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

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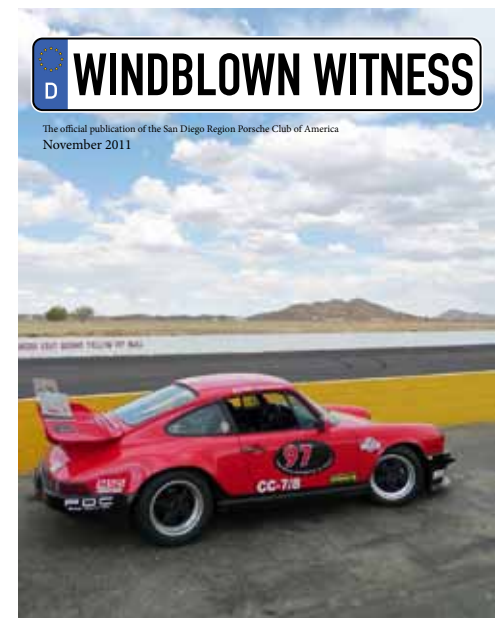


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On the Cover



Greg Phillip's 911 at Laguna Seca, Photo by Greg Phillips.

WINDBLOWN WITNESS

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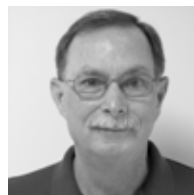
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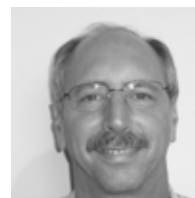
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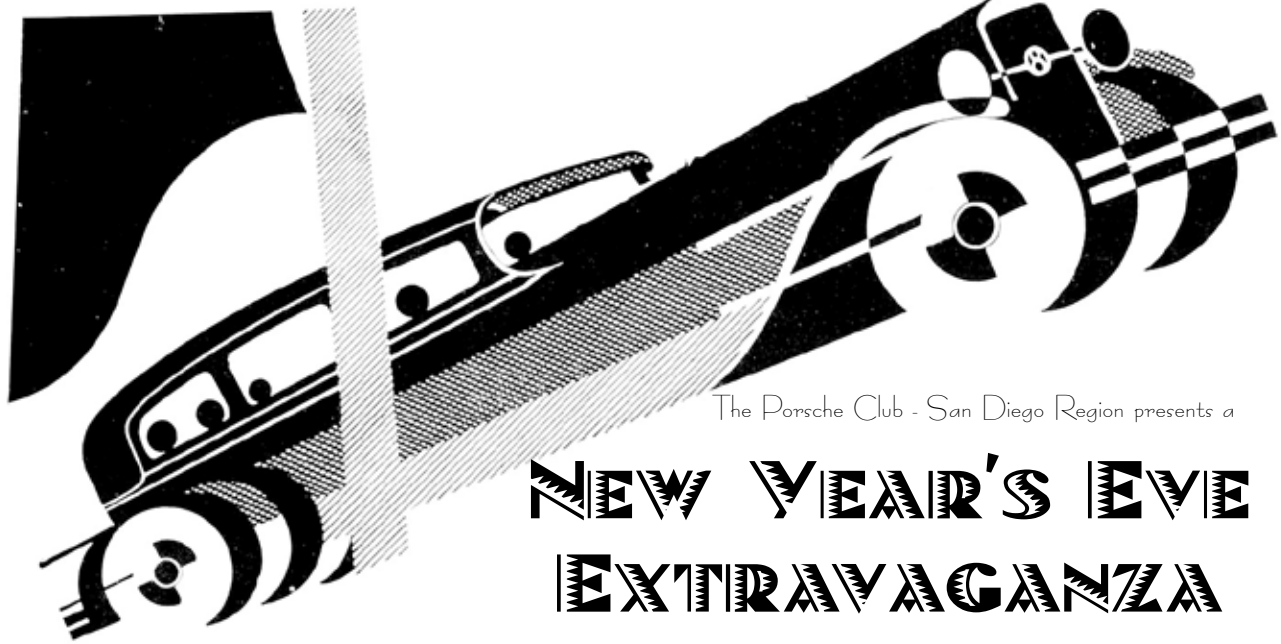
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Number of Attendees: * ____ Names: _____

Contact phone number: _____ Email: _____

Dinner Selection: _____ Beef (number?) _____ Salmon (number?) _____ Vegetarian (number?)

Credit card number (VISA and Master Card only): _____ Expiration date: _____

*Reservations for a table of 10 must be paid for all at the same time. For tables of 10, please include a separate page with names and dinner selections of the attendees.

Please make checks payable to: PCA-SDR.

Best Car Club in San Diego?

Text by Carl Scragg, President

If you went to the Coronado Speed Festival, you got a pretty good indication. The Porsche parking corral was so dominant that it made the other car clubs look puny in comparison. John Straub, who has been organizing the PCA-SDR presence at Coronado for several years, tells me that he gave out 275 corral parking passes to club members. And our parking corral was not only the biggest, but it also had the best location—right up by the track's start-finish line. And our hospitality tent? It put the Ferrari Club, and all the other car clubs, to shame. PCA-SDR had a great location, nice seating, and free refreshments—outstanding in every way. Great job John!

2012 Club Officers and Board

The election results are in and our new Board members are Beverly Gould, Araceli Lopez, and Don Middleton. They will join Greg Phillips, Leigh Rayner, Terry Barnum, and Cathy Young on the 2012 Board. At their initial meeting, next year's board members selected the 2012 officers: Greg Phillips will take over as President, Beverly Gould will become Vice President, Don Middleton will be the club Treasurer, and Araceli Lopez steps in as Secretary. My congratulations, best wishes, and thanks go out to all of them.

New Year's Eve and the SD Auto Show

The planning continues for the PCA-SDR exhibit at the San Diego Auto Show (Dec. 29–Jan. 1). We still need a few volunteers to help out at the exhibit. You will be expected to man the exhibit for at least one 4-hour shift during the auto show, to answer questions about the cars and the club (don't worry, we'll give you a cheat sheet with all the answers). Volunteers will receive free admission to the SD Auto Show, a nice volunteer shirt identifying you as a PCA-SDR member, and the

opportunity to help your club and meet some enthusiastic Porsche folks. To volunteer, contact Keith Verlaque at keithv@rsamerica.net or 619-938-2697.


This is the last month to grab one of the discounted rooms at the Marriott for New Year's Eve. We have a block of rooms at the special price of \$196 that is being held for PCA-SDR until the end of November. After that, the price will jump up to around \$250 or more as New Year's Eve approaches (and they are expected to sell out). Contact the Marriott at 619-234-1500 and mention that you are with PCA-SDR.

The New Year's Eve Party will be a truly unique affair. Our members will gain private access to the SD Auto Show on New Year's Eve after the public has been shooed out. We will enjoy a cocktail reception with light hors d'oeuvres while we check out all the Porsches and other fine automobiles on display at the Auto Show. After our private viewing of the cars, we will go upstairs to the ballroom for a three-course sit-down dinner. After dessert, the party really gets rolling as we hit the dance floor to the live music of the Blues Doctors—a great local band featuring PCA members Jack Miller on lead guitar and Robert Baizer on percussion. At midnight, we will have the traditional champagne toast and enjoy the fireworks display over San Diego Bay. It's going to be a great evening, so make your reservations now.

A Mixed Marriage

When someone mentions a "mixed-marriage," I usually think of a couple from different ethnic, religious, cultural backgrounds, etc. In my case, I married a woman who totally lacks the "speed gene." She actually prefers driving slowly just so that she has more time to look at the scenery. She thinks of cars as an unpleasant form of transportation made necessary only because our government has failed to invest sufficient resources in public transportation systems. Fortunately, she recognizes that I come from a car culture and she tolerates my interest in performance vehicles.

When I was a young lad, I learned that sex, politics, and religion were the three hot topics to be avoided during polite conversation. But my wife has added a fourth topic to the list: "tire-talk." I am forever searching for the magic combination of tires and car set-up and I've found that tires similarly fascinate most of my fellow drivers. My wife Patt is a lovely woman, but she just doesn't understand the desire for increased performance and definitely is not interested in tires. She has been known to suddenly, and without warning, turn on our friends during dinner conversation and admonish them for excessive "tire-talk." Merely asking how I like my new Hoosiers can get you black-flagged and sent to the pits without dessert. She's convinced that she learned all the important aspects of automobile tires from her father when he first taught her to drive. Tires are "round and they're black," and any further details are probably irrelevant and certainly uninteresting. So if you see a group of guys outside our house, huddled around the barbecue in eager conversation, they're probably not exchanging off-color jokes or politically incorrect comments. More likely, they're hiding from my wife so that they can exchange opinions about their latest set of tires.

Patt once bet me that I could not go an entire week without mentioning tires. Of course I had to rise to the challenge and accept the wager. I figured that it would be pretty easy to avoid tire-talk since I was scheduled to be out-of-town for several days on business that week, and even I was unlikely to mention tires during our evening phone conversations. There was one problem however; without telling her, I had already ordered a new set of Toyo's, which were being shipped to our house. Then one day that week, she returned from work to find a big stack of tires blocking the front door. Our evening phone conversation went something like this: Patt: "Guess what's sitting on the front porch." Carl: "uhh, I have no idea." Patt: "Well, they're round and they're black!" I won the bet, but didn't earn too many brownie points. 

November 2011

02 Wednesday Monthly Members and Board Meeting

Time:

6:00 P.M. Social hour and food

7:00 P.M. Meeting

Place:

Home of Tom and Susan Brown

1805 Altamira Place

San Diego, CA 92103

(Tentative location! Kitchen still not done...)

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.

12-13 Saturday-Sunday Z8/SDR DE & TT

Place:

Buttonwillow Raceway

Details:

Online registration at pcasdr.motorsportreg.com.

12-13 Saturday-Sunday Tech Tactics

Place:

PCNA Training Facilities
Ontario, CA

Details:

A longtime east coast favorite, this year Tech Tactics is coming to Zone 8, where Porsche trains its technicians. Held on two days, each day will consist

of lectures by three PCNA Field Specialists and four members of the PCA Technical Committee; along with a special guest speaker from Porsche AG. Each day will be limited to 125 participants. All attendees must be pre-registered. There will be NO ON-SITE REGISTRATION.

Registration (\$50 pp) ends Nov. 4, so sign up today! Online registration at pcasdr.motorsportreg.com.

19-20 Saturday-Sunday Z8/GPX/SGVR DE/TT

Place:

Pomona Fairplex

Details:

See page 15 for details. Online registration at pcasdr.motorsportreg.com

21 Monday Motorhead Monday

Time:

6:00 P.M.

Place:

Hacienda Casa Blanca
700 N. Johnson Ave.
El Cajon, CA 92020

Details:

Join your fellow "big track" drivers for dinner, videos taken at the racetracks, and a great deal of trash talking and excuse making!

26 Saturday SDR Autocross

Place:

Qualcomm West Lot

Details:

Online registration at pcasdr.motorsportreg.com. The last AX points event of the year.

29 Tuesday Last Tuesday Social and Toy Drive

Time:

6:00 P.M.

Place:

Mexi-Cocina

12213 Poway Road

Poway, CA 92064

Details:

Bring a new unwrapped toy for Rady Children's Hospital. See pcasdr.net for wish list.

30 Wednesday Tech Session

Time:

6:00 P.M.

Place:

All German Auto

1327 Simpson Way

Escondido, CA 92029

Details:

This tech session will provide attendees the opportunity to learn about Performance Chip Tuning and the extensive services provided by All German Auto. In addition All German Auto will present the AGM-JIMCO X6 Trophy race truck just back from its introduction in Germany. All German Motorsports collaborated in the build of this X6 Trophy truck intended for off road racing which incorporates the latest in race vehicle lightweight materials utilizing the body of the BMW X6 as inspiration for its design. Food and soft drinks provided.

December 2011

07 Wednesday Monthly Members and Board Meeting

Time:

6:00 P.M. Social hour and food
7:00 P.M. Meeting

Place:

Home of Cathie and Wayne Aymar
2154 Brookhurst Drive
El Cajon, CA 92019

17 Saturday SDR Autocross

Place:

Qualcomm West Lot

Details:

Online registration at pcasdr.motorsportreg.com. 2011 competition is over—bring out your other car.

18 Sunday Toy Drive

Time:

9:30 A.M.

Place:

Miquel's
2444 San Diego Ave
San Diego, CA 92110

Details:

Meet at Miquel's for breakfast, then deliver Santa and toys to Rady Children's Hospital. Contact Kathy Alnwick for more information at 619-229-1515 or imthekaps@yahoo.com

27 Tuesday Last Tuesday Social

Time:

6:00 P.M.

Place:

Mister A's
2550 Fifth Avenue,
San Diego, CA, 92103

29-1 Thurs-Sunday San Diego Auto Show

SDR will be putting on the featured exhibit. We will be displaying 15-18 Porsches that will capture our 60-year love affair with the marque. We will need many volunteers to help with the exhibit. Please contact Martha McGowan at prereg1@cox.net or 619-938-2697 if you can help.

Show Dates and Hours:

Thursday, 12/29: 10 a.m. – 9 p.m.
Friday, 12/30: 10 a.m. – 9 p.m.
Saturday, 12/31: 10 a.m. – 7 p.m.
Sunday, 1/1: 10 a.m. – 7 p.m.

31 Saturday New Year's Eve Party

Time:

7:00 P.M.

Place:

San Diego Convention Center
111 West Harbor Drive
San Diego, CA 92101

Details:

The San Diego International Auto Show will reopen to a select group of Porsche enthusiasts who will be able to explore the show without the crowds and will include a cocktail reception. After that, we will move to the banquet room, reserved just for PCA-SDR, for a catered New Year's Eve dinner. After dinner, the Blues Doctors (Jack Miller and Robert Baizer's band) will provide the music for your listening and dancing pleasure. At midnight, we will have the traditional champagne toast to bring in the new year of Porsche enjoyment. All this for only \$100 per person! Online registration at pcasdr.motorsportreg.com.

If you prefer to register by mail, see page 4.



John and Monique Straub's 914/6 at Rennsport in Laguna Seca. More next month!



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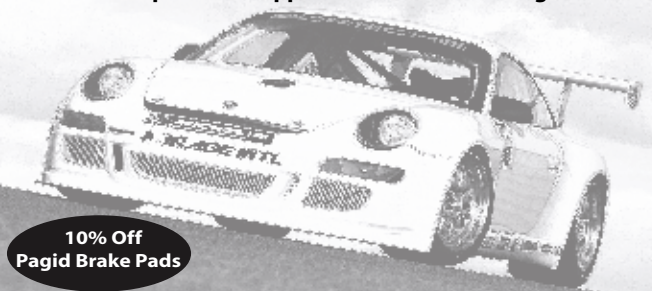
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Volkswagen, 30 million sold, more or less

Text and photos by Michael Harris

The San Diego Auto Museum's current display on Volkswagen could also be titled "How To Have Fun and Pay Less (for a funny little car that never seems to change, yet always gets better.)" The display features 17 different cars, mainly from the 1950s and 1960s, with four from the 1980s; a Scirocco and several GTIs. All of the cars are unique. The Beetles range from an early 1952 split window bug to one of the last run of 3,000 built in Puebla, Mexico, in 2003. Even Herbie the Love Bug is on display. In between are a beautiful 1968 Karmann Ghia, two Type III VWs from the 1960s—a 1964 1500 Notchback coupe (not imported to the US so a very rare car) and a 1966 Squareback Type III 1600. The Type III cars were different in appearance and functionality. They were more powerful, roomier, and handled better on the autobahn than the Beetles. Still powered by a rear mounted air cooled four cylinder engine, the engine fans were no longer mounted vertically but horizontally, allowing for a pancake design that enabled the engines to be mounted under the package shelf on the Squarebacks

and Fastbacks. In 1968 VW offered the models with electronic fuel injection (EFI), the first mass-produced car to be so outfitted.

Director Paula Brandes stated the museum staff really had a lot of fun selecting the cars and preparing the graphics. In one corner is a video monitor with "movies" recording visitors' stories of life with a VW. On a wall board, a sign asks visitors to "share your Volkswagen story here." Visitors have penned their stories on paper and pinned them to the wall for all to enjoy. Wall graphics display the VW factory at Wolfsburg, Germany, from the early days to current production, where robots build the cars and they are lined up in robotic-accessed cages that look like a giant Automat. Coffee with your strudel? Other graphics display Beetles in various scenes. A favorite is a Bug in a Canadian garden with flowers growing around the car, with only the shape, windshield, and headlights being unmistakably a Bug. Competition VWs are also in abundance. Randy Hutto of "Randy's Foreign Car Clinic" has modified several of the cars on display. His bright yellow Bug has been

heavily modified to run off against V-8 powered cars. This car is directly in the middle of the display and is impossible to miss. A Baja 1000 type dune buggy sits in a corner with full race modifications. Two Rat Rods are also part of the collection. A fully restored Beetle convertible was burned badly in a garage fire and the restorer did not have the heart to rebuild the car again and sold it. The buyer left the body in rusty exterior condition with burned out upholstery, added a Mexican blanket with Our Lady of Guadalupe pattern for back seat upholstery, added air bag suspension and skirts, plus other custom features including a small trailer and luggage rack. You have to see it to believe it. It is really neat. This ingenuity was recognized at the recent Museum Car Display, "The Greatest Show on Turf" with a special award. The other car is a true Rat Rod with oversized tires, custom clear exhaust stacks, hot rod steering wheel, and enough "stuff" tacked on to enable the viewer to spend many minutes trying to figure out what the custom features are and what they do. Example: two empty cans attached by a cord connecting the driver to the rear passenger via a "can phone." Now that



Beautifully restored 1960s Westphalia camper with full camping gear



1952 split window Bug for Germany. Looked great but it was difficult to see out of. "Improvement" in '54 was larger one piece rear window

is imagination. I am told this car also is a trophy winner. Not concours as we understand the term, but different.

Vans are also a major part of the display. A mid-1960s Westphalia Camper is fully equipped with side tent, port-a-potty, camping gear and a full restoration of the bus. This is a car that anyone would lust after, even if you did not want to camp. A 1977 Kombi bus is another standout. Described as a “hippy” van because of the 1960s and 70s rock and roll groups, folk singers, names and designs painted all over the van. A group of youthful art students from ages 5 or 6 to 18 actually painted the van. Here is another exhibit where one could spend a considerable amount of time identifying the individuals and groups whose likenesses grace the vehicle. Jimi Hendrix, Simon and Garfunkel, Bob Dylan, Janis Joplin, the Mamas and Papas, and the Grateful Dead, are just a few of the illustrations. The Fab Four take up the back of the bus.

One of the stars in the show is a 1968 Karmann Ghia. Body by Karmann and design by the Turin Design firm of Ghia. The car is lowered, sports Porsche 5-bolt wheels, a 2.3 liter modified VW motor pulling fuel through twin Dellorto carbs, Engle cam and 4-wheel disc brakes, painted in a Mercedes blue-grey color and custom upholstery. Gorgeous. The motor produces 160BHP at 6,000RPM. The gentleman who built and owns the car is one of the video story tellers. He informs us that the car is special not just for the looks and performance, but the fact he proposed marriage to his wife in this car.

For those of you old enough to remember small back window Bugs, a 1952 German Zwitter is on display. This German model has no chrome or stainless trim, and the hubcaps and bumpers are painted, not chrome. 1952 was a transitional year for VW, as the dash layout was “new” but the small split back window still had another year of production. One of the advertised “improvements” for 1954 cars was a full back window that offered much improved

visibility. Graphics and a video display help one recall how many “improvements” VW made over the years, while retaining the same basic design and motor. Remember the “spare” or emergency gas tank that you could turn “on” with a twist of the handle under the dash when your VW started to run out of gas? (But no fuel gauge.) When did VW add a fuel gauge?

One could play this game for a long time.

In addition to the VW display, “new” to the museum is a four-passenger MG convertible that has been fully restored by museum volunteer staff over a period of seven years. There is no information about the car, but it appears to be a late 30s design, maybe 1937. But as British cars were slow to change after WWII, it could be a 1946 or 1947 model as well. An Italian car

I often pass over is a 1966 Bizzarrini P538 race car, powered by a 3927cc Lamborghini V-12 with six two-barrel Weber carburetors. Based on the selling prices for competition Ferraris at the Monterey Reunion auctions, this Bizzarrini is a winner. Similar cars have been selling well beyond two million dollars. Most of the Bizzarrini line were GT/sports cars and were powered by 327CID Chevrolet/Corvette engines. This car is only one of three powered by the V-12 engine. In addition to the wonderful cars and art on display, the Museum also has an excellent library full of old motor manuals, car sales brochures and printed materials that will assist you in the restoration of almost any car. And patrons may use the library while attending the Museum without any additional charge. Another good reason to be a member. Next month we will have more news about the VW display. 🐦



'64 Type III 1500cc Notchback Coupe. Europe only, not exported to the US. Very rare car here. Note pre-WWII VW emblems compared to current in left background



Type III 1600cc Squareback. Still air cooled and rear engine opposed 4-cylinder motor but with modern platform and lots of room

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Wounded Warriors Tour

Text and Photos by Donald Auten

The reality of war is that everyone gets wounded. Some wounds heal rapidly, but some take a lifetime. Some wounds can be seen. Some wounds are invisible—inside the heart, soul and spirit of the warrior. These unseen wounds are often the most difficult to heal, for they must heal from the inside. The reality is that the wounds of the heart, soul and spirit have a spiritual component. Grateful Americans might laud the war hero but few recognize the unseen war that rages within.

This is a quote from the Naval Special Warfare (SEAL) Chaplain, Lieutenant Wesley Modder, USN, some two years ago. I was taken by the simple truth of his statement and kept the writing. I happened to re-read the sermon a few months ago, and from that a notion sprang to mind.

A notion is just that, a notion—just random cerebral waveforms tickling the sky until someone, or in this case, many someones, step forward to transform that notion into action. My notion was to gather a bunch of veterans from Balboa Naval Hospital, seat them in shiny Porsches, and treat them to a romp through the scenic hill country of San Diego.

Now this notion was certainly not original. PCA/SDR members had organized similar activities and dubbed them Wounded Warrior Tours. But while the club had conducted these in the past, it had not been done in the recent past. It seemed to me the time was ripe.

Socializing the concept with Mike Brown, Ralph Turner and Keith Verlaque, this notion began to take shape and drew interest from other members. Dr. Greg Phillips and Katie Auten volunteered to man the medical team (just in case), and Angela Avitt, Kathy Alnwick, Larry Bevins, Sean Malloy, Victoria McMinn and others

offered ideas to make it more enjoyable, more memorable, more grandiose.

It was invigorating to watch the transformation of a notion into a vision and that into a plan, through the selfless efforts of many club members with the same fundamental purpose—to pay tribute to some of our wounded warriors for their service and their sacrifices.

I had only three concerns: would we have enough people to put this plan together, would we have enough drivers, and would we have access to enough wounded warriors?

I'd already seen the swelling ranks of club members anxious to volunteer for such an event. That was no longer a concern. But the wounded warrior riders?

A few calls to the Balboa Naval Hospital connected me with the Armed Services YMCA, a group run by M. Cherri Barnswell. I was introduced to my point of contact for this project, Ms. Alysha Dugo. I was immediately impressed by their devotion to their patients and enthusiastic support for our project.

Alysha invited me to meet with the Marine Corps contingent assigned to the hospital while recovering from their wounds.

On Monday, 3 October, I attended Marine quarters. I was unprepared for what I saw. Nearly one hundred Marines in formation, ram-rod straight, disciplined and conducting themselves ...well...like Marines. About thirty-five of them were in wheelchairs, others on prosthetics, and a few on crutches. There were so many of them. They were so young.

When it came my time to speak I covered the basics—a two-hour drive through northeast San Diego in a glimmering Porsche chosen by them from the field of cars available. The romp would

be followed by a catered lunch, and then by a tour through the Marine Corps Aviation Museum.

I figured we'd have about fifty sign-ups. Much to my surprise, our offer, as juicy as it sounded, was not the only show in town. There were other events, activities and, diversions offered to these wounded warriors each week, and they actually had the luxury of deciding which to choose. We ended up with eleven riders which included some of the warrior's wives, a mother and a son.

On a brilliantly clear and cool Sunday morning, 9 October 2011, nearly three dozen Porsches of all models, colors, and descriptions assembled at the Vietnam War Veteran's Museum. Despite my focus on the pending task, it was difficult not to swoon over the spectacular array of these fine specimens of Zuffenhausen craftsmanship.

While they were each endowed with their own beauty and history, there were several that compelled me to take notice. Jim Binford's 2007 "I'm on fire" red GT3 was looking mighty racy. (Jim, don't ever leave your keys in it when I'm around.) Sean Malloy's checkerboard 914 won't win any concours but I remain mystified as to how anything so underpowered can go through a course so darn fast. I'm not real big on sedans but the black 2010 Turbo Panamera driven by Daniel Lewis (courtesy of Pioneer Porsche) was a real head-turner and allowed us to keep one of the warriors and his son together. I also caught sight of a 1987 Ford five-liter GT Mustang. Initially I thought somebody looking for the Mustang club gathering must have been lost, and then realized it belonged to Bret McCaughin-Strong, son of Philip Strong. I was told that it is a work-in-progress, and when I heard it crank up, I was hoping it stayed in progress or at least never showed up at our autocross. I have enough competition. We had an extraordinary eye-buffet of 911s, Boxsters,

and Caymans too numerous to mention here, but the car that forced me to take two laps around it and wipe the slobber from my shirt was Ted Myrus's red, 1965 356 "C". If it were mine, it would be in the garage, up on blocks with burning candles arranged around it. An absolute work of art!

About 0820, Ralph Turner, our tour director, and Mike Brown delivered a safety brief and covered the route and sequence of events.

At 0940, with our wounded warriors safely cocooned into their chosen cars, thirty-plus Porsches joined up in single-file and struck out east on I-8, tucked in nicely behind Ralph's very red, 911 GT3, our point car.

Way to the rear of this conga line, well behind Mike Brown, Flight Lead #1, Keith Verlaque, Flight Lead #2, but just ahead of Joel Bowman, taking up the stinger position (last ship in the formation in TACAIR parley), I took an uncomfortable second to last position.

Uncomfortable? As the logistics ground unit, I drove my wife's Ford Expedition. It was loaded to the gills with wheel chairs, ice chests, water, beach chairs and other equipment you carry but hope you'll never use.

Ralph kept a steady, comfortable pace. On the interstate and the initial climb on the gentle sweeping roads, it was easy if not enjoyable cruising. As we ventured further north on San Vicente Road to Warnack Road, the slope increased and the turn radius decreased...fine for nimble, high-powered hill-climbers, but not so with an American leviathan. I'd inadvertently and unfortunately made a few people sick while driving in twisty hill country in the past, but at this point I could relate. I was determined not to trombone breakfast on the side of the road so I cowboy'd-up and pressed on.

My wife, Katie, and I have lived in San Diego for fifteen years, and rarely have we taken advantage of the opportunity to cruise the rural hills and countryside

beyond the big city. Between hard turns and maintaining my interval, I marveled at the radiant flora and gradient changes. The great northeast may tout their autumn chorus of colors, and rightfully so, but San Diego's rolling hills and dazzling landscapes deliver their own pristine beauty—all year long.

At 1135, five-minutes off the planned ETA, Ralph led his formation into the parking lot of the Marine Corps Aviation Museum at MCAS Miramar.

Here, thanks to the contribution and enormous generosity of PCA-SDR contributors, we were able to make this experience even more appealing and memorable. Peter Dorey of Magnaflo Exhaust, well known for their consistent support for other PCA-SDR events, distributed thirty T-shirts, enough for all our Marines, their guests, and many other Marines who couldn't make the tour. And through the magnanimous donation by Mr. Steve Garcia (a ten-year Marine combat veteran) and Mr. Frank Passiglia, president and vice president (respectively) of Patriot General, our wounded warriors and their chauffeurs were treated to a magnificent Mexican style lunch laid out in grand style by the Palms Restaurant.

Following lunch I was anxious to stroll through the forest of magnificent military aircraft.

If you haven't visited the Flying Leathernecks museum at Marine Corps Air Station, Miramar, you owe it to yourself to make the trip. There is no charge for admission and the collection of historic and current fighters, torpedo, trainer, scout, attack, and adversary aircraft will tantalize the eyes and stir the heart.

At this point, I had a bit of a decision to make. A nostalgic walk through the towering aircraft of yesteryear or getting to know our Marines a little better. It was not a difficult decision.

During the ninety-minute lunch we had the opportunity to speak with and

learn more about our Marines. The more I listened, the greater my respect and admiration grew for these young men who so willingly risked their lives to protect our freedom and way of life. As I listened to some of the stories and watched them enjoying the mild autumn day, it occurred to me that not once did I ever hear a word of complaint, a nuance of dissatisfaction or self pity. I sat in high reverence of these men, each carrying an injury—physical, emotional, spiritual, and I was utterly and completely humbled in their presence. The words of Rear Admiral Tarrant in James Michener's *Bridges of Toko Ri* came tumbling back to me—"Where do we get such men?"

By one o'clock the crowd began to thin. Drivers independently returned their charges to the hospital. It was my great fortune to drive Lisa, the mother of one of the wounded warriors back to Balboa. She calmly explained that her son, Tommy, lost both legs and part of his left hand during action in Afghanistan. The Commandant of the Marine Corps, General James F. Amos, presented Tommy with his Purple Heart. The Commandant told Tommy if there was anything he could do, all he had to do was ask. Tommy quickly responded, "There is something, General."

"What is it Sergeant?"

"I want to join-up with my unit, sir. I want to get back into the fight!"

Where do we get such men?

I was surprised, but maybe shouldn't have been, when I recognized in Lisa the same resolve, steely courage, the same hope, and the same genuine appreciation in her as I sensed in her son.

Some time after the tour, Ralph Turner and I had an opportunity to reflect on the experience. As an Army infantryman, Ralph served during the Vietnam conflict. He, through first hand experience, could gauge the depth of character and the esprit de corps of these young men better than I. I believe he was as

humbled by the strength of their spirit and as sobered by their conduct, their courage, and their gratitude as was I.

I think our wounded warriors had an enjoyable and memorable experience. I know they greatly appreciated the efforts of our drivers, the charity extended by our supporters, and the deep and genuine gratitude conveyed by the PCA/SDR drivers.

But no matter how enjoyable their day or great their experience, it will never compare with the supreme satisfaction I took home that day.

I had the opportunity to brief the current Chaplain of Naval Special Warfare Command, Commander Buck Underwood, USN, on our Wounded Warrior Tour. He smiled broadly and said simply, "You guys are doing God's work!" ✈



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Team Dieter Does Laguna Seca

Text and Photos by Greg Phillips

Laguna Seca is a special track and although I have been there to watch many events, I still needed to really drive it. Although technically I had driven a DE event there after the Historics in 1998, it had been my first track event. I had a great time, but don't remember much about the track other than the Corkscrew was fun and turn 1 was intimidating. I have a lot more track experience now and have been looking to drive there again. So when they announced at the GGR/GPX Buttonwillow Club Race/TT that there was going to be an event at Laguna Seca, Steve Grosekemper and I started making plans to attend. We also started recruiting other drivers. Cathy Young was in along with Ralph Linares and Ethan Dahlkamp.

When the event was finally officially announced, the good news was that it would be a 3-day event with lots of track time for a very reasonable price. The bad news was that it was the same weekend as the SDR Oktoberfest volunteer party, and with the long drive to Monterey, we would be leaving on Thursday and not getting back until Monday. We took some grief from Angela Avitt, but her great event was a sellout without us.

We left from Dieter's early Thursday morning, meeting up with Cathy and Ralph at Encinitas, and were soon heading up I-5. Ethan was a little behind us as he hit some traffic and was delayed, but we were all together after LA. It was slow going through LA with the usual traffic, but the rest of the trip went smoothly for everyone but Ethan. While we were following Ethan's trailer, Steve commented that it seemed uneven, and unfortunately, when Ethan stopped at Buttonwillow, an inspection revealed a broken trailer axle mount. The tire was rubbing on the bottom of the trailer and causing damage. He hoped to be able to get it fixed at the truck repair shop and told us to continue on. He turned out to

be the only casualty of the weekend, as due to the trailer damage, he decided not to go on to Monterey and headed back home, as he was scheduled to fly to Asia on Monday (his consolation prize was going to the Singapore F1 race).

The caravan was down to 2 trailers and Cathy's Targa when we started finding out about the great San Diego Blackout. Steve first got a text message from his daughters that they were at the mall and all the lights were out. When he tried to call their cell phones, he was unable to get through. He called home and no answer. I was able to call my office, they were in the dark but the phones were working off of the battery backup. Steve was finally able to contact family who still had old-style phones that plugged into the wall, rather than the portable phones that needed outside power. Over the next few hours, the communication improved as the cell system was no longer saturated. While we were driving north, the rest of San Diego was getting ready for a night of camping.

Speaking of camping, with Ethan out of the picture, we had to make new plans as we had planned to camp at the track in his trailer. I started calling and was able to get rooms in Salinas. We followed the GPS from I-5 to the 101 and then to the track. We were supposed to be able to come in and drop off our trailers that evening between 5 and 6PM. Ralph was low on gas and stopped just before the track. We went on a little past to get a better price at Del Rey Oaks. By the time we had stopped and gassed up the truck, the 911 and filled the spare gas jugs, then dealt with the evening traffic, it was 6. When we got to the track, we were behind a large RV that was having problems. By the time they had cleared the area for us to go through, the ranger was not sure we would still be able to go in. After a couple of calls and finding out we had a garage, we were waved in. Cathy and Ralph were already there and we ended up with the last garage next to

turn 11. We unloaded the Boxster and 911SC and dropped the trailers, and also unloaded equipment into the garage.

After this we headed to Salinas, dropped Cathy off at her hotel, and then checked in at the Good Nite Inn. After a quick shower, we reconvened, picking up Cathy for dinner at the Round Table Pizza before heading back to our rooms to rest before our weekend of driving.

Friday was an early start, and after picking up Cathy we headed back to the track. It was still a work day for most and there was some traffic, but we were at the track about 7AM and waited for the gates to open. Since we had dropped off the night before, we were a little ahead of most of the drivers and were able to get over to registration and tech without much delay. It seemed chaotic in the beginning, but the organizers (GGR and Costal Driving School) did a great job getting all the drivers through tech and registration before the driver's meeting. They also had a very nice continental breakfast to help sustain us through the process. The power was back up in San Diego, which meant that Ralph's phone was ringing off the hook as his IT customers (and computer networks) were phoning him about their servers being down or having problems after the prolonged power outage. He spent much of the morning putting out fires.

Soon it was time for the drivers meeting, where they reviewed the safety (and noise) issues, flags and passing zones. They were quite liberal with the passing zones, pretty much all of the areas between corners were OK for passing except the Corkscrew between turns 8&9. Noise was a big issue for the weekend as we were limited to 92 dB. Steve had mounted a stock muffler and although we were down on power, we were very quiet. Ralph and Cathy also were using stock exhaust and not too concerned, but some of the other cars were not so lucky. Not only was there the sound

meter going up the hill between turns 5&6 on the right side of the track, but the meter also was required to be moved to another location at least once daily. If you were over the limit, you would get a mechanical black (meatball) flag and have to come in to the starter. Then your options were to stop for the session, or to do a test run of 3 laps to try and go by the sound meter without any other traffic and see if you could pass. If you did not pass but showed improvement, you could try another 3 lap test. While walking through the pits, you could see some creative time and energy had been expended on exhaust systems to try and avoid this. Most had their exhaust routed out the driver's side and away from the sound meter on the right side. Some were successful, but on many of the cars, it was the intake noise that was causing the problems, especially on the Cayman S and Turbos.

After the drivers meeting, it was time to head out on the track. It had been foggy as we arrived, but had slowly been improving. Steve and Ralph were out first in the advanced "Blue" group. Steve had been practicing using computer simulations of Laguna, but after his session, he was still surprised at the blind drop of the Corkscrew and how blind it felt coming up over turn 1 and looking for the Andretti hairpin. He also had some traffic but was able to get down to 1:51 in the fog. There were no transponders for timing but the G2X did provide lap times. I had a short break as the instructors were out in Red and then it was my turn.

We started out with a yellow flag lap and then I slowly started to pick up the pace. The organizers had provided a nice turn-by-turn guide to the track done by Henry Watts, which helped us familiarize and identify landmarks. I knew the track, but driving it at speed was very different than being a spectator or photographer. There was some traffic as I started clearing the slower drivers, but overall the group was courteous and helpful with the point-bys. I followed another winged early 911 for a couple of laps through traffic and then he pointed me by and I was out on my own.



Cathy Young, Steve Grosekemper, and Ralph Linares brave the fog



At work in the garage



Misty cobweb makes for a great picture!

With traffic I was only running a 1:57 and too soon we had the checkered and it was time to come back into the garage.

Cathy was out next in her 911 Targa with an instructor. She had started with some classroom time before her session and felt better about hitting the track. The first session did not go so smoothly, as her instructor drove first in her car and by the time they had changed, she had only a few laps before her checkered flag.

Steve was out again, but Ralph was still tied up with work stuff and missed the Blue session. Steve was picking up speed and was down to 1:49 with the traffic. In my next session, I did improve some, but with traffic it was tough to get a completely clear lap. At least the fog had finally cleared out. The hairpin was still a mystery as far as where the correct line was, and turn 6 was getting faster and faster. Cathy had a better session and was feeling her way around the circuit with her instructor, not only in her sessions but also as a passenger in his car.

The last morning session was more eventful for Steve as he had traffic issues. Actually it was just one early 911 in TRG livery that would not give a point-by. After Steve had followed him for a lap, he pointed by a yellow 911 to see if the color change would wake him up. No luck. After another lap of blue flags, Steve came in to let the starter know there was a problem. It apparently worked, as they did bring the car in for a discussion. Steve had been down to 1:47 before the road block. I also had some traffic, but it was more polite. It did cause a lot of variation, as my best lap was a 1:50 but there was also a 2:10 while trying to get through lapped cars. Cathy had another good session and then it was time for lunch.

Lunch for the weekend was catered each day, and on Friday it was tri-tip and salmon along with salads and some excellent fresh fruit and melons. We had some time to compare notes and review some video. We were surprised that with our power down with the added exhaust restriction, we never were fast enough to get into 5th gear. It was mainly a 3rd and 4th gear track.

After lunch, Steve and Ralph were out, but their session was black-flagged as a 993 ended up beached in the gravel outside of turn 11. After the tow truck was able to extricate the car, the group was flagged off to finish their session. Apparently the drivers were already starting to get too comfortable and looking for more speed, as in my run group a Spec 911 went off track at the Corkscrew and backed into the wall. We were also black-flagged and our session ended early while they towed the 911 back to the pits. The rear end and bumper was dinged up but he was running the next day. It was a good reminder to us that we were a long way from home, and we planned on keeping all of our cars clean for the whole weekend.

My session had started out well as I had a good chase with a green Viper ACR. He came out a little late and was on cold tires so he had pointed me by out of turn 3. I stayed ahead for the lap and then pointed him by on the front straight and he rocketed away. I thought that would be the last I would see of him, but with traffic he would get balked and I could catch up until he cleared and pulled away again. He was a good rabbit to chase for the session, at least until the black flag.

After my session, I decided to get some photography done from the Corkscrew. I took the folding pit bike and headed out of the paddock and up the hill. I did not quite make it all the way, walking the last steep section, but was able to shoot Cathy's run group and then Steve and Ralph's Blue group. I had thought the instructor's group was next, but the cars looked too familiar and I suddenly realized it was my run group! Luckily it was faster downhill to the pits and I was soon in the car and heading out for my last session of the day. I came out in the middle of the pack and had another good chase, this time with a 997 C4S. It took a few laps with traffic to finally catch him, and he pointed me by coming out of turn 11 just before the checkered flag. It was a fun way to end the day.

With the track cold, they brought out the adult beverages, and after slaking our thirst we were back at the garage getting ready for Saturday. We had brought 3 sets of used tires to utilize and "win" our DE.

So it was time to swap tires from the 17" Toyo RA1's to the 16" 265/45-16 Kumho 710 rears and 245/45-16 Hankook Z214 front tires, and check the brakes before heading back to Salinas to clean up.

Dinner was at the Black Bear Diner, next to the Laurel Inn where Cathy was staying. It was just a couple of exits north of the Good Nite Inn where we were staying. Prime Rib was the special and it was a good treat. After dinner we did a little video review before turning in early.

Saturday was an easier drive with no traffic heading to the track, although the fog was even heavier. The continental breakfast was another treat, although we were surprised to have another drivers meeting for everyone. It was mostly a review of safety and passing again, with a reminder of passing flags and courtesy. Ralph was much less busy, although he still had a lot going on after the blackout. Part of the length of the meeting may have been hoping the fog would lift, but it had not by the time Steve was scheduled to go out. We could not see from one end of the garages to the other!

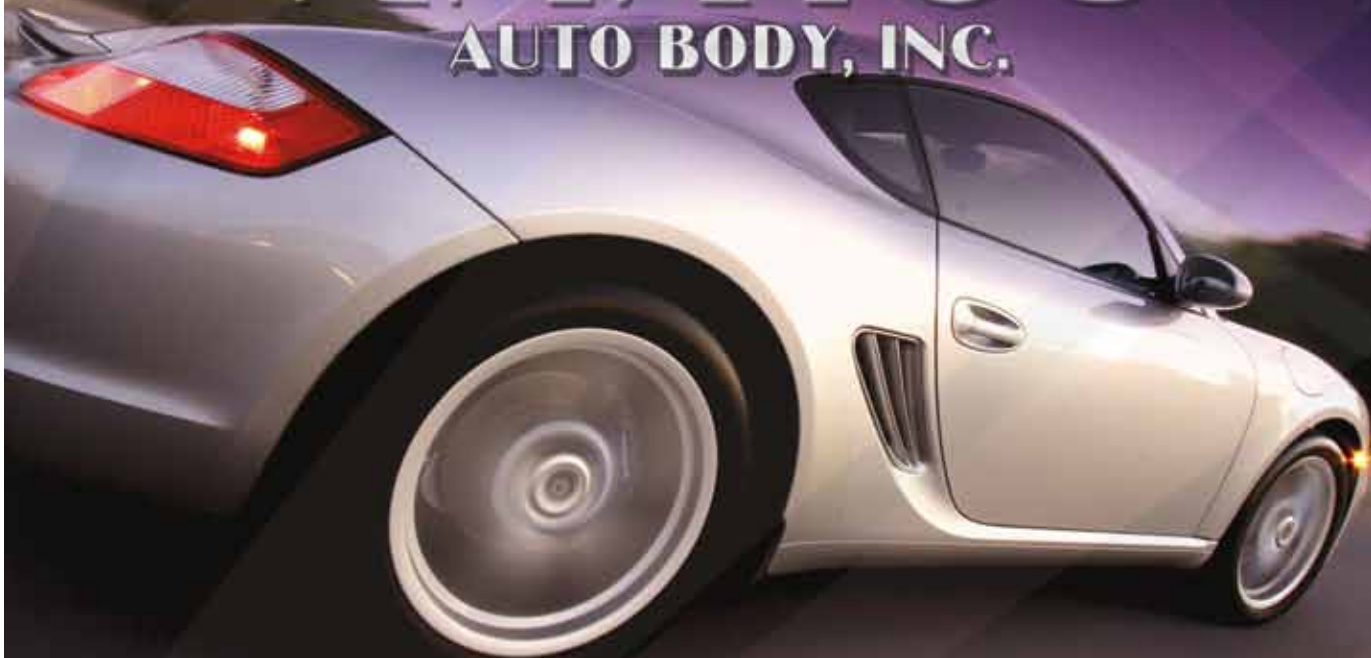
Since no one was using the garage next to us, I set up the projector and was showing videos from the day before on the walls to keep us amused until the fog cleared. After missing a complete set of run groups, it was finally lifting and Steve and Ralph headed out. The fog was still present but visibility was much better as they left at 10:20. Steve had a good session, with several laps at 1:48 even with traffic.

By my session, the fog had cleared and there was good visibility. It was a fun session, as I had started near the back and had to work through traffic. My group had an eclectic mix of cars. Along with the Porsches, with early and late 911s and Turbos, 928, 944, 968, Caymans and Boxsters, we had a Mini, BMW M3, 1 Series M coupe and Z4, along with the Viper. Not too many clear laps, but overall good passing courtesy and fun moving up through the ranks. My best lap was a 1:50 when I finally found a clear section.

Cathy was up next and was working with a new instructor. She was learning the

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track well and had good rapport with her instructor. She was picking up her pace and starting to make more passes and fewer point-bys as the session went on. By Steve's next session, the sun was shining, and with the dry, warm track and better grip from the tires, he picked up the pace and had several laps at 1:46. There were a few faster cars, but he was passing many more than he had to point by. He was able to go deeper into turn 2 and also felt his line through turn 11 was better. He was still trying to find the right line and speed through turn 6 as he climbed the hill up to the Corkscrew.

My session before lunch went well, but with traffic my best laps were around 1:51. I had a couple of long chases after a Turbo as we worked through traffic. Finally got a point-by coming out of turn 11. He thankfully lifted a whole lot as I pedaled by at full throttle. I was again impressed at how the drivers in the group watched their mirrors and were courteous throughout the session. Since we had missed the first session, it was time for another catered lunch. Today was pasta and more fresh fruit.

After lunch, Steve and Ralph went out for their Blue session. Steve was running well and continued to turn laps at 1:46 while chasing a Boxster Spyder through the session. The weather and track were getting a little warmer, and near the end of the session, so were his tires. He got a warning when he got loose under braking at turn 2, but gathered it up and kept chasing, finally getting pointed by after turn 4. Now he was the hunted. He was a little loose in turn 5 but was running well through turns 6&7, but when he went into the braking zone for the Corkscrew, it all went sideways. He locked up under braking and over-rotated left and then back to the right, with lots of lock in the steering wheel. It was a thumbs-up moment as he did not spin and was able to continue down the hill. When we reviewed the video, he was quite happy to see it was a double thumbs-up and the car was fine, although there was a flat spot on one of the rear tires. An Eagles song seemed to fit the situation:

So put me on a highway, And show me a sign, And take it to the limit one more time...

Between sessions, we were swapping tires again. We put on a set of tires with 245 rears and 225 fronts for the rest of the afternoon. The balance was still good and although they were narrower, the tires were a little fresher and the grip was still good. I was a little late in getting to the grid, so it was another march through traffic. Made for good video, but not great lap times as my best were still at 1:50.

The rest of the afternoon was uneventful as we went back to our mantra of keeping it clean. Our last sessions were back to back and I was chasing the green Viper again. The track had cooled off some and after clearing the traffic I was able to keep the Viper in sight, and had my best lap of 1:49 before the checkered flag flew again.

We enjoyed the adult beverages again at the end of the day, and again were reviewing our tire options. We decided to use up the RA1s and mounted them again for Sunday. Then it was back to Salinas and dinner at the Monterey Brewing Company. We reviewed some more video, but it was another early night as we got ready for Sunday.

We found our way back to the track, had a bite and another drivers meeting before heading back out on the track. No fog today but we did have a lot of clouds. With the cool weather, Steve was able to get some fast laps in and had a best of 1:46.09 at the end of the session. Although the tires were going off, the lines were better. Consensus was that there was not a 1:45 in these tires.

My session started out well as I cleared traffic early and had a couple of open laps and was able to get down to 1:48. But near the end of the session there was a spritz of rain on the windshield. Without wipers it was a little distracting, and although the track never did get wet, people were slowing down to be sure they were not caught out by the rain.

Cathy was running solo and continued to improve while enjoying the wonderful track at Laguna Seca. Her session was also made more interesting with a few rain drops.

For the next session, we switched things up a little. Ralph went out in the 911SC and Steve was in the Boxster. Ralph did well for his first time in the car, and even with more rain falling and traffic, he had laps at 1:50. Steve meanwhile was enjoying the ABS in the mid-engine Boxster with the rain.

My next session went well, not too much traffic and no more rain, but my video had died at the beginning of the session as the batteries were done. The Viper was out and I was chasing again, but could only get near if he was held up by traffic.

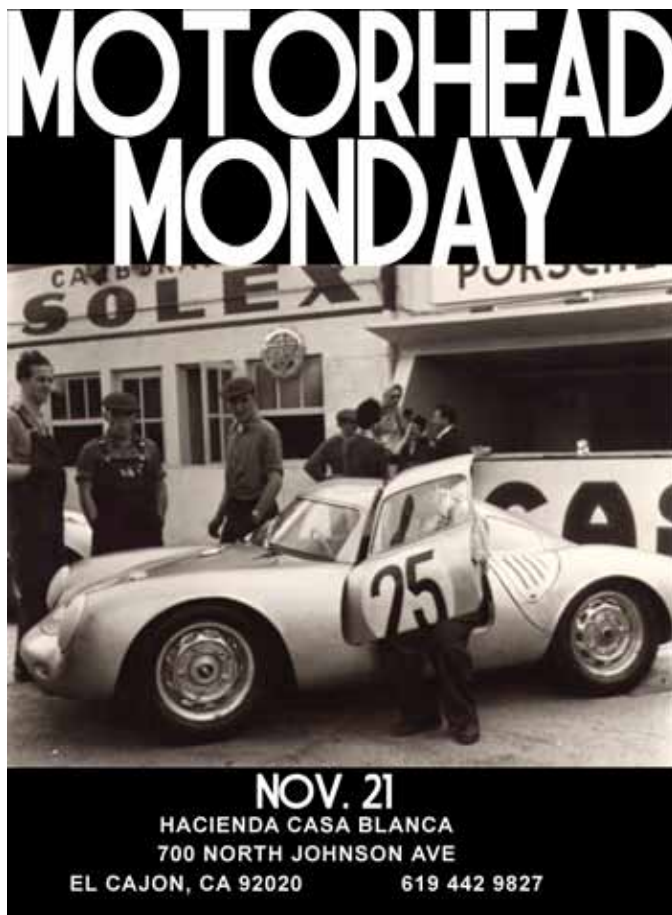
Steve's final session of the morning was his best. It was dry and cool and he had several laps at 1:46 and then finally put it all together and crossed the line at 1:45.61. It was just in time, as the tires heated up and became loose on the next lap. Discretion kicked in and he slowed down for the rest of the session, but he had reached his goal, even with old tires.

After lunch, I headed out for my session. It started well but we were black-flagged about 10 minutes into the session. As I was driving back into the hot pits I could see the ambulance heading out. After stopping at the garage, we heard that there had been an accident between turns 4 & 5. We took the bicycles over to check things out. By the time we arrived, the driver and instructor were out and had been up and walking before being taken away in the ambulance. The tow truck was now working on righting the car. It was a 2011 Carrera GTS that had flipped upside down after hitting the tire barrier on the inside of the track. Looking at the skid marks, it appeared he had tracked out wide in turn 4 and as he tried to come back onto the track, he went straight across to the inside and into the tires. The sound made as the car rolled back onto its tires was very expensive. They were able to clear the track and the day resumed, but it was another sobering moment.

The rest of the afternoon went smoothly, but our fastest laps were now behind us as the tires wore, the track heated up and thoughts of an upside-down car all conspired against us. We enjoyed the track and worked on our lines for turns 2 and 11, and concentrated on turn 6 to maximize our exit speed up the hill. At the end of the day, we all had turned in a great weekend. We regretfully loaded up the trailers and cars to start heading home.

We had decided to split up the drive, so instead of staying in Salinas for Sunday night, we drove on to the Buttonwillow area off of I5 to try out the Best Western Heritage Inn at the Stockdale Highway. It turned out to be a very nice facility and we are planning on using it for the SDR

uttonwillow event in November. It is just 4 miles and one exit past the Highway 58 exit. Dinner was at the IHOP, and Monday it was time to finish out the trip as we drove home to Dieter's. It was a long weekend and we did miss a fun Oktoberfest event, but we all felt it was worth the trip. We are looking forward to seeing if it will be put on again next year. 🐦





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Oktoberfest New Member Welcome and Volunteer Party

Text by Katie Kinninger, photos by Shannon Bowman

A new event has arisen from the ashes of the economy, the combination of the annual New Member Welcome and the Volunteer Party. This year the new event was scheduled in September to coincide with Club elections and to balance the year with other important social events, like the Installation Dinner and the Drivers Award Dinner. Our hard working volunteers were brought together with new members, allowing the new members to see the value of volunteering and meet the people who run the club. In addition, the six new candidates for election to the 2012 board were personally presented to the group.

As fall has arrived, the German Club located in El Cajon was the perfect setting for an Oktoberfest theme. The German club was pre-decorated for Oktoberfest—what could be better, German car club, German food, German beer, German music and German dancing. The

German Club easily accommodated the 200+ happy attendees. Heidi Williams, manager of the German Club provided a great bargain and discounted our deposit in lieu of all the advertising the German club received for the event.

RSR Autosport, Pioneer Porsche, and Phil Thearle's Autowerks, all co-sponsored the event. Their sponsorship allowed for discounted ticket prices and a free cocktail for each attendee. Pioneer proudly displayed two cars at the check-in area, a 2011 Cayenne and a 2011 Panamera.

Mal Jaeger and the Edleweiss Band played with enthusiasm and had everyone involved with dancing and games. Besides the Chicken dance, the most entertaining dance was the Schnitzelbank Donkey (Esel) dance, gathering participants as it snaked through the room, ending in a tight coil on the dance floor. Mal Jaeger orchestrated several games, the Bavarian Hat Dance Contest similar to musical chairs but with hats, most

comical with Don Middleton outlasting the 30 or so players as the winner. The German Dancers also entertained and taught German dancing.

In addition to the festivities were the numerous door prizes. 43 door prizes were donated by many wonderful business owners, making the event a great success. The names of all the donors have been published in the September and October issues of the Windblown Witness. Please remember to look for the generous sponsors and donors when shopping, dining out or when your car needs repairs and parts.

The list of the door prizes and the very lucky winners is published in this issue as well. See you next year. Einen schönen tag allerseits!

A special thank you to Angela Avitt, who spearheaded the idea of the combined event, arranged for sponsors, collected so many door prizes and planned such a fabulous party "Under Budget!"



Joel Bowman, Curt Yaws, and others in a beer stein holding competition, which Joel won!



SDR members learn the "chicken dance"

Door Prize Winners!

Donated By	Value	Item	Winner
Olive Garden Restaurant	\$35	Gift Certificate \$25 and photo frame	Debbie Sharp
Leslie Shirely/Bling Ragz	\$35	Long Sleeve Women's Porsche Shirt	Patt Seitas
Leslie Shirely/Bling Ragz	\$35	Long Sleeve Women's Porsche Shirt	Patricia Webb
T. Avitt/Mary Kay Cosmetics	\$45	Mary Kay Products for Women	Angela Atherton
T. Avitt/Mary Kay Cosmetics	\$45	Mary Kay Products for Men	Andrew Raines
John Bell and PCASDR	\$45	Poster and PCASDR Tote Bag	Mark Weatherup
KnB Wine /Pioneer Centres	\$45	Wine Basket /4 Pioneer Wine Glasses	Rick Sylvestri
KnB Wine /Pioneer Centres	\$45	Wine Basket /4 Pioneer Wine Glasses	Brian Robinson
KnB Wine /Pioneer Centres	\$45	Wine Basket /4 Pioneer Wine Glasses	Leigh Raynor
Angela Avitt/Padres Gift Bag	\$45	Matt Latos Baseball, T-Shirt, Slinky	Jim Binford
Katie Kinninger and PCASDR	\$50	Mens XL Porsche T-Shirt /Tote Bag	Randy Blaesi
Hacienda Casa Blanca	\$50	Gift Certificate	Kathy Partain
C. Knauf-Silk the Art of Artificial	\$50	Floral Arrangement	Mark Rondeau
Randy Jones All American Grill	\$50	Gift Certificate	Jackie Corwin
C2 Motorsports	\$50	C2 \$25 Certificate and Wine Basket	Leslie Shirley
W. Aymar-Aymar Engineering	\$50	Garage Goodie Bucket	Phil Corwin
Whisk N Ladle Restaurant	\$50	Gift Certificate	Michelle Pizziferri
Whisk N Ladle Restaurant	\$50	Gift Certificate	Wayne Bostic
C2 Motorsports	\$50	Gift Certificate	Larry Bevins
Ottavio's Italian Restaurant	\$50	Gift Certificate	Charles Bockman
Whisk N Ladle Restaurant	\$50	Gift Certificate	Todd Sayles
C2 Motorsports	\$50	Gift Certificate	Trevor Myrus
Yanni's Bistro	\$50	Gift Certificate	Eleanor Myrus
KnB Wine Cellars	\$50	Gift Certificate	Carl Scragg
Whisk N Ladle Restaurant	\$50	Gift Certificate	John Ma
T.C's Garage and PCASDR	\$55	5sp Gearshift Wine Stoppers/Tote Bag	Sean Malloy
John Bell and PCASDR	\$65	Poster \$40 and PCASDR Tote Bag \$25	Ryan Calvert
John Bell and PCASDR	\$65	Poster \$40 and PCASDR Tote Bag \$25	Bernhard Meyer
Lori Chesley/Belladerma	\$100	Certificate for \$100 off Botox or filler	Sandy Turbitt
Mike Brown- CIM	\$100	Whisk N Ladle	Monica Bockman
Black Forest Automotive	\$125	Certificate for Brake Fluid flush	Mike Partain
Speedy Rondeau/Quali-Tee's	\$150	Certificate for Custom Embroidery	Linda Robinson
Lori Chesley/Belladerma	\$150	Certificate for \$150 off facial or peel	Carol Turner
T. Avitt/KIFM Smooth FM98.1	\$160	4 adult 1 day passes to the SD ZOO	Lyann Kemal
J. Brown/Wheel Enhancement	\$250	\$250 off 4 New Wheels	Peter Dorey
Bill Behun, Architect	\$265	2 hr consult \$240 and Wine Basket	Jerome Lasker
Bill Behun, Architect	\$265	2 hr consult \$240 and Wine Basket	not known
Black Forest Automotive	\$300	Certificate for any oil change	Mike Brown
Black Forest Automotive	\$320	Certificate for any alignment	Ryan Oehler
Phil Thearles Autowerks	\$500	Extensive Exterior Auto Detailing	Dee House
Guy Atherton/HRE Wheels	\$750	\$750 off 4 new Wheels	Jan Mellinger
Magnaflow Performance Exhaust	\$1000	Performance Exhaust System-any car	Chuck Sharp
Gerry Gutierrez-Discount Tire	\$1000	4 Free Continental Tires-any size	David Malmberg

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- ★ New Zone 8 Rules in effect for 2011: **Anyone may now drive in DE groups, no experience necessary!***
- ★ All events feature separate DE and TT run groups, with each group getting a full day of practice on Saturday, practice all morning and early afternoon Sunday, and optional timed runs on Sunday afternoon for TT'ers, unless otherwise noted. Additional education sessions for novice DE'ers.
- ★ TT run group times are posted after each session and online!
- ★ Free lunchtime track tours are available to all at most events.
- ★ Taste of the Track is offered on a space available basis (registration is available online only): Ride all day as a passenger with one of our skilled instructors, attend drivers meetings, receive all driver info, etc.
- ★ Single day registration is available.
- ★ Use the form below to register or save money by registering online.
- ★ Event hotel and other information is available at least 6 weeks prior to each event at pcasdr.motorsportreg.com.

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*You may miss up to 3 event-days. More information is available online. Complete details will be sent to you after you sign up and you may opt out at that time with no cost or obligation.

*Minimum age of 18 years, valid state driver's license, and good mental and physical health required. Your car must pass PCASDR tech inspection. Pre-tech strongly encouraged.

For more information contact Jack Miller at (619) 994-7695 (m) or tt@pcasdr.org

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| <input type="checkbox"/> March 11 | Auto Club Speedway - Infield (one day, no points) |
| # <input type="checkbox"/> April 8-10 | Auto Club Speedway - Roval (three days, TT only) |
| <input type="checkbox"/> May 21-22 | Chuckwalla Valley Raceway |
| <input type="checkbox"/> September 24-25 | Willow Springs Raceway - 2.5 mi Road Course |
| <input type="checkbox"/> October 21 | Auto Club Speedway - Infield (one day, no points) |
| <input type="checkbox"/> November 12-13 | Buttonwillow Raceway Park |

*Zone 8 Festival of Speed - Registration is only available online at www.clubregistration.net

Car Number _____	Car Class _____
Driver Name _____	<input type="checkbox"/> DE <input type="checkbox"/> TT
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E-mail _____	
Member # _____	Region _____
Emergency Contact _____	Phone _____
Driver Status: _____ Instructors, will you instruct?	
<input type="checkbox"/> Student <input type="checkbox"/> Driver <input type="checkbox"/> Instructor <input type="checkbox"/> Yes <input type="checkbox"/> No	

Do you have a: _____ Signed _____

Competition Permit? ☐ Yes ☐ No Log Book? ☐ Yes ☐ No

Car Year _____ Model _____

Car Number _____	Car Class _____
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Member # _____	Region _____
Emergency Contact _____	Phone _____
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<input type="checkbox"/> Student <input type="checkbox"/> Driver <input type="checkbox"/> Instructor <input type="checkbox"/> Yes <input type="checkbox"/> No	

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Greg Bryan & Kathy Bryan
San Diego, CA
2006 911 Cabriolet

Debra Davis
Oceanside, CA
2006 Cayenne SUV

Jack Davis & Corey Davis
San Marcos, CA
1988 924S Cabriolet

Robert Gerzevitz & Sandrine
Gerzevitz
San Diego, CA
1994 968 Coupe

Rowan Hinton
Carlsbad, CA
2009 Cayman S Coupe

Jim Hodgdon & Ann Morgan
San Diego, CA
1987 944 S Coupe

Steve Stafford & Bruce Ungari
San Diego, CA
1998 911 Coupe

David Workman
La Jolla, CA
2011 911 Cabriolet

Anniversaries

Five Years...

Frank Cartaino
Randolf Cherewick
Carl Gustafson
Ramon Llano
Jesse Menczer
Brant Parsons
Dick Rogge
James Rowten
Robert Schad
Terry Simpson
Francesco Tedeschi
Nolan Wallach

Ten Years...

Brett Allison
Jim Copp
Mike Curran
Regis Fallon
Julie Price

Fifteen Years...

Gary Basil
Diana Glimm
Jim Richmond
Michael Schnepf

Twenty Years...

Peggy Carter

Twenty Five Years...

Cecelia Knauf

Thirty Five Years...

Guy Maddox

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October Board Meeting

Board Minutes

The October 2011 Board of Directors meeting was held at the home of Curt and Janet Yaws. Board members in attendance were Carl Scragg, Monique Straub, Cathy Young, Terry Barnum, Bill Behun, Greg Phillips and Leigh Rayner along with Curt Yaws as advisor. The meeting was called to order at 7:40 PM. Minutes from the September 2011 meeting were approved unanimously.

President's Report

Carl announced the three newly elected Board members: Bev Gould, Don Middleton and Araceli Lopez, who will replace outgoing members Monique, Bill and Carl. Next year's officers will be Greg Phillips as President, Bev Gould as Vice President and Araceli Lopez as Secretary. Leigh and Terry will remain as Directors. Cathy will continue as Treasurer until June of next year when she will begin the transition to Don Middleton. June was selected because the Club's finances are typically less busy then than at the end of the year.

Carl noted that Hoehn and Pioneer now have banner ads on the pcasdr.net website. Marc Riesenberg is working on making the ads more prominent.

Carl presented the budget for the San Diego Auto Show which is currently slated to show a profit. He then described Kathy Alnwick's budget for the New Year Eve's party, also estimated to show a profit. Both budget requests were approved unanimously.

Treasurer's Report

Cathy presented the Balance sheet and Profit & Loss for the month of September

and Profit and Loss Year-to-Date comparison. She presented a reconciliation of the Witness which showed that revenue and expenses are nearly equal. Cathy's report was approved unanimously with a request for a change to the way that advertising income from Pioneer and Hoehn is reflected.

Cathy also explained that the Club is a C corporation, not a 501(c)(7), the designation for a not-for-profit social club. After conversations with Steve Grosekemper and Bill Hartsock she learned that previously the Club was a 501(c)(3) but tax laws changed and the Club was no longer eligible. Although there is a fee to convert from a C to a 501(c)(7), there are tax advantages to the Club so she recommended making the status change. A motion to initiate the process was approved unanimously.

Cathy described her conversations with a tax planner in order to minimize the club's tax exposure. A recommendation was made to pay expenses for the New Year's Eve party in this year.

Accounts are reconciled as of the end of August. Cash in was less than cash out, which resulted in a net decrease in cash. Major expenses included a Time Trial, New Member Social, taxes and Windblown Witness printing. Major sources of income included Vintage Racing, Concours, New Member Social and Windblown Witness advertisers.

Chair Reports

Autocross (AX, pre-reg, reg, CW, equip, logistics, safety, tech inspect, tech adv, timing). Much to everyone's delight, Jerry Bumpus reported that he will continue on as AX Chair. He suggested a joint PCA-BMW event at the December "Other Car" AX. Andrew Simmons has agreed to be the Equipment Chair.

Auto Museum. Michael Harris reported via email that beginning 10/7 the museum will be presenting, "Volkswagen: The People's Car. Over 30 million sold!... more or less" He noted that the Museum is looking for volunteers and contributions for their education programs. There are 90 car clubs represented at the Auto Museum but very few club members have purchased memberships. Please visit sdautomuseum.org for more information.

Charity. Martha McGowan reminded everyone about the ongoing Socks and Underwear Drive.

Concours. Steve Lopez reported that next year's Concours date has been changed to 8/4/12. A motion for the date was approved unanimously.

Goodie Store. Skip and Leslie Shirley reported via email that Goodie Store stock is sufficient for the near future.

Insurance. Tom Golich reminded everyone to bring signed waivers to board meetings. He has all insurance certificates in place for the 10/9 Wounded Warriors Tour and the 10/21 DE at Fontana. There was also discussion about using Jim Hicks' truck for AX's.

Membership. Angela Avitt reported that membership is down 31 from last month: Primary 1404, Affiliate 1061, Total 2465. There were 85 on time and late renewals.

Military Liaison. Don Auten has been working hard with Mike Brown and Angela Avitt putting together the Wounded Warriors Tour scheduled for 10/9.

Policy/Procedures & Region Rules. Tom Brown reported that the Zone 8 Driving Rules are available for review and requested feedback.

Social. Angela Avitt submitted the reconciliation for the New Member/Volunteer Appreciation party which came in under budget. She also noted that a Last Tuesday Social will be held at Rock Bottom Restaurant and Brewery on 10/25, a Motorhead Monday at La Hacienda on 11/21, a Toy Drive on 11/29 and the year's final Last Tuesday Social at Bertrand's at Mr. A's on 12/27.

Tech Sessions. Jim Binford described the well-attended Absolute Perfection Tech Session. He presented the idea of a joint PCA-BMW Tech Session at All German Auto in Escondido on 11/30. A motion to approve the date was unanimously approved.

Time Trial (TT, DE). There will be a DE at Fontana on 10/21 and a DE/TT at Buttonwillow on 11/13.

Tours. Mike Brown and Angela Avitt described the Wounded Warriors tour that they and Don Auten have organized for 10/9. Angela secured a sponsorship and presented a budget request, which was approved unanimously.

Mike Brown announced that he will be resigning as Tour Chair.

Vintage Racing. John Straub was applauded for his efforts at the Coronado Festival of Speed. He delivered 275 corral passes and reported that the tent was packed with new faces. He presented a rough cost and income breakdown of the event and estimated a small profit. There was a suggestion to advertise the event in the LA regions and make it a Zone 8 event.

Web Forum. Carl and Marc Riesenbergh met with Pioneer and discussed ads for the website.

Witness Team. Susan Brown is looking for a replacement as Witness editor.


Unfinished Business

The Grand Prix Region will rent the Club's timing equipment. Tom Brown will look for the timing loops.

New Business

Ted Myrus submitted a request to rent the Club's timing equipment at next April's SpeedFest. He recommended that the Club's 27 10-year-old radios be replaced or repaired as needed. He anticipated that most would need tuneups and possibly batteries. It was decided that the AX Chair should first inspect the equipment to determine the need for servicing.

Adjournment

The January Board meeting will be held at Giovanni's on 1/4/12. Curt and Janet were thanked for their hospitality and the meeting was adjourned at 9:40 PM. Next Meeting: The next meeting will be Wednesday evening, November 2nd, at Tom and Susan Brown's House. Come see their new kitchen! 

Rady Children's Hospital Toy Drive

Join PCA-SDR in our annual toy drive this November thru December 18. 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.

There will be a breakfast at 9:30am on Sunday December 18th at Miguel's Cocina in Old Town. After breakfast we will caravan with Santa to Rady Children's Hospital to deliver the toys.

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



Classifieds

Rentals

Car Trailer For Rent - great open top car trailer, has a tire rack, storage box, all equipment, ready to go. lewis.wise27@gmail.com or (619) 890-0756

Trailer for rent Open Carson Car Hauler. Complete system with tie-downs. Special ramps for low-profile cars. Great for track cars. Call for pricing. (619) 889-9331

Street Cars

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

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

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

1980 911SC 142K Miles 3rd owner; lowered, red, good condition, \$4K recent engine work. Nu Michelins, \$10,000. Russ or Melissa 404 4333992 619 540 9030

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

1986 Porsche 944 Turbo 45,000 miles. Mint condition. Recent full service with belts and rollers. New Michelins. All original excellent example. \$16000. (619) 884-5936

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

1997 993 Cab, only 25K miles! Tiptronic, Red/ black, Excellent condition. Clean CarFax. Asking price \$39,000. (760) 747-4010

2000 911 Cabriolet Stunning Midnight Blue with coordinated paint on console, full leather, power seats, six speed, 18 inch wheels, one owner, showroom condition, 30K miles, Pioneer serviced, kept covered in garage since new. This is a rare find. \$28,900 Call Skip @ (858) 449-2229

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

2004 911 40th Anniversary ED Super Clean, always garaged, 38,600 miles, No.26

of 1963 made. New Tires. All the extras-X 51, Updated Nav, 6 spd, full leather, 6-Disc CD-Transferable Extended Warranty + Tire Warranty Collectable-\$43K or best. (619) 788-7172

2005 Carera S Coupe Black/ black, Ceramic brakes, Manual, Full leather, Adaptive Sport Sts, Nav, Bose high end sound, Lowered,19K miles, New condition, \$57,500 (858) 449-7286

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

2006 Cayman S, 6 speed, Arctic silver/ black leather, 20K miles, new tires @ 16K, Bi-Xenon, power, heated seats, Bose sound, one owner, \$35K (858) 674-7540

2007 911 Carrera S Coupe Gorgeous White/ Sand beige interior, Sport pkg, 16K miles, Excellent condition/ Nav/6 Disc/ Sun Roof/ Non Smoker, \$58K (619) 587-5802

2008 BoxsterS Limited Edition Orange, Warranty to 100K or 10/17/13. Excellent Condition, 26K miles, Sport Exhaust, Navigation, Clear Bra, lots of extras, \$44,800, Ted (619) 985-7360

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

Track/Race Cars

1984 944 SPEC Dyno at 135RWHP, 2 sets of wheels, rebuilt transmission, short 5th, LSD, new clutch, exhaust registered and past smog 2/2011. By-pass pipe. Spare parts. Lap timer, portable cool suit bag system. Recaro seats,5-point harness. All receipts. Over 25K invested. Just serviced by Black Forest. Asking \$ 10900. reasonable offers considered. gunterenz@gmail.com (760) 840-8888

World's best 914 Race Car The World's best race prepared 914, Sunkissed. This beautiful 914-6 is built for vintage racing by Patrick Motorsports. Expertly maintained by Wayne Baker Racing. A beautiful, unique and fast race car, as seen in Vintage Motorsport and other magazines. Many podium finishes at Road America, Sebring, Watkins Glen, Laguna Seca, Road Atlanta, Mid Ohio, California Speedway and more. HSRW season Porsche champion. Correct 2.0L, 901 build to vintage specs and eligible for all your favorite race events: HSR, SVRA, VSCDA, HSRW, PCR, BRIC, and more. Spare gears and parts included. In excellent condition and ready to race. \$55000. (602) 421-9134

Other Vehicles

2001 Triumph Sprint ST 955 3cyl, 34,700 miles. Michelin Pilot II tires, recent battery. Triumph Carbon Fiber exhaust correct mapping. +Stock pipe. Powerful, comfortable (951) 294-7717

Parts

Black Porsche center console with CD storage tray. Includes all mounting hardware, brackets and trim pieces. Will fit 996 & 986 models (619) 368-0152

New Nitto NT01 for 996 4 tires total: 245/40R18 and 275/35R18; brand new; 2011 date codes; \$900 (saves almost \$200). (858) 456-2480

17" OEM Wheels Fronts 7x17" ET55, Rears 8.5x17" ET50. 2 sets, one is \$450, the other \$500. Ideal for Boxster spec 714-310-1729

18" Kinesis K28 Wheels Fronts (18x8.5 ET57 18.5lbs) Rears (18x10.5 ET58 19.5lbs) for 993/996/997. Rears come with pair of Hoosier R6s. Selling for \$1500 (760) 402-8322

986/996 Headlights Headlights, Reflectors, Side Lights, Clusters. \$250. Chula Vista. 714-310-1729

Carrera Stereo Systems Stock AM/FM CD player from a '04 C4S and a Porsche Communication System NAV with 6CD changer from an '05 911 Turbo S. Car cover for a 911 Carrera. \$550 or obo. (858) 365-7369

Wheels Turbo twist 18" Alloys from 2001 Carrera 996, great condition, incl center caps \$175 each (760) 716-4017

911/930 Decklid Black decklid (engine lid) with Turbo spoiler for sale. All original Porsche OEM parts. Fresh black paint from Victory paint. \$800.00/B. O. (619) 889-9331

New Pagid Orange Brake Pads: 1 set U1204-RS44, \$175. Priced 25% below market. Sold car so not needed. Brand new. Call Robert at (858) 997-3955.

Porsche 930 full exhaust Schnell stainless headers w/heat. B&B single outlet 3" oval muffler. Excellent condition. \$900 or \$450 each. (619) 884-5936

986/996/987/997 DeepSump Kit BreyKrause R9095/LNE kit adds 1/2qt to oil sump capacity, includes new LNE oil pickup spacer. Fits'97-'08 M96/M97/Boxster/Cayman/Carrera. List\$283, price\$160. Russell rdshon@san.rr.com (858) 442-7466

"Turbo" Wheel Center Caps Set of 4 factory silver "Turbo" wheel center caps in excellent condition. Single groove style. \$50. Russell rdshon@san.rr.com (858) 442-7466

86 Turbo Phone Dials Set of 4 16" x 7" 23mm offset. Painted black centers, no center caps.

Kumho racing tires. Asking \$500. (760) 670-5177 brianw@studiowilke.com

Victor LeMans 18" Wheels Used set street wheels, Very Good Condition, no rash. Silver finish/ mirror lip. 8Jx18ET45/9.5Jx18ET49. Fits all Boxster/ Cayman/993/964/928/968/late944. \$750 Russell rdshon@san.rr.com (858)-442-7466

15mm H&R Wheel Spacers (pair) For late model Porsches, 986/987, 996/997, Cayenne. NEW, in box, includes longer wheel bolts. \$150. Russell rdshon@san.rr.com (858) 442-7466

18mm H&R Wheel Spacers (pair) For late model Porsches, 986/987, 996/997, Cayenne. Used, in good condition, includes longer wheel bolts. \$125. Russell rdshon@san.rr.com (858) 442-7466

Stebro Boxster Racing Muffler Used briefly. 100% Stainless steel, thru-mufflers, minimal weight, perfect for 986 Boxster Spec or track car. \$450 Russell rdshon@san.rr.com (858) 442-7466

CG Lock - New In Box Attaches2seatbelt, keeps lap section from going slack. Great for Autocrosses/ DEs/ TTs. Works with stock&aftermarket seats. \$40 Russell rdshon@san.rr.com (858) 442-7466

SEATS 912/911 From 68 912 just completely refurbished with internal parts and black upholstery. Perfect. \$500 obo prefer trade for buckets. Have pics. breffer@san.rr.com (858) 220-1194

IPD Plenum Cayman S Stock cayman s exhaust--no tip--\$350, stock cayman s plenum and throttle body--\$250 (760) 473-6522

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. \$200 Russell rdshon@san.rr.com (858) 442-7466

BALL JOINTS lower A arm, 2, 74-89, 911 / 914. near new. cheap \$125.00. LIKE I SAID, CHEAP (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. \$250 Russell rdshon@san.rr.com (858) 442-7466

B&M Short Shift NEW B&M45183, changes lever ratio at transmission end of shift

cable 15/30%. Fits 2002-04 996. All metal parts+hardware. List\$200, sell\$60 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 gdsmitmd@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

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

912, daily driver wanted, (619) 200-4939

996 Car Cover Looking for a cover for my Garage Queen. 2004 C4S Cab. Jim (619) 247-7796

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

SEATS WANTED GTS Classics (classiccar-seats.com), Monte Carlo's with Basket Weave or look alikes. (858) 220-1194

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

101 Projects for Your Porsche 911 by Wayne R. Dempsey in like new condition. \$25 free shipping. dnjn5743@hotmail.com

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

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

Boxster Chronograph Boxster chronograph watch (black dial, white numbers) in original

case with box and manual. Excellent condition. Can send pictures if interested. \$450. gotz@cox.net

North Park View Home For Sale Four car+garage, quiet, cul-de-sac. www.2227commonwealthave.com

Porsche 911 Model by Model by Laurence Meredith. Hardcover with dust jacket in like new condition. Free shipping. Asking \$30. dnjn5743@hotmail.com

PORSCHE CAR COVER CoverKing Silverguard cover, for Porsche 996 w/ retractable spoiler. Indoor or outdoor use.

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Business Directory

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

Right Ride at the Right Price! So Cal Performance is your dealer alternative! We are a buying service that will locate, secure and deliver your next vehicle for you! We do all the work and save you thousands. (858) 774-4492

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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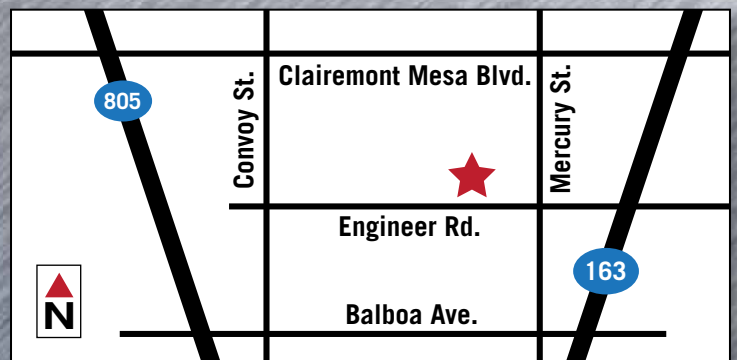
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Susan Brown, Editor

To:

PERIODICALS



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

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

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