but there was still some excitement in store for a few of us. Mike Brown, Lori Chesley, Keith Verlaque and I were admiring the Fayence yellow Carrera GT. We were talking with the owner and his wife, who drove the 2006 GT3 RS, and he graciously offered us a ride in the Carrera GT. Who could say “no” to that? Wow! What a fantastic machine! Our brief test rides were an absolute blast!

Thanks are due to Tour Chairs Mike, Ralph and Peter (who, unfortunately had to work on Saturday) for all the planning and work (pre-drives—oh, the pain) they put into making this a very fun and highly successful tour. Everyone I spoke with said they had a wonderful time. It was great to get away for a weekend and spend time enjoying our cars and meeting new people.

If you haven’t been on an SDR tour yet, you owe it to yourself to come out and drive some really fun roads...after all, that’s the reason you bought a Porsche...remember? 🏁



2011 GT3RS: A Matched Pair, Tony and Todd



The Keith and Mikey show

May Board Meeting

Board Minutes

The May 2011 Board of Directors meeting was held at Cathy Young & Mike Buhai's home. Board members in attendance were Carl Scragg, Monique Straub, Cathy Young, Terry Barnum, Bill Behun, Leigh Rayner and Greg Phillips, along with Curt Yaws as advisor. The meeting was called to order at 7:02PM. Minutes from the April 2011 meeting were approved unanimously.

President's Report

Carl reported that he is pursuing club sponsorship by local Porsche dealers for the San Diego Auto Show and requested help from all interested parties.

Still in the early development stage, Carl described a plan to replace the annual Installation Dinner with a semi-private, New Year's Eve cocktail party on the floor of the Auto Show. The cocktail party will then transition to a PCA dinner at the Convention Center, then continue to a New Year's Eve party watching the downtown fireworks.

Finally, Carl reported that Vince Knauf will be submitting payment for the rental of club radios used at the California Festival of Speed.

Treasurer's Report

Cathy Young presented the financials via email. All accounts are reconciled as of the end of April. Cash in was less than cash out which resulted in a net decrease in cash. Major expenses included an autocross and Windblown Witness printing. Major income sources included the Performance Driving School and Windblown Witness advertisers. Cathy's report was approved unanimously.

Chair Reports

Autocross. Jerry Bumpus reported that the April autocross was well attended. He will submit financials before the next meeting. There was discussion about non-Porsche Club instructors being used as X car instructors. Carl asked Jerry to work with Curt on Tesla sponsoring another AX. Mike Brown graciously offered to assist with regular AX logistics.

Auto Museum. Michael Harris sent Carl a request from the Car Club Council for a liability insurance policy. A motion to enroll was approved unanimously.

Concours. Steve Lopez reported that August 6 is set for a Concours on Shelter Island near the Liberty Bell. Parking will be limited so it was suggested to arrive early. It will be a joint event with the 912 Registry Concours at the same location. He noted that the Porsche Parade was advanced by a month which now unfortunately conflicts with the Concours. He will submit an updated budget request to the board to ensure the event will be budget neutral.

Goodie Store. Leslie Shirley reported impressive sales at the April AX. Her budget request to replenish embroidered merchandise was approved unanimously. She anticipates that much of this will be sold prior to the San Diego Auto Show in December.

Historian. John Straub submitted an article to the website and will be quizzing Board members at the next meeting. He reminded everyone to visit the new www.pcasdr.net website and submit comments because the annual PCA website contest goes through the month of May.

Insurance. Tom Golich reported that all insurance permits are in place. Bill

Behun stated that the trailer insurance is in place through 2012.

Legal Affairs. Bill Hartsock mentioned to Carl that he would like to transition out of the position and has been speaking with Jim Ryan about taking over the position.

Membership. Angela Avitt distributed generic PCASDR business cards to give to potential members. She reported membership tallies as of May 1: 1412 Primary and 1058 Affiliate for a total of 2470. There were 17 new members, 4 transfers in and 1 transfer out. She presented the New Member/Volunteer Party budget request scheduled for Saturday, Sept 10, at The German Club. Angela is confident she can acquire sponsorship to fund a band. She will post the event's details on motorsportreg.com. The request was approved unanimously.

Social. Ted Myrus reported for Kathy Alnwick that the Last Tuesday Social was very well attended. He submitted her revenue neutral budget request for a Father's Day Tour and Brunch on June 19, which was unanimously approved. Mike Brown offered to coordinate with Kathy for insurance waivers from Tom Golich. The Mystery Weekend budget that was submitted and approved was subsequently withdrawn and cancelled with a possible rescheduling next year.

Tech Sessions. Jim Binford reported that there will be a Tech Session after the Cars & Coffee on May 14 to Landmark Motorsport in Lake Elsinore. There will be a tour of the shop and Porsche racing and race preparation will be discussed. A Tech Session with the BMW Club at Bumper Doc in Escondido on June 22 was requested. Jim also requested a joint Tech Session with the BMW Club on July 23 at HRE Wheels in Vista. The dates were unanimously approved. Tom Brown requested that Tech Session and Cars & Coffee info be sent to the

webmaster as soon as possible. Jim requested ideas for future Tech Sessions and Ted Myrus suggested a simple DIY themed Tech Session.

Time Trial (TT, DE). A DE and Time Trial will be held at Chuckwalla Raceway on May 21-22. Greg noted that the Golden Gate Region will hold a DE and Time Trial at Buttonwillow on May 28-29. Ted Myrus stated that the Vintage Auto Racing Association expressed an interest in partnering with PCA for Time Trial events and will forward the info to Jack Miller and Robert Baizer.

Tours. Mike Brown reported that there was a tremendous turnout for an exceptional Palm Springs tour with many new owners. He will coordinate with Ralph Turner and Keith Verlaque for the Father's Day Tour. There was discussion about a possible evening tour to a restaurant at the beach. Tom Brown noted that there have been Full Moon Tours in previous years.

Vintage Racing. John Straub reported that Rennsport Reunion, usually held

on the east coast, is scheduled for mid-October at Laguna Seca with hundreds of Porsche race cars. It was suggested that anyone interested book rooms quickly before the Monterey hotels realize the event's popularity and increase room rates.

Web Team/eMaster. Marc Riesenber and Tom Brown reported that the new website has been formally released and would like comments on the articles and layout. Marc and Tom suggested various advertising methods and will investigate keywords and pricing on other region's sites. Tom is working on a request to access previous autocross track layouts as well as investigating calendar behavior. Photos from the old site are being migrated to the new site. Tom also reported that May is the judging month for the PCA website contest.

Witness Team. Royce Ann mentioned to Carl that one advertiser is late with payment but recommended allowing extra time to get caught up. The Board agreed.


Unfinished Business

Carl asked Board members to confirm their contact info on the website and to email corrections to the webmaster.

New Business

Dave Gardner will host the August meeting. Curt Yaws will confirm availability to host the September meeting. It was decided that Wednesday evening Board Meetings are preferred over Saturday mornings.

Adjournment

Cathy Young and Mike Buhai were thanked for their hospitality. Cathy thanked Angela, Katie and Jennifer for their assistance. The meeting was adjourned at 8:45PM. The next meeting will be Wednesday evening, June 1, at Mike and Lori Brown's home. 

To reach committee chairs, use the following email addresses. All emails end in @pcasdr.org.

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Greg Smith gdsmithmd@sbcglobal.net (760) 480-6050

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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

996 Car Cover I am looking for a used factory car cover for my 04C4S.

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

Phone Dials Wanted Looking for a pair of 8 x 16 phone dial style rims. Please call or email "A. B." @ (619) 871-7452 or absikka@hotmail.com

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

Wanted: Porsche or other car memorabilia/ automobilia/parts. Also wanted, Porsche 356 or early (pre 1974) 911. John 619-667-3826 or www.johnstraub.blogspot.com

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

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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).

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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 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.

Link Index

PCASDR website: www.pcasdr.org
Zone 8 website: zone8.pca.org/
National website: www.pca.org/
AX & TT Results: results.pcasdr.org/
Online registration: pcasdr.motorsportreg.com/
Forum: forum.pcasdr.org/forum/
National Calendar: www.pca.org/calendar/pcacalendar.aspx
National Tech Q&A: www.pca.org/techqa/techqa.aspx
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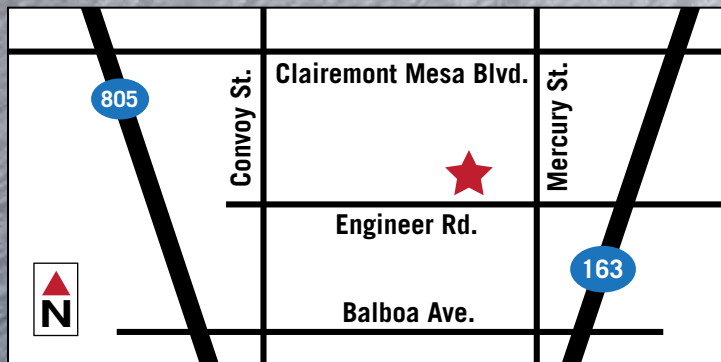
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Susan Brown, Editor

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