

# WINDBLOWN FITNESS



February 2008



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# WINDBLOWN WITNESS

Volume 49 Number 2

February 2008

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Other Car Autocross – 20



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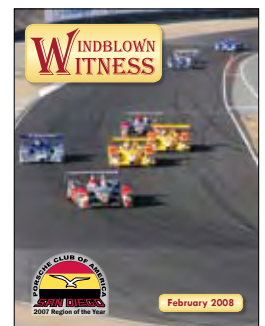
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## COVER PHOTO

A pair of yellow RS Spyders head into Turn 2 during the opening laps of the 2007 ALMS race at Laguna Seca. The #6 car was driven by Sascha Maassen and Ryan Briscoe; the #7 by Timo Bernhard and Romain Dumas.  
*Photo by Charles Wilson*





# WINDBLOWN WITNESS

## Editor

EDITOR@PCASDR.ORG

Larry Clark  
1645 Crescent Knolls Glen  
Escondido, CA 92029  
760-737-8971

## Photo Editor

PHOTOEDITOR@PCASDR.ORG  
619-429-7700

Greg Phillips

## Calendar Editor

Bianca Yacoub 951-326-0185

**Advertising Sales** WITNESSADS@PCASDR.ORG  
*vacant*

## Advertiser Distribution

Bob McLaughlin 858-292-1428  
Ted Myrus 858-566-5039

## Billing

WITNESSBUSINESS@PCASDR.ORG

Royce Ann Myrick 619-475-1199

## Classified Ads

CLASSIFIEDS@PCASDR.ORG  
AD2AD WWW.AD2AD.COM

## Printing

A&L Litho, Inc. 888-255-4846

## Mailing

National Direct Mailing 858-391-2888

## Proofreading

Mary Clark Gail Dana  
Leigh Rayner Jennifer Reinhardt  
Jerry Standefer

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# San Diego Region 2008 Board of Directors

BOARD@PCASDR.ORG

## President

Martha McGowan  
7954 Mission Vista Dr.  
San Diego, CA 92120  
619-265-8377  
PRESIDENT@PCASDR.ORG



## Vice President

Jim Duncan  
1362 Cassins St.  
Carlsbad, CA 92011  
760-929-0310  
VICEPRES@PCASDR.ORG



## Secretary

Jennifer Reinhardt  
4807 Sunrise Valley Dr.  
El Cajon, CA 92020  
619-339-2016  
SECRETARY@PCASDR.ORG



## Treasurer

Kim Crosser  
Box 2586  
Rancho Santa Fe, CA 92067  
858-395-9372  
TREASURER@PCASDR.ORG



## Director

Christy Copeman  
29009 New Harmony Ct.  
Menifee, CA 92584  
951-326-0184  
CLC6181@YAHOO.COM



## Director

Dave Gardner  
10812 Elderwood Lane  
San Diego, CA 92131  
858-549-1830  
DGARDNER6@SAN.RR.COM



## Director

John Straub  
9215 Brier Rd.  
La Mesa, CA 91942  
619-667-3826  
VINTGRACER@AOL.COM



## Past President/Advisor

Ted Myrus  
10898 Red Rock Dr.  
San Diego, CA 92131  
858-566-5039  
TEDMYRUS@SAN.RR.COM





# San Diego Region 2008 Committees



Telephone numbers have been omitted from this page but  
appear in the print version of the Windblown Witness.

<b>Archivist</b> John Straub Tom Brown	ARCHIVIST@...	<b>Media Relations</b> Keith Verlaque	MEDIARELATIONS@...	<b>Tech Inspection</b> —AX/DE George Taylor Herb Meeder —TT Neil Heimburge	TECHINSPECTION@...
<b>Auto Museum</b> Skip Shirley Michael Harris	AUTOMUSEUM@...	<b>Membership</b> Sheila Steverson Bianca Yacoub (data)	MEMBERSHIP@...	<b>Tech Sessions</b> <i>vacant</i>	TECHSESSIONS@...
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<b>Driver Education (DE)</b> Curt Yaws Chuck Sharp	DE@...	<b>Social</b> Angela Avitt Katie Kinninger Rikki Schroeder Laura Manz Tami Ibbetson Monique Straub Debi Norris Katina Gonzalez	SOCIAL@...	<b>Yearbook</b> Gary Burch	YEARBOOK@...
<b>eMaster</b> Bill Allen Kris Urquhart Bill Ibbetson (backup)	EMASTER@...	<b>Sponsor Liaison</b> Margi Knight Tami Ibbetson	SPONSOR@...		
<b>Equipment</b> —AX/DE Lorri Scheussler Leigh Rayner (loader) Ron Trotter (backup) —TT Tawfik Benabdeljalil	EQUIPMENT@...	<b>Tech Advisor</b> Steve Grosekemper	TECH@...		
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<b>Insurance</b> Tom Golich	INSURANCE@...				
<b>Legal Affairs</b> Bill Hartsock	LEGAL@...				
<b>Logistics</b> Gail Dana Tom Liguori (beer)	LOGISTICS@...				

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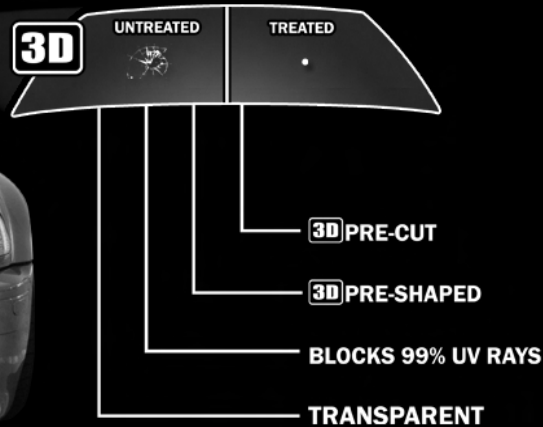
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# Launching an exciting year

BY MARTHA MCGOWAN, PRESIDENT

**T**he year 2008 promises various exciting opportunities for members of our region.

We started the year with a big celebration of our 50th Anniversary with our annual Installation Dinner, which was attended by about 300 members at the majestic Hotel del Coronado. The evening offered a great occasion to dress up, meet other members, and enjoy a great meal in elegant surroundings. There were door prizes, items for sale at the charity auction, annual awards, guest speakers, dancing to the legendary Mar Dels, and other surprises. Thank you to all the folks who spent countless hours organizing this fantastic event.

In 2008 we will be continuing our popular Last Tuesday Socials. This event occurs at a different location each month, which affords the opportunity to meet local members and try a new restaurant that you otherwise might not visit.

If you haven't participated in an SDR Tour yet, you might want to consider doing so. It is a lot of fun to drive your Porsche through country back roads to a destination of interest and have a bite to eat with other participants. The Valentine's Day Brunch is in February, and the Porsche for Pets tour is in March.

For those of you who enjoy driving your Porsche competitively on the big track (didn't I say we had something for every-

one?), there is a Time Trial event at Streets of Willow on March 1-2. This is the perfect venue for first-time time trialers. If you're a seasoned competitor, this is a great track to improve your skills. You can find the entry form in this issue or on the club's web site.

I'd also like to introduce a new event called Motorhead Mondays. These events will take place at local restaurants on the *second* Monday following big track events. The idea is for the drivers to come out and participate in post-event "smack talk" in person (get out from behind your computer) and talk about why you were so fast or so slow. All members are welcome to join.

By the time this is published, we will have met with Qualcomm Stadium management and have our autocross, DE, and Spring Performance Driving School dates finalized and posted.

You can find more information on these and all our other events in the Event Capsules in each issue of the *Windblown Witness* and in the web calendar at [www.PCASDR.ORG](http://www.PCASDR.ORG).

Our new editor, Larry Clark, is in full swing. The *Witness* has a new look, and Larry is receiving many compliments. One of Larry's goals is to have the newsletter in our mailboxes at the first of the month. He has established the first of each month as the deadline for items to be included in the following month's issue,



so if you want to submit something for inclusion, be sure to submit it on time. Check out the Event Capsule section where, in one quick glance, you can read a short description of all the events planned for the next two months.

I'd like to say *thank you* to all of you who have volunteered to be on committees in 2008. We have a huge club, and it takes a lot of folks to run it. We have 40 different committees with more than 85 hard-working, enthusiastic volunteers. Every event that this club puts on takes the work of many volunteers, so, the next time you're at a club function, please remember to say "thanks" to the folks who spent their time to plan and stage the event.

I look forward to seeing you at SDR events.

Martha



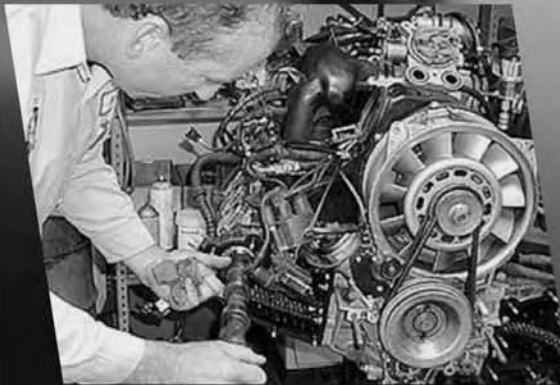


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# Short month, short issue

BY LARRY CLARK, EDITOR

February's calendar gets shortchanged, and this issue is shorter than usual, too—just 56 pages. December had fewer SDR events than most months, and we already covered a couple of them last month.

I took advantage of the lighter load to reprint a lengthy piece from Pacific Northwest Region's *Spiel* on the Fall Treffen, which sounds like a terrific trip. You'll find the article starting on page 44.

### Help on several fronts

A number of readers commented on the early delivery of the January *Witness*, which arrived at most homes well before New Year's. Give credit for outstanding service to A&L Litho and National Direct Mailing, which brought in extra folks during their scheduled holiday shutdowns. Thanks to both companies for helping us stay on schedule.

Soon after I began this job, Linda Shipman offered to help round up information for the Event Capsules. She has now gone to the dogs (as VP of the Golden Retriever Club of America) and is stepping aside. But riding in to fill the gap is Bianca Yacoub, whom you may know as Christy Copeman's daughter. (Bianca also works to keep our Membership database on track.) Thanks to both Linda and Bianca for volunteering.

### Something old, something new

By coincidence, both of our historical columns this month (John Straub's "Back in the Day" and

Tom Brown's "First Impressions") mention gymkhanas. That's an event that has gone by the wayside, but John's description of the one from 1983 sounds like fun. Maybe we should try something like that now and then.

We welcome two new advertisers this month: Capital Financial Advisors (p. 35) and Vineyard Specialties (p. 43). Both companies are member-run—by Christopher VanSlyke and Tom Brown, respectively. Chris can help you make money, and Tom will show you how to spend it on some fine potables.

### What's in a word?

While Christmas shopping at JCPenney, I noticed a large poster reading "*Comienza tu Carrera*," translated as "start your career." I knew that our Carrera cars were named for the *Carrera Panamericana* (Panamerican Highway) race, and that *carrera* simply means "road." Strange, I thought, that it should also translate as "career." But then, I reflected, what is a career but a path or roadway toward your professional or financial goals? In fact, don't we often speak (perhaps redundantly?) of "career paths"? So now the fact that many of us drive cars whose name also means "career" doesn't seem so strange after all.

Another word that has intrigued me is the "Windblown" in *Windblown Witness*. I've asked several long-time members, who seem to think it conjures up sailboats on the bay. Frankly, I doubt



that. My guess is that it refers to the fact that all the early Porsches were air-cooled. (Some diehards might substitute "real" for "early" in the previous sentence.) So I'm speculating that "Windblown" was a play on words meaning air-cooled, but I wish I knew for sure. If you have any issues from the days when the newsletter acquired this name, please check whether they shed any light on the subject.

### Driving while tanked

I want to extend personal thanks to the autocross team, who allowed me to enter the Other Car event with an oxygen tank secured firmly in place. Unfortunately, after just two runs, I found myself breathless, so I withdrew. Although it was a short day, I was grateful for the chance to try. (The rest of you AXers can breathe easier now that my assault on TTOD has ended.)



# Event Capsules

Dates of stadium rentals were received shortly before press time. The January 26 and February 10 autocrosses and the Performance Driving School were approved immediately. Other events await Board approval.

*February*

WED  
6  
FEB

## Monthly Members & Board Meeting

**Time:** 6:00 p.m. – Social hour and food  
7:00 p.m. – Meeting

**Place:** Harris home, 2124 Sunset Blvd., SD [TG 1268-H5]

**Contact:** Michael & Susan Harris, 619-295-2013

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

**Directions:** Take I-5 to Old Town Ave.; if coming from south, turn right on Hortensia St.; either way, turn right on San Diego Ave.; left on Bandini and follow it; left at Orizaba; immediate right on Coutts; right on Sunset Bl. to 2124 on your left. (See map in January issue, page 16.)

SAT  
9  
FEB

## SDR Driver Dinner

**Time:** 6:00 p.m.–10:00 p.m.

**Place:** Riverwalk Golf Club,  
1150 Fashion Valley Rd., San Diego

**Contact:** Jackie Corwin, 760-212-8325

**Details:** Performance driving participants will gather to celebrate victories and distribute year-end awards. Dinner is an Italian buffet with vegetarian choices, soda, and beer. A cash bar will be available. Seating is limited to 150 people.

**Cost:** \$20.

**Info:** See entry form on page 19.

SUN  
10  
FEB

## Autocross, West Lot

**Place:** Qualcomm Stadium, West Lot

**Contact:** Autocross team, AX@PCASDR.ORG

**Details:** See page 31.

SUN  
10  
FEB

## Valentine's Brunch Tour

**Time:** 9:00 a.m. – meet; 9:30 a.m. – depart

**Meet:** Starbucks, 7610 Hazard Center Dr., SD

**Contact:** Ralph Turner, 760-822-7382 or  
Tours Team, TOURS@PCASDR.ORG

**Details:** A short, local tour (1.5 hours) will be followed by a brunch at El Torito, Mission Valley.

**Cost:** \$20 (cash only) includes brunch & tip.

SAT  
23  
FEB

## LA Literature and Toy Show

**Time:** 7:30 a.m.–2:00 p.m.

**Place:** LA Airport Hilton, 5711 W. Century Blvd., LA

**Details:** The annual Porsche and Vintage VW Literature, Toy/Model, and Memorabilia Swap Meet will have more than 225 tables with collectibles for Porsches and vintage VWs. Now in its 25th year, the meet is held in two huge ballrooms at the Hilton, which is close to LAX.

Discounted room rates are available at the Hilton. Call 310-410-4000 and ask for promotional code PVV.

**Cost:** \$5 after 9:00 a.m.; \$25 for earlybirds.

**Link:** WWW.LALITANDTOYSHOW.COM

SUN  
24  
FEB

## All-Porsche Swap Meet and Car Display

**Time:** TBA

**Place:** 3001 Red Hill Ave., Costa Mesa

**Contact:** Jeff Trask, NO911NV@AOL.COM,  
949-697-4499, or Pete McNulty,  
PMCNUITY98@AOL.COM, 949-400-9319

**Details:** Sponsored by the 356 Club and the 912 Registry, this swap meet promises to take us back to a simpler time before the Internet was our primary source for used Porsche parts. There will be vendors dedicated to our Porsche hobby, and plenty of swap space will be available. If you have a car for sale, bring it and put a sign on it and sell it.

Food and beverages will be available. Portions of the proceeds go to the Orange County School District's children's charity.

**Cost:** Free to attend; display parking \$20.

**Link:** WWW.PORSCHE356CLUB.ORG

TUE  
26  
FEB

## Last Tuesday Social– Karaoke & Line Dancing

**Time:** 6:00 p.m.  
**Place:** InCahoots, 5377 Mission Center Rd.  
**Contact:** Katie Kinninger, 619-743-0911, social@pcasdr.org  
**Details:** Join your fellow Porsche pushers for a fun evening at San Diego's home of country music—a two-step above the rest! On Karaoke Night, you can be the star, with more than 80,000 songs to sing.

Free dance lessons, and no cover. \$2.50 happy-hour drink specials all night. Also serving up 75-cent tacos, 50-cent wings, and other food items.

*Sorry, but you must be at least 21 years to attend.*

**Link:** WWW.INCAHOOTS.COM

## March

SAT-SUN  
1-2  
MAR

## Time Trial, Streets of Willow Springs

**Place:** Willow Springs Motorsports Park, Rosemond, CA  
**Contact:** Jack Miller, 619-286-4419, TT@PCASDR.ORG  
 Robert Bazier, 858-720-1230  
**Details:** See page 34.  
**Cost:** \$295 (\$195 for first-time drivers); late fees apply.  
**Link:** WWW.WILLOWSPRINGSRACEWAY.COM

WED  
5  
MAR

## Monthly Members & Board Meeting

**Time:** 6:00 p.m. – Social hour and food  
 7:00 p.m. – Meeting  
**Place:** Gardner home, 10812 Elderwood Ln, SD  
**Contact:** David Gardner, 858-549-1830  
**Details:** The monthly meeting provides an opportunity to mingle with some of the club's most active leaders and to watch the Board of Directors in action. Food and beverages are provided before the meeting. All members are welcome.  
**Directions:** See map on page 16.

SAT  
8  
MAR

## Performance Driving School Enrollment Opens

**Details:** The Spring Performance Driving School will be held April 18–20. These schools tend to sell out rapidly. Applications must be submitted by mail, postmarked on or after the opening date.

The application and further information appears on page 27.

MON  
10  
MAR

## Motorhead Monday

**Time:** 6:00 p.m. 'til the tales are told  
**Place:** Oggi's Pizza & Brewery, 9282 Mission Gorge Rd., Santee  
**Contact:** SOCIAL@PCASDR.ORG  
**Details:** Come join your friends for a little "bench racing" at this wonderful restaurant. The owner, SDR member Ryan Deady, is looking forward to showing us a good time. Enjoy gourmet pizza, salads, and more. No RSVP necessary. Bring your racing buddies and your excuses.

TUE  
11  
MAR

## Registration Opens for Parade 2008 (Charlotte)

**Details:** March 11 is the first day to register for Parade 2008 in Charlotte. Registration begins at 6:00 a.m. Pacific Time. You may register by mail or via the web.  
**Link:** WWW.PCA.ORG/PARADE

SUN  
16  
MAR

## OCR Zone 8 Autocross, El Toro Field

**Details:** No additional information available.  
**Link:** WWW.PCAOCR.ORG

MON  
17  
MAR

## St. Patrick's Day Dinner, Fiddler's Green

**Time:** March 17, 6:00 p.m.  
**Place:** Fiddler's Green Restaurant, 2760 Shelter Island Drive, SD, 619-222-2216  
**Contact:** Katie Kinninger, 619-743-0911 or Deb Norris, 858-486-2956, SOCIAL@PCASDR.ORG  
**Details:** Live Irish music. Corned beef and cabbage. Fun for the whole family. (Kid-friendly, with plenty of nautical gadgets to keep them amused.)  
*RSVPs requested to ensure sufficient seating.*

**Directions:** At the entrance to Shelter Island, about 1.5 miles from Lindbergh Field. Follow Harbor Drive away from downtown and the airport to Scott Street. Turn left on Scott Street, then left again on Shelter Island Drive. Fiddler's Green is one block ahead on the left. Look for us upstairs.

**Link:** WWW.FIDDLERSGREENSANDIEGO.COM



TUE  
25  
MAR

## Last Tuesday Social – Trattoria Fantastica

**Time:** 6:00 p.m.  
**Place:** Trattoria Fantastica, 1735 India St, SD  
619-234-1735

**Contact:** SOCIAL@PCASDR.ORG

**Details:** Please join your PCA friends in San Diego's Little Italy for pasta, pizza, and entrees starting from \$12.95. We will enjoy private patio seating in an authentic Italian atmosphere.

After dinner, we will move to the adjacent Café Zucchero (part of Trattoria Fantastica), an Italian specialty coffee and dessert bar, at 1731 India St.

SUN  
30  
MAR

## "Porsches for Pets" Tour

**Time:** 8:30 a.m. – meet; 9:00 a.m. – depart  
**Meet:** North County Fair, southwest corner  
**Contact:** Ralph Turner, 760-822-7382,  
Jan Mellinger, 619-475-7805  
TOURS@PCASDR.ORG

**Details:** This tour will benefit the Fallbrook Animal Sanctuary. We will be soliciting donations of small items (food, etc.) from a wish list provided by the Sanctuary. Further details in next issue.

... and Beyond

FRI-SUN  
4-6  
APR

## Zone 8's California Festival of Speed

**Place:** California Speedway, Fontana

**Contact:** INFO@CALFESTIVAL.ORG

**Details:** The California Festival of Speed is the largest Porsche event in the West. Headlined by the PCA Club Race, it also features many other events, including a Time Trial, a Zone 8 Concours, Vendor's Row, and lunchtime track tours. It's a great opportunity to see a fabulous collection of Porsches and some of the best Club Racing in North America.

This year's Club Race will feature a separate run group for historically significant Porsche factory prototype race cars—917s, 935s, 962s, and more—in the largest display of these cars *at speed* ever seen in Southern California.

Volunteers will be needed to assist with many aspects of this massive Zone 8 event. Visit the web site for more information.

**Link:** [www.calfestival.org](http://www.calfestival.org)



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### FEATURING:

PCA Club Race  
Enduro  
Yokohama Drivers Cup  
Time Trials  
Concours d'Elegance  
Vendor's Row  
Lunchtime Track Tours

**For more info on attending or participating, please visit:**

**[www.CalFestival.org](http://www.CalFestival.org)**

**email: [info@CalFestival.org](mailto:info@CalFestival.org)**

Additional West Coast PCA Club Races:

**March 7-9 • Phoenix International Raceway**

**May 2-4 • Las Vegas Speedway**

Links can be found on the Cal Festival website



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# Auto Museum Report

**MICHAEL HARRIS, AUTO MUSEUM CO-CHAIR**

Your Board is interested in promoting another Porsche-marque show at the Museum in 2008. Museum Director Bob Swanson responded that the Museum already has its displays for 2008 planned out. Their "Concept Car" display is now running through March. Their Motorcycle display is next, and in the fall they will offer "The Car in Society," showing how the automobile has evolved and changed with the times.

The last show, set for October to December, will be a two-phase display of Ferraris, leading up to the Museum's big fund-raising end-of-year Gala on Saturday evening, November 22, at the US Grant Hotel in San Diego. Mark your calendar now, as that will be a fantastic event. The San Diego Ferrari Club has been instrumental in lining up cars and assisting with the concept. Representatives from Modena, Italy, will also attend. Even Michael Schumacher has been invited.

Bob promised to propose a Porsche display in 2009. He already is discussing ideas with his staff

for next year. Suggestions for 2009 include a Hot Rod show and a Nissan display. Nissan has had a major presence in the San Diego area with their Design Studio and factory Racing Team shop. During the glory days of IMSA's GTP program, Nissan's IMSA turbo race car program was located in Vista.

Museum accomplishments over the past year include a 10% growth in attendance, following a 20% increase in 2006. Having attended all the shows over the past two years, I can attest to the improved quality of the presentations as well as the improvements to the regular displays. The Museum also helped bring in six hot rods for display at December's San Diego International Car Show. Local car clubs helped line up and present the cars, which were staged and removed in less than an hour.

In addition to the exciting plans for a variety of interesting displays over the next 24 months, the Museum recently acquired a 1930 service station from Los Angeles. Plans are being made for its transfer and restoration in San Diego.

We all have a lot to look forward to for 2008.



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# Membership

## New Members

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

### Steve Brunst

Encinitas, CA  
1998 993 Turbo Coupe

### George M. Copelin & Raylene Brundage

San Diego, CA  
1972 914-6

### Douglas R. Cullins & Sandy

South Pasadena, CA  
1995 993 Coupe

### John W. Dimock & Clark Cuttingham

North Hollywood, CA  
1976 912

### Richard C. Donnelly

La Jolla, CA  
2007 Cayman S Coupe

### Michael Farr & Casse Chaffey

Missoula, MT  
2001 Boxster S Cab

### Eric H. Fletcher & Beatrice

El Cajon, CA  
2007 911 Cab

### Theresa Gaasterland & Karl Willert

Del Mar, CA  
2003 Boxster S Cab

### Wendy Gillespie

San Diego, CA

### Brian P. Goad & Melissa

Coronado, CA  
2004 Boxster

### Diane Huckabee & Thomas

San Diego, CA  
2001 Boxster Coupe

### Wayne Inancsi & Ingvor

San Diego, CA  
2005 Coupe

### Ivan G. Leano & Jose G.

San Diego, CA  
1989 944 S2 Coupe

### Chuck Longanecker

San Diego, CA  
2006 Cayman S Coupe

### Michael G. Luther & Julie

Solana Beach, CA  
2005 911s Coupe

### Erik C. Mazza & Amanda

San Diego, CA  
2007 Cayman Coupe

### Kevin G. McCoy

San Diego, CA  
1994 968 Cab

### Ralph Piccola & Valerie Hunt

Murrieta, CA  
2006 Cayman S Coupe

### Robert T. Romero

San Diego, CA  
1985 944 Coupe

### Deborah L. Ryan & Anthony

San Diego, CA  
1991 911 Carrer

### Carl R. Sanchez & Angela Romero-Sanchez

San Diego, CA  
2007 911 Turbo

### George W. Sedgwick & Jo Ann

San Diego, CA  
1999 Boxster Coupe

### Geoff Siodmak

Bonsall, CA  
2003 C4s Coupe

### Daniel P. Souza & Tresha

San Diego, CA  
2007 911

### Paul E. Stapleton & Janis Heppell

San Diego, CA  
2007 Boxster S

### Bill Taylor & Karen

San Marcos, CA  
2002 996 Turbo Coupe

### John Walker

Sun City, CA  
2002 911 S

### Gary W. Wheeler

Del Mar, CA  
2008 Coupe

### Adele L. Young

Fallbrook, CA  
2001 Boxster

## PCA Anniversaries

The following members are celebrating milestone anniversaries of PCA membership during February 2008.

## 5 Years

Jeff Anderson

Kevin Burke

Thomas E. Darcy

Paul A. Davis

James E. Dohna

Laurence A. Gordon

Zak Karasoulas

Brian Leask

Rish S. Pavelec

Ralph Piccola

Russell Rowell

Frank Scherer

Gene J. Ventura

## 10 Years

Charles Becker

Rich A. Caccese

John R. Ellis

Andy Grimaud

George Ochtun

David Salud

## 35 Years

Jerry W. Wilson

## Members Count

San Diego Region's membership currently stands at 1572 primary members and 1192 secondary members, for a total of 2764.

## Join, Renew, Update

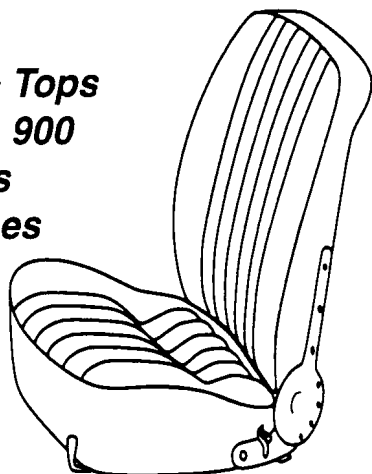
Membership in San Diego Region is handled by PCA's national office. To join, renew, or change your membership information, visit [www.pca.org](http://www.pca.org).

For questions about your membership status or delivery of your *Windblown Witness*, send e-mail to [MEMBERSHIP@PCASDR.ORG](mailto:MEMBERSHIP@PCASDR.ORG).





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# Monthly Meeting

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

**T**he January 2 meeting of the 2008 Board of Directors was held at the home of Tom and Susan Brown. All Board members were present. Minutes of the December meeting were approved.

## Treasurer's Report

Kim Crosser stated that the reconciliation of accounts will be completed as soon as he receives statements from the bank. There has been a delay due to changing the Treasurer's address and the New Year's holiday.

Expenses recorded in December exceeded income. We are in the black for the year, but we have substantial accruing liabilities for the 50th Anniversary Dinner that will be recorded in January.

## President's Report

Martha stated that the order for printing name badges had been sent in, but National City Trophy had misplaced it. They are aware that the order must be received in time for the Anniversary dinner on January 12.

We need host homes for the October and November Board

meetings. Martha asked if any members present would be willing to host a meeting. The months are still open and need to be filled.

The reconciliation for the December Social committee meeting turned out to be no cost to the club. A budget request for \$50 to host the January Social committee meeting was approved.

The Stadium will schedule a meeting to set event dates on January 10 or 11. Martha asked that the AX and DE Chairs be prepared for the meeting with calendars noting any potential conflicts with other club activities.

Martha asked the Board and Chairs to develop their ideas as fully as possible before presenting them to the Board, and to anticipate questions that may be raised. She also asked that they submit forms such as budget requests and event flyers in a timely manner. She asked the Directors to review the calendar to make sure all information has

been posted for any events by their liaison chairs.

## Chair Reports

**50th Anniversary Dinner.** Ted Myrus reported that additional sponsorship money had been received. John Straub added that the festivities will emphasize the history, accomplishments, and people of the San Diego Region.

**Archivist.** The club's storage unit is bursting at the seams and needs to be cleared out. Many of the items are no longer used by the club and can be thrown away. John Straub would appreciate any volunteers to help him get the job done.

**Autocross.** The December 15 Autocross budget reconciliation was approved.

Tom Brown offered to develop an online registration system tailored to the particular needs and rules of our club. This will greatly aid the Registration teams with their workload.

**Auto Museum.** Skip Shirley received a lot of response from the article about the Museum that appeared in the December *Witness*. Skip was asked to find the date of the Auto Museum Concours, and to notify the Editor.

**Charity.** Kathy Alnwick will be submitting a full-year budget plan soon.

**Concours.** John Straub requests that SDR's Con-



The 2008 Board at work (clockwise from left-front): Jim Duncan, Dave Gardner, Martha McGowan (mostly hidden), Jennifer Reinhardt, Kim Crosser, John Straub, Christy Copeman, Ted Myrus. All photos by Greg Phillips



cours again be a Zone 8 event and occur on September 21.

**Goodie Store.** Michael Thompson has contacted Legal to confirm that there will be no legal issues with using a third-party as an online store. He is awaiting their reply.

**Media Relations.** Katina Gonzalez was applauded for her promotion of our club in a radio interview with Dave Stall.

**Membership.** Tom Brown's budget request for \$500 to print 2008 membership directories was approved. He asks that all members update their information on the PCA website. Christy Copeman's budget request for \$160 to purchase Access software for the membership database was approved.

Christy also suggested offering free name badges to new members who attend any two events. A sample sign-off sheet was presented as well. After discussion, it was decided to come back with a more detailed plan.

**Policy and Procedures.** The committee is working on a minor update to the Standing Rules.

**Social.** The Board approved Angela Avitt's request to hold Motorhead Mondays on the second Monday following each 2008 Time Trial. These events will be geared for drivers to talk about their driving experiences, but all



Jack Case and Inca Szielenski.

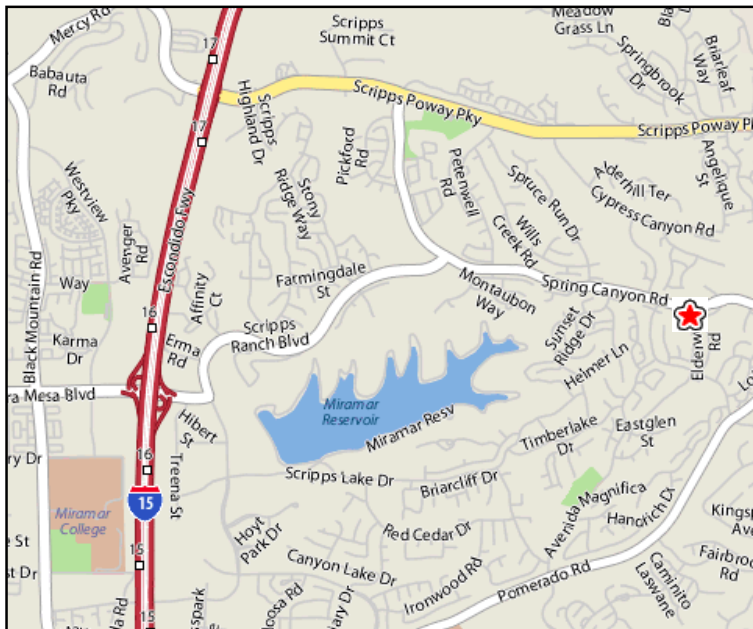
## Monthly Meetings

San Diego Region's monthly meetings are held on the first Wednesday of each month unless other events such as Parade force deviations. Most meetings are held in members' homes. Food and beverages are served starting at 6:00 p.m., and the formal meeting begins around 7:00. All members are welcome to attend.

A map to the February meeting at the Harris home appeared in January's *Windblown Witness* (page 16).

The March meeting will be held on **Wednesday, March 5**, at the home of David Gardner:

**10812 Elderwood Lane, San Diego 92131 [TG 1210-B2]  
858-549-1830**



**Directions:** Exit I-15 at Mercy Rd./Scripps Poway Pkwy and head east. Turn right on Spring Canyon. Turn right on Elderwood Lane (about 2 miles up Spring Canyon on the right).

members are invited. The dates are March 10, April 14, October 20, and December 1.

The Board also approved a request by Katie Kinner to add Monday March 15 to the calendar as a St. Patrick's Day Social to be held at Fiddler's Green on Shelter Island.

**Sponsor Liaison.** Martha McGowan, Tami Ibbetson, and Margie Knight will send thank-you notes to all 2007 *Witness* advertisers. Martha confirmed

that the protocol for the chairs in procuring a sponsor is to contact a Sponsor Liaison first.

**Tech Session.** Dave Gardner has a couple of prospects to fill the position.

**Time Trial.** Jack Miller submitted budgets for the three region Time Trials in 2008. The Board approved dates of March 1-2 at Streets of Willow, October 11-12 at Spring Mountain, and November 22-23 at Buttonwillow. The Zone 8 Speed Festival at California Speedway in Fontana will be held April 4-6.



Larry and Mary Clark, Monique Straub, and Katina Gonzalez admire the amazing autocross collage that Greg Phillips created.

Christy Copeman commented that the more volunteers we have at the Zone 8 event, the more money our club earns. She also suggested having a volunteer party at Fontana. After some discussion, this idea was withdrawn due to logistical difficulties.

**Vintage Racing.** The dates for the Coronado Historics are changed to September 27–28.

**Windblown Witness.** Larry Clark reported that he was very happy with the quality and quick service provided by A&L Litho on the January *Witness*. The mailing house also provided special service to get the magazine mailed

during their holiday recess. The February *Witness* may have fewer pages due to limited events in December.

### Unfinished Business

The Board approved Jennifer Reinhardt's budget request for \$179 plus \$8 per month for a virtual credit-card processing system. This is a secure firewall system from NOVA, and enables the authorized users to process the credit cards from their home computers.

Tom Brown stated that we will remove the printed rule of not allowing experienced drivers to drive more than one car at an

event from our Membership books. This is now a Zone 8 Standing Rule. In addition, we need to clarify that a potential Instructor must attend a SDR PDS classroom session in order to qualify.



Jackie Corwin, Mark Rondeau, and Chuck Sharp commandeer the kitchen for some bench racing.

### New Business

A budget request for door prizes to be given at the Driver Dinner was submitted by Jennifer Reinhardt and approved.

Greg Phillips' request to be reimbursed \$180 for printing Porsche crest posters to be sold at a later date was approved.

### Announcements


Katina Gonzalez said the Toy Drive was a great success and thanked everyone for contributing and helping her.



In the bleachers (bottom to top), Linda Thompson, Dick Hofland, Katie Kinninger, and Keith Verlaque.

Michael Dolphin has been appointed the 2008 Zone 8 Representative.

### Adjournment/Next Meeting

The meeting was adjourned at 9:28 p.m. The next meeting will be held on February 6 at the home of Michael and Susan Harris. 



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# The Other-Car Autocross: What else is in your garage?



BY TEAM BALLAST POINT (DAN CHAMBERS AND MONICA BOCKMAN);  
PHOTOS BY GREG PHILLIPS

Mary Clark's Miata, "The Maryata," shows off its hand-crafted numbers—and the spoils of nepotism. Leigh Rayner is instructing from the passenger side.

**T**he Other Car Autocross (OCAX) is one of the highlights of San Diego Region's driving events program. At the end of each year, after the competitive season of autocross driving is over, the official timing equipment is put away and drivers are invited to bring out the "other" cars in their garages for a little taste of the autocross experience.

Each year, an interesting array of vehicles shows up for a day of fun, vehicular display, performance curiosity, and good-natured bench racing—with the emphasis on *fun*.

Historically, we've seen nearly everything show up at the OCAX: the plush (high-end, late-model BMWs, Mercedes-Benzes and Ferraris), the exotics (Nobles and Ultimas), and the curious (such as a Mini-Moke with full cage and harnesses). As long as the vehicle passes safety and Tech Inspection, it's welcome at the OCAX. This year was no exception.

I've also seen many unique and interesting cars show up: Austin-Healey 3000s, vintage and classic Corvettes and Camaros, early-era Cooper-Minis, Mustangs old and new, and Formula-Fords, to name a just few. For a few of us, we just can't get enough of driving our Porsches, so we bring them down because our "other car" is a Porsche.

This year there was a Nissan 350Z; a vintage '60s Mustang in perfect condition; Carolyn Torbert-Hayes' hot-rod Mustang; Doug Kott's "speed yellow" Toyota MR-2, which replaced his 944S2

(oh, the humanity!); George Copeland's Ford-powered Noble GT; Tom Tweed's new racer, an Ultima GTR; Greg Phillips' Honda S2000, and a hilarious "LeMons" car complete with steel-railings welded to all sides and the "Red, White, and Blue" flying from each fender (beautiful!); and so many more. Erik Kinninger showed up in a new-era Miata with tires so wide it looked as if the car could float on Mission Bay. Those tires would prove very effective in driving on Qualcomm's 40-year-old pavement.

## By dawn's early light

The morning of December 15 broke cold and clear. As with any driving day, I was up before dawn, drinking coffee and planning for the day ahead. We had prepped the Team Ballast Point 911SC the night before, so all I had to do was pull her out of the ga-



Following Martha McGowan's fashion lead, registrars Jennifer Reinhardt and Jackie Corwin were both using crutches.



rage and head down to Qualcomm. The flat six caught on the first turn of the key with a growling, rumbling purr that said, "Let's go play."

The drive to Mission Valley was on open freeways as it was too early for the shoppers to be hitting the malls. Only a curious CHP cruiser followed me down the 805 in my blind spot.

Arriving at Qualcomm, the "usual suspects" (*i.e.*, tireless volunteers) were busy setting up for a day at "the Q." The outgoing AX chairs were busy helping the incoming chairs with all the details of putting on an event. Of course, the new chairs are generally seasoned autocrossers who have been volunteering for many events, so they often know what's needed. The trailer was parked, and several early-rising volunteers were busying themselves unloading equipment, loading cones, and generally fighting off the cold morning air.



Steve Grosekemper scrutinizes the Ferrari 430 Scuderia.

pulled into Tech Inspection and chatted it up with several long time AX veterans. Cars were stacking up, and it looked to be a very popular event this year—obviously more fun than shopping! In previous OCAXs, the crowds have varied in size, depending on how close to the holidays we scheduled the event. It was obvious this year that people were ready for the event, and turnout would be high.

Monica Bockman, my wife and co-driver for Team Ballast Point, and my affiliate member Jack showed up with coffee, squeezed in a quick visit with good friends, and then headed out on the track walk. Directly after the track walk, we attended the Drivers Meeting where we reviewed the safety and logistical make-up of the day. We were also introduced to the incoming AX Chairs, Bill Behun and Perry Shipman (with Ron Trotter and Jackie Lu returning), and said a fond farewell to the outgoing AX chair, David Kochanek. A big thanks to all for their service.



This eye-catching entry was a refugee from the "24 Hours of LeMons," an endurance race for cars costing no more than \$500.

Among the early-morning crowd was the ever-present morning guru of set-up, Tom Comeau. Tom is always one of the first—if not *the* first—to arrive on the morning of an autocross or Qualcomm-Driver Ed event. In all the years I've shown up before 5:30 AM, as volunteer or event chair, Tom always managed to arrive before me. In his own special way, he greets me warmly, while he helps set up. At an age where most of his peers are home reviewing their pension plans, cashing their Social Security checks, and looking at pictures of grandkids and great-grandkids, Tom is here with his well-prepared RS America, ready to drive and teach us "youngsters" a lesson.



Dan Chambers in Team Ballast Point's 911 SC.

As the sun rose over the trolley bridge, I

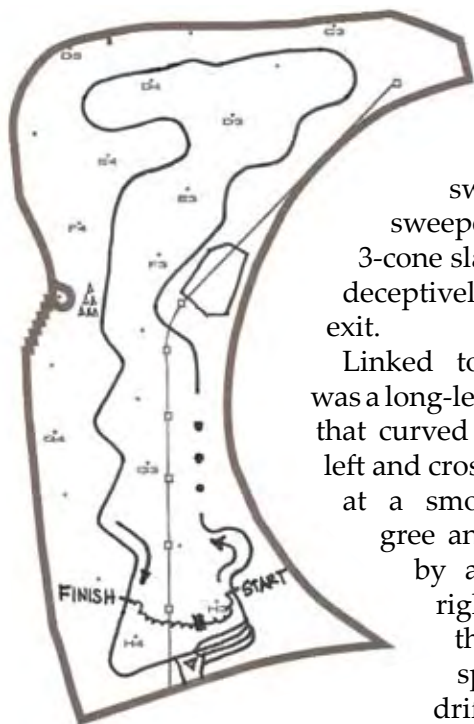


Student-Instructor pairings were announced, and it was time for the first run group to queue up in pre-grid. My student was driving a BMW M3, and had driven several events with PCA. She has very good skills, and was driving the M3 this day to see what it drives like at the limit.

The Red run group started the day. Since I was sharing my car with two other drivers, I was placed in Red and got first crack at the track.

### The course

The track layout would have made a great competitive route for a Porsche-only autocross. From just east of the swale, the starting point faced north. As you entered the course there was a quick right



turn linked directly to a low-speed, left, 180-degree, off-camber turn. The sweeper led into a 3-cone slalom that was deceptively fast upon exit.

Linked to the slalom was a long-leaning straight that curved subtly to the left and crossed the swale at a smooth, low-degree angle, followed by an on-camber right sweeper that begged for speed-carrying drift. The only

problem with carrying too much speed through that right-hand-er was a tight left-right turn combo that took you right off the track if you were careless. Since I worked that corner, I had the chance to see who got carried away.

After the left-right combo was a mini straight linked to the slowest turn on the course: a very tight, left-hand, increasing-radius turn going uphill that made you wonder if first gear would work better than second. Out of the turn was a back straight that contained a kink just challenging enough to make you want to tap the brakes. But with care, you could "lift and drift" through the kink (and listen to your student say prayers under their breath).

Off the back straight and into an off-camber left-



Dave Gardner tries to handle the pressure.

hand sweeper at the top of the hill, the course descended from sweeping left to sweeping right and back again to sweeping left in a giant S-combo that pulled you into a big spin if you weren't paying attention.

As the course bottomed out, there was another combination of left-right-left-right turns of ever-decreasing speed that took you safely through the finish timing lights. This section was really tough to get through, since the little voice inside your head says "gas, gas, gas!" but the course and your tires' grip said "control, control, control!" Considering all the hazards associated with 40-year-old asphalt and the variety of car types being driven, the track design was excellent.

### Let's take a ride

Now it was time to ride along with my student and check out her driving, the M3, and how the driver, car, and course would get along. My student was interested in how the M3 would drive compared with a 944Spec car she had driven at autocrosses and QDEs. Her first observation was the amount of roll and understeer the M3 had. After her first two laps, she began adjusting very well to the general charac-



"Did somebody order a truckload of corner workers?"

teristics of the M3, and her times started dropping.

After a couple of laps with Monica tearing it up in Team Ballast Point's 911SC and a short break, I had to corner-work. I was given Corner 4, which put me right after the fast right-hand sweeper on the first half of the course.

### View from the corner

Due to the multiple use of the car and a limited number of Instructors, I had to corner-work while my student drove. This was actually a good thing, as I was able to observe her from a different perspective. I spoke with her later about what I saw her doing through this critical and very technical section, and I was able to provide some helpful tips.

I was also able to watch quite a few other drivers as they worked their way through this area of the track. Doug Kott came screaming by in the Toyota with singing tires and plenty of body roll. He seemed to anticipate just how much suspension he had to work with. Each time I thought he'd lose it and spin, the car would settle, brake, and be off through the tight right-hander right at the apex.

One of the Ferraris came roaring along with plenty of style, shine, and understeer to keep the driver's hands flying on the wheel. Before long, Erik Kinninger came streaming along in the Miata, and I understood in a flash the story behind those wide tires. His speed through turns four and five put many of the other cars, including Porsches, to shame.

I also had a chance to observe Monica in the SC as she came around the corner. Her speed and smoothness were markedly improved from the first session. As she came around for a second lap, Greg Phillips called me on the radio from corner six: "Hey, Dan, where did Monica learn to drift so well?" As her 912 license plate frame says, "You go, Girl!"

### Back on course

Soon it was time to return to the pits for one more



The wide stance on Erik Kinninger's Miata made it easier to pick off the cones.

driving session before my day was done. The course had grown a bit "greasy" as the day wore on, and I had to adjust my style of driving to keep the engine in the Team Ballast Point 911SC in the back of the car. After observing the sections of turn three through five, I realized there was a lot more drift available through turn three into four—something I took full advantage of.



Ron Pearlman demonstrates why tire dealers love autocrossing.

My last four runs were replicas of an exercise we learned in Performance Driving School, the Pitch and Catch. At every opportunity, I was working on the "lift, turn, gas, counter-steer" technique that make the older 911s so much fun to drive. A couple of corner-workers always seemed to run for the light posts for protection as I approached, but I rarely hit a cone and managed to stay somewhat on the optimum line.

### That's a wrap

Monica and I had to attend a holiday party, so we had to leave early. I was sorry that I couldn't stay afterward and hear all the great stories of the day, but I'm certain there were plenty told while loading the trailer and pulling on cold beers.

I have to say that the transition from outgoing to incoming AX Chairs, and all the other transitioning Chairs (Corner Worker, Safety, Logistics, Equipment, etc.) went really well. The track was always active, even with limited resources. From what I can tell, 2008 should be a great year for Qualcomm events. Good job, guys and gals!

As I left the pits I received a few thumbs-ups and lots of "Happy Holidays" from friends in the pits. With a fun driving event so close to the holidays how could they not be happy?

Next year I plan on being at the Other Car Autocross again. It is one of the driving-event highlights of the year.





# Saint Nick delivers for Rady hospital's children



BY MARK RONDEAU; PHOTOS BY RALPH LINARES AND ELEANOR MYRUS

The morning of December 16 started cool but sunny. It looked like it would be a great day for the San Diego Region members to enjoy breakfast and deliver all of the toys that they had collected for this event.

Most of the toys that we delivered were collected from our members during the Last Tuesday Social at Mexi-Cocina in Poway and at December's Other Car Autocross. Both of these events were very well attended, and large selections of toys were collected for children of all ages. Some of the toys collected were dolls, stuffed animals, Beanie Babies, coloring books, crayons, action figures, electronic games, models, and toy cars.

As a child, Ginny Case's favorite toy was Barbie. She makes it a point every year to choose one very special Barbie doll for the toy donation.

Ken and Celia Buksas of Poway have been collecting Beanie Babies for many years. They decided it was time to find a new home for all 600 + of them, and they asked their good friend, member Robert Montoya of Mexi-Cocina, to present them to the toy drive. Ken and Celia believe the children will enjoy the Beanie Babies and give them a good home.

When Katina and I looked at all of the toys we needed to get from her house to the hospital, we

realized that the Boxster was going to be just a bit too small for the job. We started early that morning loading the back seat of my crew cab truck to the roof with toys. I had to pack twice, since I forgot to make room for Katina's 13-year-old niece, Tawny, who volunteered to help with the delivery. After some creative loading—including the relocation of a large stuffed dog and a Tonka truck to the truck bed—I had the truck loaded.



Lauren Linares tells "Santa" Paul Davis and helper Kathy Alnwick that she's been good all year.



## But first we must eat

We arrived at Mimi's Café in Mission Valley right before 8:30, just as quite a few other SDR members showed up. We spent a few moments talking to John and Monique Straub, Mike Brown and his girlfriend Vicky and her son Brian, Dick Hofland, and a few others while the restaurant prepared a large area for us in the back.

We had a very good turnout and took up most of the large back room that had been set aside for us. A few members brought their small children, who got a surprise visit from Santa Claus that morning. Ralph and Annette Linares' daughter was fascinated with him, as were a few of the other children at the restaurant. (Paul Davis makes a fine Santa and the kids were impressed that he showed up for breakfast at Mimi's.)

## Deliverance

After a tasty and filling breakfast, we caravanned over to Rady Children's Hospital to drop off the collected toys. The reindeer had the day off, so Santa climbed into his Porsche to lead the way. It was starting to warm up and turning into a very nice day as we all followed Santa into a tricky (and possibly illegal) U-turn as soon as we exited Mimi's. It appeared that everyone was able to make it to the hospital without incident.



SDR's Toy Inspection Committee checks out the bounty and gives their seal of approval.

We parked the Porsches in front of the fountain and kept the non-P-cars off to the side as we unloaded the toys into the large rolling bins and spread them out in front of the fountain for our group photo. With a little group effort, we were able to create a rather impressive display of dolls, stuffed animals, games, and, of course, toy cars. We left room on one side of the fountain for Mark Smith of Pioneer Centres Porsche to park a beautiful 2008 Cayenne that was loaded with the toys that had been collected at



Charity Chair Katina Gonzalez enjoys a moment at breakfast with niece Tawny.

Pioneer for this toy drive.

After a few nice photos, and a very heartfelt thank you from Carol Damon-Scherer and the staff at Rady Children's Hospital, we loaded the toys into additional bins for the staff to distribute to the kids later. Due to the severity of their illnesses, they were unable to come down for the presentation. The health risk would have been too much for some of them.

We were able to wave at the children who were looking down from the windows of the hospital, and we received grateful smiles in return. The feeling I got from participating in this event was wonderful, and PCA-SDR should feel blessed to be able to help these needy children. Thanks to everyone who participated in our annual Holiday Toy Drive and to Pioneer Centres Porsche for volunteering their dealership as a drop-off site for donations.



To supplement his seasonal work, Santa auditions for an advertising job with American Express.

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Friday – Apr. 18th 6:00 pm – 9:00 pm	Saturday – Apr. 19th 7:00am – 5:00pm	Sunday – Apr. 20th 7:00am – 5:00pm
Black Forest – Engineer Rd	Qualcomm Stadium West Lot	Qualcomm Stadium West Lot
“Chalk-talk” in a classroom environment	Driving exercises Many performed on a skid pad	A non-competitive autocross for instructional purposes

No prior performance driving experience required - PCA membership is a requirement - Food is included

For further information, contact PCA-San Diego Region Joint Chief Driving Instructors: [cdi@pcasdr.org](mailto:cdi@pcasdr.org)

**Chuck Sharp 858-449-1502, or Carl Scragg 619-818-2041**

**Applications will be accepted in order of postmarked date, beginning March 8, 2008**

**Applications postmarked prior to March 8th will be returned**

**Mail registration form below (copies accepted) with a check for \$275 per driver to:**

**PCA-SDR Performance Driving School, 3343 Harbor View Drive, San Diego, CA 92106**

**Please print e-mail address clearly – bounced e-mails may result in a loss of priority**

### Student Driver

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ ZIP: \_\_\_\_\_

Phone#: \_\_\_\_\_ Shirt Size: \_\_\_\_\_

Porsche model and year: \_\_\_\_\_

PCA membership # \_\_\_\_\_

\*e-mail: \_\_\_\_\_

Prior Driving School attendance? Yes / No

Prior Autocross Experience? ? Yes / No

### 2<sup>nd</sup> Student Driver (same car)

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ ZIP: \_\_\_\_\_

Phone#: \_\_\_\_\_ Shirt Size: \_\_\_\_\_

Porsche model and year: \_\_\_\_\_

PCA membership # \_\_\_\_\_

\*e-mail: \_\_\_\_\_

2<sup>nd</sup> driver Yes / No

2<sup>nd</sup> driver Yes / No

**\*NOTE: All data pertaining to the PCA-SDR school will be distributed by e-mail so applicants need to ensure the e-mail address given above is both current and regularly monitored.**





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# Performance Driving Events

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

## Autocross (AX)

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

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

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

The standard autocross registration fee is \$40 per car if pre-registered (by the Tuesday before the event), or \$60 after that.

## Driver Education (DE)

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

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

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

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

## Time Trial (TT)

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

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

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

Time trials typically cost \$295, with \$100 discount for first-time drivers; late registration fees apply.

*For complete information on all types of events, including safety requirements, rules, and eligibility, consult the club's web site, [WWW.PCASDR.ORG](http://WWW.PCASDR.ORG), and the Zone 8 web site, [WWW.PCA.ORG/ZONE8](http://WWW.PCA.ORG/ZONE8).*

## Policies for Stadium Events

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

## Stadium Schedule

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

## Contact the Chairs

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

# 2007 Competition Results

## Autocross

Class	Place	Driver	Car#	Year	Model	Points
944	1	Sharp, Charles	58	1986	944	172
944	2	Kinkaid, John	713	1983	944	131
944	3	Steele, Sean	867	1984	944	109
AI	1	Copelin, George	209	1972	914	182
AI	2	Meeder, Herb	914	1972	914	159
AI	3	Garriott, Mark	2061	1975	914	64
AM	1	Smith, Austin	260	1970	914	104
AM	2	Smith, Clark	600	1972	911 T	93
AP	1	Cassidy, Christopher	1001	1972	914	120
AR1	1	Kininger, Erik	295	1981	911	145
AR1	2	Kininger, Mark	95	1981	911	77
CS	1	Osterberg, Jess	40	1976	914	180
CS	2	Molloy, Sean	601	1973	914	107
FI	1	Carter, Gordon	309	1971	911	140
FI	2	Scheffer, Jason	729	1973	911	122
FS	1	Burch, Gary	69	1971	911 T	155
GP	1	Corwin, Jackie	55	1985	944	200
GP	2	Sharp, Debby	587	1986	944	137
GS	1	Mize, Jerry	722	1986	944	169
GS	2	Rayner, Leigh	153	1988	944 S	140
GS	3	Lu, Jackie	49	1987	944	68
GSL	1	Fulbright, Laura	213	1984	944	145
GSSL	1	Corwin, Casey	411	1985	944	140
HP	1	Sturm, Jerry	11	1967	911 S	115
HS	1	Schroeder, Dick	995	1967	911 S	165
IM	1	Copeman, Christy	311	1984	911	160
IM	2	Liguori, Tom	690	1984	911	85
IP	1	Avitt, Angela	425	1978	911 SC	130
IS	1	Middleton, Don	474	1982	911 SC	102
IS	2	Trotter, Ron	307	1982	911 SC	100
ISS	1	Behun, Bill	960	1980	911 SC	153
ISS	2	Monaco, Michael	500	1978	911 SC	82
ISS	3	Scheussler, Lorri	661	1980	911 SC	67
JP	1	Phillips, Greg	928	1986	928 S	110
JP	2	Hofmann, Thomas	73	1986	944 Turbo	102
JP	3	Wong, Bill	359	1988	944 Turbo	82
JS	1	Barnum, Terry	393	1988	911	102
JS	2	Scragg, Carl	37	1984	911	100
JS	3	Boehm, Greg	774	1988	911	86
ISS	1	Young, Cathy	111	1987	911 S Targa	100
KI	1	Reinhardt, Martin	594	1990	911 C2	172
KI	2	Gagnon, Bob	38	1992	911	94
KI	3	Comeau, Tom	43	1993	911 RSA	90
KS	1	Kochanek, David	356	1994	968	132
KS	2	Verlaque, Keith	911	1993	911 RSA	87
KSS	1	Matsumoto, Mark	448	1991	928 GT	135
KSS	2	Malmberg, David	208	1989	944 Turbo	120
LP	1	Weiler, Steven	361	1998	Boxster	105
LSS	1	Kleinhans, Charlie	20	2001	Boxster	165
LSS	2	Crosser, Kim	327	2000	Boxster	160
LSS	3	Duncan, Jim	90	2001	Boxster	96



Class	Place	Driver	Car#	Year	Model	Points
MS	1	Shon, Russell	53	2001	Boxster S	162
MS	2	Delgado, Refugio	152	2001	Boxster S	100
MSS	1	Kennison, Steven	117	2005	Boxster	157
MSS	2	Gonzalez, Katina	991	2005	Boxster	88
MSS	3	Lyman, Marc	619	2002	Boxster S	87
NP	1	Johnson, Shannon	559	1995	993	167
NP	2	Gardner, David	32	1996	993	135
NP	3	Ray, David	238	0		68
NS	1	Benabdeljalil, Tawfik	284	1997	993	172
NS	2	Scheussler, Robert	636	1996	993 C4S	62
NS	3	Goetsch, Lisa	616	1996	993 C4S	60
NSS	1	Rondeau, Mark	824	2006	Boxster S	142
NSS	2	Morse, Kevin	555	1989	911 Turbo	112
NSS	3	Randel, Tom	993	1995	993	97
OSS	1	Meissner, Tom	1414	2003	996	155
OSS	2	Fowler, Brendan	212	2002	996	134
OSS	3	Holland, Chuck	660	2006	997	82
PP	1	Heimburge, Neil	54	1997	993 TT	200
PSL	1	Steverson, Sheila	373	0		130
PSS	1	Yaws, Curt	19	2004	GT3	122
PSSL	1	Yaws, Janet	191	2004	GT3	120

## Time Trial

Class	Place	Driver	Points
GP	1	Jackie Corwin	115
HI	1	Steve Grosekemper	101
ISS	1	Bill Behun	80
IS	1	Paul Young	75
II	1	Greg Phillips	82
JP	1	Michael Cornelius	85
JP	2	Otto Obrist	73
JP	3	Tim Souza	60
KS	1	Charlie Wolk	75
KP	1	Bill Ibbetson	80
KI	1	Jad Duncan	75
KI	2	Martin Reinhardt	70
KI	3 (tie)	Jack Miller	56
KI	3 (tie)	Kris Urquhart	56
MI	1	Glenn Martin	80
MI	2	Forrest Walker	60
NS	1	Jeffrey Schmidt	110
NS	2	Tawfik Benabdeljalil	95
NS	3	Peter Czajkowski	58
NP	1	Joe Hegener	90
NP	2	Robert Baizer	86
NP	3	David Gardner	70
PSS	1	Curt Yaws	70
PS	1	Steve Eguina	61
PSL	1	Lisa Eguina	61
PP	1	Neil Heimburge	101
944	1	Charles Sharp	120

NOTE: These tables indicate year-end award winners only. To be eligible, autocross competitors must have participated in at least 6 of the 11 events, and are scored on their best 10. Time-trial competitors must have run in at least 4 of the 6 events and have scored timed runs in at least 3. For full results, visit [HTTP://RESULTS.PCASDR.ORG/PCA.PHP?DATABASE=AX](http://results.pcasdr.org/pca.php?DATABASE=AX) and [HTTP://RESULTS.PCASDR.ORG/PCA.PHP?DATABASE=TT](http://results.pcasdr.org/pca.php?DATABASE=TT).

# PCA San Diego Region & Zone 8 Time Trial

Streets of Willow Springs Time Trial

March 1-2, 2008



## REQUIREMENTS:

- Participants without Competition Permits must have completed 8 Autocross-type events or equivalent accumulated over at least 9 months but no more than 18 months
- SNELL 2000 or 2005 helmet (M may require balaclava)
- Proper fire extinguisher mounted in car
- 5 point harnesses required for all drivers and passengers in Prepared class or higher
- 2008 Zone 8 TT Driving Rules apply, see [www.pcasdr.org](http://www.pcasdr.org)

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**For track information and directions: [www.willowspringsraceway.com/home/home.asp](http://www.willowspringsraceway.com/home/home.asp)**

## March 1-2 — PCA-SDR & Zone 8 Time Trial — Streets of Willow Springs

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

Do you have a Competition Permit? ☐ Yes ☐ No  
Do you have a Log Book? ☐ Yes ☐ No Signed \_\_\_\_\_

Car Year \_\_\_\_\_ Model \_\_\_\_\_

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

Do you have a Competition Permit? ☐ Yes ☐ No  
Do you have a Log Book? ☐ Yes ☐ No Signed \_\_\_\_\_

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\$25 Late Fee (postmarked/faxed after Feb. 16)..... \$ \_\_\_\_\_  
\$50 On-site Reg. Fee (if reg. after Feb. 26; Late Fee applies too).... \$ \_\_\_\_\_  
\$30 Transponder Rental (or you MUST enter your # to the right).... \$ \_\_\_\_\_  
2008 Zone 8 Competition Permit or Log Book (\$10)..... \$ \_\_\_\_\_  
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# When karts were outlawed, the outlaws drove karts

BY JOHN STRAUB, ARCHIVIST

Here we are, starting off the second 25 years in San Diego Region's history.

The year was 1983. Our officers were Slim Durham, President; Carol Muir, Vice President; Dianne Denny, Secretary; and Terri Stewart, Treasurer. (Terri was Art Wrightson's granddaughter. Art was a past president.) Margie Smith Haas, Joe Weber, and Dave Walker filled in the rest of the board.

We had 19 committee chairs, and I was in my third year as editor of the *Windblown Witness*. And speaking of the *Witness*, for the first time in our history we went to a full-color cover each month. Our membership was at 680 members, compared with 1550 today.

## Go-karts? What go-karts?

Before I begin describing the year's events, I want to mention a little known "outlaw event" that took place at the end of the previous year. As is still true today, PCA National did not insure and sanction go-cart racing as a club event. Well, a group of members (who will remain nameless) decided to hold a charity event to raise food to donate at Christmas. We held a two-hour enduro—a no-holds-barred, wheel-to-wheel race—at a go-cart track in Santee.

In all, 35 crazies hit the track, with five rows (three wide) starting the event. Every 30 minutes we had a mandatory pit stop and driver change. Everything was used to gain an advantage, pushing, out breaking, even (if it came to it) nudging others off into the dirt. At the end of the day there were a lot of smiling faces and more than \$150 worth of food to be donated in the name of the Porsche Club. So it came to be, San Diego Region's first and last "Outlaw" Turkey Tear Grand Prix.

## Back to reality

January began with a brunch and tour. The brunch was held at "Mexican Village" in Coronado, then it was off for a tour of the Hotel Del and then onto an aircraft carrier. The event was chaired by Vickie

Durham, and about 50 members participated. Bill Myrick had also arranged for us to tour a Navy DC-9 transport plane.

We had two driving events in February. The first was an autocross at the stadium, where John Shirk took TTOD in a modified 5-speed 356. Some of the other members running were Joe Weber, Steve Hall, Nils Hallstron, Jerry Sturm, Dave Belanich, Bill Myrick, Ted Thompson and Michael Denny. The second event was a driving school with skid pads, handling loops, heel-and-toe shifting, and trail-breaking techniques in a special session. This was a two-day event, and the cost was \$25. Yes, even back then we were having driving schools at the stadium. That one was chaired by Paul Haas.

## Gymkhana madness

In March of that year, we held one of the club's last gymkhanas. It was held at the County building on Ruffin Rd., at a cost of \$3 per car. About 30 members participated. The timed runs started with a tricycle slalom to the entrants car. After starting the cars, drivers negotiated a backwards slalom into three "parking garages" laid out with cones. Next came a test of real merit: eating a cracker topped with peanut butter and then having to whistle before continuing on with the course. Then there was guiding the front tires over two paper cups, followed by driving around five pylons in a star pattern. The runs continued with the passenger picking up a ball from the top of a pylon, then passing it to the driver who dropped it into a box. And finally, a mad dash out of their cars to stop the clock while carrying an egg on a spoon. How's that for a fun driving event?

April was another autocross, then a tech session with Pat Scanlan at University City High School. The session covered auto-body repair practices, with metal prep, painting, touch-up, and rub-out. Pat was (and still is) a genius at this.

May brought another autocross. As you can see, we were having autocrosses at a rate of one a month



at this point. Again to mention some of the members running: Steve Hall, Don Clark, Jess Osterberg, Jerry Beauchane, Ron Mistak, Bob Frazer, Margie Smith Haas, and Ben Blake.

Ben got TTOD at this event, driving a 924 GTS. This was a factory-built race car. Ben decided he liked these because they came with fiberglass bodywork, Plexiglas windows, lightweight interiors, and aluminum roll cages. (Yes, at that time they were allowed by FIA and IMSA.) So Ben went out and bought three, all guards red and fast! He was one of the first people I knew who was buying race cars not only to drive but also as investments.

We ended the first six months of that year with an "Observation Tour," chaired by Art and Gerry Wrightson.

### Wayne Baker's fast 934

On the racing scene, our own Wayne Baker had traded in his ultra-quick GTU Porsche 914 for a IMSA GTO 934 Porsche. Wayne obtained a 935 and

converted it back into 934 trim. He dipped the body to lighten it, made new fiberglass bodywork, and had chassis guru Don Arki work his magic. It was painted the same color as the 914, "School Bus Orange."

In his first outing, the 24 Hours of Daytona, Wayne finished ninth overall and fourth in GTO. Next, at a street race in Miami, he had a DNF. Then, at the 12 Hours of Sebring, Wayne performed the impossible in a GTO car—a first overall! Another first in GTO followed at Road Atlanta, and then another first in GTO at San Diego's home track, Riverside Raceway. This was a special win, as more than 250 San Diego Region members made their way to watch the race from the SDR hospitality tent in turn 7.

After the IMSA Laguna Seca race, the car was off to Charlotte Motor Speedway and another first in GTO. How would it do in the last six months of the year? Stay tuned for next month's installment.



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## Zero to Twenty-five: "A Night to Remember"

By JOHN STRAUB

Having just celebrated our 50th Anniversary at the Hotel del Coronado, it may be fun to look back at our 25th Anniversary Celebration and Installation Dinner, held on December 4, 1982.

The spirit of the region was bubbling over as 345 members were wine and dined at the Town and Country Hotel, the site of the 1977 Porsche Parade and, as we now know, more Parades in 1992 and 2007.

Upon entering the elegant ballroom, guests were met by a dazzling array of attractions put together by an Anniversary committee of 29 members, led by Margie Smith Haas. The attractions included seven beautiful cars of the era set around the Hall of History, which boasted an unbelievable 65-foot display of historic photos, scrapbooks, and copies of the *Windblown Witness* from the first 25 years. At one end of the room, a fantastic multimedia slide presentation portraying San Diego Region's history was projected onto four huge screens. At the other end of the room, viewers enjoyed watching four television sets showing interviews with past presidents and former newsletter editors.

The impact of the Hall of History, along with the gorgeous setting of seven beautiful cars displayed in the Memorable Automobilia, elegant tables adorned with floral arrangements, and a huge *hors d'oeuvres* table complete with an ice sculpture in the shape of

a 356-coupe, set the stage for an unforgettable evening.

After the guests were seated in the ballroom, each was surprised with a commemorative wine glass, a historic program, and even a copy of the December 1957 *Porsche Panorama*, which announced the formation of San Diego Region. Soft harp and flute music filled the air as members dined.

The program began with an amusing speech by Past President Paul Madigan, one of our charter members, who took us back in time with stories of San Diego Region's "birth." Paul then presented Margie with a replica of the original charter. This was followed by recognition of three of the region's other charter members. Next was an introduction of past presidents in chronological order, then past newsletter editors and Enthusiasts of the Year, with group photos for the archives. We also recognized some of our region's talented racers from the regional and national levels, all the way to the international level, including winners of the Porsche Cup and World Champions. Present were Dick Barbour, John Fitzpatrick, Bill Koll, Wayne Baker, Alan Johnson, Paul Haas, Bruce Swambom, and Volker Bruckmann.

We were proud to have in attendance 18 of our past presidents and 30 former newsletter editors,

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Please see **TWENTY-FIVE** on page 39

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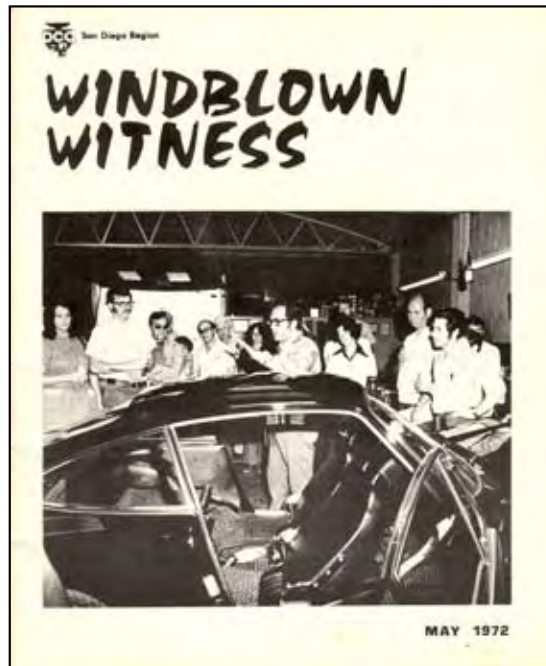


# Tubeless tires not allowed


By TOM BROWN

One of the things that interests me about perusing the old newsletters is seeing what has changed and what has stayed the same over the years. Encouraging the membership to attend the annual Parade, as well as helping them be prepared for it, is certainly one of those annual themes.

The May 1972 cover showed a Concours school doing just that: How to get your car in shape for the Parade competition. On the flip side, the ad for Parade had an interesting caveat: "NO TUBELESS TIRES ALLOWED." It seems that those new-fangled tubeless tires hadn't been approved by the PCR Committee for use in the Parade autocross. If you were driving a new car with tubeless tires, you had to retrofit it with tube tires to be eligible!



Something else I'd not discovered before was the PCA West Coast Weekend. In 1972 it was held in Santa Cruz. This busy weekend included a rally, an autocross, a concours, and a gymkhana. (When was the last time we had a gymkhana in San Diego?) Also on the agenda was a Western night, which included square dancing and an authentic dinner of Western BBQ and spirits. It sounds like a fun-filled mini-Parade.

Another interesting tidbit from this month was a report of the *Car & Driver* readers' poll. Porsche won in the Best Sports/GT Car (\$5K to \$10K) class, a position usually held by the Chevrolet Corvette. 

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### TWENTY-FIVE: *Continued from page 37*

along with Hank Malter, the PCA's national president. Several other long-time members were invited to the podium to reflect on the region's history. Members listened intently as they were lead on a journey through time.

The dinner was highlighted by our featured guest speaker representing Porsche AG, Jurgen Barth, who was a personal friend of Margie. Jurgen had finished in third place in a Porsche 956 at the 24 Hours of Le Mans just the year before. He entertained us with racing and rally stories from around the world. As a side note, Jurgen also came out to an autocross the next day at the Stadium and drove the wheels off of Margie's 914/6. It was truly amazing to see what a factory driver could do with that car!

Next on the program, Margie presented commemorative gifts to the region's chairs and outgoing Board members, along with outstanding service awards to several members. Another highlight of the evening was the installation of the 1983 Officers and Board of Directors. Then came a surprise that even the 25th Anniversary Committee wasn't expecting: a beautiful birthday cake adorned with San Diego's logo and 25 candles, plus champagne for a toast to the region's 25th anniversary.

The region showed its spirit and pride in this historic event, recognizing the members who had contributed to those first 25 years and made the region what it had become, and we eagerly looked ahead to the next quarter century that followed.

It was truly a night to remember! 



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# Porsche's hybrid legacy

*Ferdinand Porsche developed the world's first advanced electric car, all-wheel-drive car, and hybrid car at the turn of the 20th Century*

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Porsche, a name long associated with engineering innovation, stunned the automotive world by introducing the world's first advanced electric car—a vehicle that also led to the world's first hybrid car. While this “green” alternative to petroleum-based transportation may be considered a mundane news story in the 21st Century when green technology announcements are daily occurrences, a 24-year-old engineer by the name of Ferdinand Porsche developed, produced, and raced such a car more than 100 years ago when horseless carriages were in their infancy.

Working for Jacob Lohner & Co. in Vienna, Austria, in 1899, Ferdinand Porsche—father of Dr. Ferdinand ‘Ferry’ Porsche—developed and built the world's first automobile that used electric wheel-hub motors rather than a fossil-fuel combustion engine and transmission to drive the wheels. It was called the Lohner-Porsche.

Ferdinand Porsche installed his patented invention, the electric wheel-hub motor, directly on the front wheels. Standard output was 2.5 horsepower at 120 rpm, but they were capable of 7 horsepower each for up to 20 minutes.

This technology could provide speeds of just over 10 mph and a top speed of about 31 mph. Using a 44-cell battery with 300 ampere hours and 80 volts, Porsche's new vehicle had a range of about 30 miles.

Hailed as “the greatest inven-


tion of the age” by one trade journal because electric wheel-hub motors eliminated the need for a transmission, gears, belts, chains, differentials, and other moving parts and could be produced very quickly, this drive train was 83 percent efficient because there was no mechanical loss due to friction. Its debut at the World's Fair in Paris on April 14, 1900, hurdled Ferdinand Porsche to worldwide fame overnight and prompted Lohner to produce and sell well over 300 such vehicles.

Soon after, Porsche took his invention to the race track. On September 23, 1900, he fitted his electric wheel-hub motor car with a larger battery and set his first speed record at Semmering, covering the 6.2-mile route in less than 15 minutes with an average speed of 25.5 mph. The best internal-combustion-engine-powered car averaged 21.5 mph.

Later that year, Porsche fitted his wheel-hub motors on all four wheels, thus producing the world's first all-wheel-drive car. To give the car sufficient power and range, it required nearly 4,000 pounds in batteries, the same challenge faced by today's engineers. He tried to solve this dilemma by fitting the all-electric speed-record car with two De Dion Bouton gasoline engines, producing current for the electric power train. The result was the world's first hybrid.

He again surprised the automotive world when this new concept debuted at the 1901 Parisian

Auto Salon. His design used the 3.5-horsepower combustion engines to drive dual generators to supply current to the two wheel-hub motors on the front wheels. It also was possible to run the gasoline engines after startup, so that the electric motor functioned as a generator and kept the battery charged. If necessary, both the combustion engines and electric motors could be used in parallel. Porsche stepped up performance and created variations delivering 5 to 12 horsepower. And in 1902 he piloted his hybrid during trial runs at the Exelberg race, finishing first in the large-car class and third overall.

Porsche went on to develop automobiles for Austro-Daimler, Daimler-Motoren-Gesellschaft in Stuttgart, and Steyr-Werke AG in Austria before forming Dr. Ing. h.c. F. Porsche GmbH in 1931. He is best remembered as the inventor of the Volkswagen Beetle, yet his innovative work in the areas of electric and hybrid drive systems is substantial. His wheel-hub motor resurfaced decades later when the concept was used to power the Lunar Rover during NASA's Apollo missions to the moon. Today, his innovative spirit lives on at Porsche AG's Research and Development Center in Weissach, Germany, where the company is applying its engineering strength to develop hybrid systems for the Cayenne SUV and the upcoming Panamera four-door gran turismo. 

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## Porsche reports best annual U.S. sales

Porsche Cars North America, Inc. (PCNA) has announced December sales of 2,891 units in the United States. Total 2007 U.S. sales reached 34,693, exceeding 2006 record-breaking sales of 34,227, and marking the fourth year in a row Porsche has enjoyed record sales.

Continuing to boost results was Porsche's new-generation Cayenne SUV, which achieved sales of 1,254 units, an increase of 34 percent over last December. Total 2007 Cayenne sales reached 12,547, up 19 percent over total 2006.

"We realized a significant milestone in 2007, reaching another consecutive record in the United States," said Peter Schwarzenbauer, PCNA President and CEO. "This is more gratifying given the 2007 launch of our new generation Cayenne, which in fact, delivered the strongest sales among our entire model lineup."

The Porsche 911 also experienced another record in 2007, with 12,493 units sold vs. 12,045 units sold in 2006.

In addition, dealers sold 527 Porsche Approved Certified Pre-Owned cars in December vs. 461 for the same period last year.



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# “Porsche Experience of a Lifetime”: 2007 Fall Porsche Treffen & Fest

BY MARK PASS, PACIFIC NORTHWEST REGION

*This article is excerpted from a slightly longer version that recently appeared in Spiel, the Pacific Northwest Region's newsletter, which won the 2007 Heinmiller Award.*

When asked to describe a vacation experience, I have seldom used the term *extraordinary*. However, in the early fall of 2007, we discovered the holy grail of vacations dedicated to sports car enthusiasts and their mates. Although it will be almost impossible to adequately describe the full impact of what we experienced, we are compelled to take a crack at it.

Greta is the proud owner of a Porsche Carrera 4S and belongs to PCA. I am her dutiful husband, supporting her avocations and passions such as classes on how to keep one's automobile neurotically clean, or taking an Advanced High Performance Driving Course at our local racetrack. I do admire a beautifully sculpted hunk of steel, but eh... no big deal! Believe me when I say that a two-seater looks formidable and forbidding to a 6'2", rather ungainly and mature man forced to squeeze his large bucket into undersized bucket seats. Honestly, I couldn't give a rip about cars beyond having a comfortable and decent looking set of wheels to get me to and from work. However, my perspective was changed by an *extraordinary* vacation.

## The seed is planted

In the early winter of 2006, while I longed for the beaches and golf courses of Hawaii in the fall of 2007, Greta was salivating over a brochure tucked into the envelope of her annual PCA request for renewal. This small brochure would cause us to put our plans for Hawaii on hold.

Fast Lane Travel, Inc. ([www.FASTLANETRAVEL.COM](http://www.FASTLANETRAVEL.COM)), a Florida-based specialty travel agency suggested that a romp through southern Europe in a Porsche supplied by the manufacturer might be a different and exciting way to spend either three or ten days, take your pick. Being the good sport that I am (and hoping her interest might wane with the passage of time), I agreed. “Yeah, that might be fun.”

But it didn't wane! She studied details of the trip, and it became clear as spring approached that we were destined to spend some Euros and lay down some rubber. It also became clear that this was not

going to be a typical tour of Europe, with museums, war memorials, churches, or day-long side trips on a tour bus. No, we were about to look at a different side of Europe, one that is not available to the average tourist, one that is truly unique and, yes, *extraordinary*.

Fast Lane Travel is owned and operated by Mr. Peter Sontag, an American of Austrian decent. Peter brings three ingredients to his role as *Festmeister*, loosely translated as master of the auto tour. I submit that these three ingredients may be unique to this one individual, or at least to a very few individuals in the travel and tour business.

- Peter speaks fluent German and has personal and intimate, first-hand knowledge of many rare points of interest on the European continent, built over 32 years of hosting 64 *Treffens* (gatherings).
- He has a unique, long-term relationship with the management and marketing departments at Porsche, providing an entry into a world not available to most in the travel industry.
- He understands what the North American sports car nut really wants but can't get anywhere else.

Peter brings all these ingredients together and more to create a truly exciting and extraordinary vacation experience.

## Stuttgart

We arrived at the Stuttgart Airport and were transferred to our hotel, the five-star Graf Zeppelin. There was no time to rest after arrival. Our 10-day tour was about to begin with a bang.



On our first evening in Stuttgart, we were treated to a great German meal with 52 other guests. Of those, 32 were there for the three-day *Treffen*, and the rest for the seven-day *Treffen Extension*, the *Fest*. Most of the guests were American and are present or former owners of Porsches. Built on this common bond, it was easy to build camaraderie within the group of very diverse individuals.

### **Zuffenhausen factory and museum**

The following day, after a 7 a.m. breakfast call, we were taken by bus to the Porsche factory and the Porsche Museum in Zuffenhausen, a suburb of Stuttgart.



When Porsche says they build handmade automobiles, it is an understatement. They build 160 cars per day from the wheel bearings to roof with loving care. Each of us came away agreeing that we had never witnessed such precision handwork and attention to detail as we observed at the Porsche assembly factory. It is a marvel to see skilled craftsmen practicing their specialty with such pride. It's obvious why there is very little turnover in the workforce at Zuffenhausen, and why it is very difficult for a craftsman to secure a position on the line. The pride of craftsmanship is evident in every step of the process.

### **Weissach**

After our morning tour, we excitedly boarded buses and were driven to the Porsche Research and Development facility near the village of Weissach, about 20 miles from Stuttgart. Weissach is where new Porsche models and race cars are conceived and tested.

Upon arrival we enjoyed a wonderful lunch in the executive dining room. After a sumptuous meal of the tenderest veal imaginable,



we were escorted to the track adjacent to the office buildings. The office buildings are where all those creative engineers work.

Waiting for us at the guest center beside the track were four new red Porsches: a Boxster S, a Turbo 997 with Tiptronic shift, a new Cayman, and a street-model Carrera 4S. We took turns in the passenger seat of each car, taking hot laps, each driven by a professional Porsche-trained driver whose job it is to test Porsches on a daily basis.



We hit speeds of approximately 120 miles per hour and experienced drifting around corners. There were several major turns, a bunch of whoop-de-dos and a beckoning straightaway. It was zero to 60 in four seconds, and 100 to zero in six seconds.

Personally, I had never experienced an automobile ride like that, and most in our group agreed that it was a fabulous introduction to the capabilities of the car. For Americans who drive the American roads, I think it is safe to say that we are very rarely given the opportunity to see what our cars can do. Many Porsche owners have been told or have read about the capability of their automobiles, but rarely are they allowed to experience these limits. Most of us got to enjoy our "first experience" at Weissach.

### **Learning the customs**

In the evening at dinner, we were introduced to our Porsche-provided professional driving guides, who would lead us on our tour through five countries during the next seven days. It was explained how we would be separated into groups of five or six cars, and what we could expect to do and see during the upcoming week.

We learned about the driving laws we would be expected to observe in the countries we would traverse. The highlight was to learn about the famous German Autobahn. It was made clear that there is a definite road etiquette that each driver would be expected to follow. It is only by following these rules that the practice of high-speed travel works on the German highway system.

### **In constant contact**

The following morning we were transferred to the Porsche marketing headquarters in Ludwigs-



burg, where we received the model of 2007 Porsche that we had requested. Walkie-talkies were placed in each car. It became apparent early in the journey that keeping in contact with our guide was a great idea. Not only did we receive driving instructions as we drove, but we were also advised of points of interest as we approached them.

Having these devices in the car proved to be a great idea. While in Switzerland, a few of the cars in our group were separated in heavy traffic. If we had not had the walkie-talkies, we would have been in a world of hurt. But as intended, we were able to reconnect on a side road by following our guides' explicit instructions. It's nice when a system works!

### Behind the wheel

We were finally on the road! We headed south from Stuttgart for two and a half hours to the southern German town of Lindau, on Lake Constance (Bodensee in German). This was our first experience on the Autobahn. After clearing the congested, populated areas, we were allowed to "open them up." We moved into the outside-left lane and pressed the pedal to the metal. The average speed for the cars in our group was 200 to 240 kilometers per hour, which translates to 120 to 140 miles per hour. Man, what a rush! We were driving through the gently rolling hills of Bavaria but barely taking in the beautiful landscapes. I seem to remember farmland behind long, white fences, and I think I saw a cow or two, waiting to become seat leather on a new Porsche.



As the passenger in our car, I could hardly take my eyes off the speedometer. The trees in the median looked like a solid wall, and even the slower traffic in the next two lanes to our right seemed stationary or barely moving. This was a scene that would be repeated several times, but one that always raised my pulse every time we went whizzing past 100 miles per hour.

Think about breaking through the limits placed on your everyday driving habits, and then, for up to 30 minutes at a stretch, live way beyond your normal highway experience. Imagine passing a cop at

120 miles per hour and not getting his attention. This is the way Germans are allowed to drive on many of the German highways. I was either out of my mind or I have complete trust in Greta's driving ability. Praise the lord for High Speed Driving and ProFormance Racing School.

### Lake Constance

Upon reaching our destination, 26 Porsches pulled into the portico of the Hotel Bayerischer Hof, which is situated on the shores of Lake Constance. It is located on an island in the lake, connected to the city of Lindau by a bridge.



Our accommodations were five-star and first-class, including well-appointed and unusually large rooms, at least by European standards. The hotel on the shores of the lake was absolutely stunning, and the service was impeccable. The fact that our luggage was waiting for us in our room, having been sent along prior to our arrival in a sag wagon, was just a taste of the wonderful service and attention that we were going to receive, not only in Lindau but everywhere we went during our journey. Peter is a *Mensch*. He takes care of everything.

It's pretty difficult to convey our level of enthusiasm and excitement, but it would be an understatement to say that all participants after that first day's drive from Stuttgart to Lindau were eager to share their experiences with the other travelers in the group. We met in the beer *stube* to extol our individual virtues as new—but highly competent—race drivers that we had all become during the trip.

### Hooked

It was like attending a bass fishermen's convention, if you get my meaning. Even the wives of the drivers who were sitting in the passenger seat were excited. These are the same people who sit in the

passenger seat at home and nag their husbands to “slow down and don’t drive like a jerk you moron.”

A pleasant transformation was taking place. Little did we know that this was just a taste of what the 12 cars going on for the seven-day *Fest* would be encountering. The next six days made the first two seem tame by comparison.

To bring our first day’s activities to a conclusion, we enjoyed a great meal served aboard a charming and ancient touring yacht cruising Lake Constance, and then a good night’s rest.

The next morning’s wake-up call came at 6 a.m. After breakfast, 16 cars left to go back to Stuttgart. Poor souls, they missed the most amazing six days imaginable.

### **The Fest continues**

The next six days were dedicated to driving through and over some of the most beautiful and enchanting landscapes we had ever seen. We encountered 14 high mountain passes in the Austrian, Liechtenstein, Swiss, and Italian Alps, and we handled them with ease in our motorcade of Porsches.

The experience one gets when driving on these roads is incredible. Can you imagine covering hun-

dreds of miles of roads above the tree line on switchback roads with hairpin turns, and many times with just a low rock wall to take the place of

a guardrail between your car and a 2,000 foot drop?

Fortunately, our knowledgeable and well-trained guides were always there to insist on a degree of sanity in our driving behavior, and, of course, assist us in showing respect for those who aren’t able to drive the most amazing automobile built by man. Most of the cars that we encountered on these high mountain passes were Mercedes, Audis, VWs, and the occasional Ford Focus. And yes, the one lone extended-length camper (road lice) from Sweden, while descending the steepest and narrowest road of all out of the Tyrolean Alps. Yes, they can be found everywhere and anywhere! When we overtook the other roadies, it was usually a string of six Porsches at once with their engines screaming and silly grins on the faces of the occupants of each vehicle.

There were many highlights during our six-day trek. There were top-of-the-mountain chalets, where we stopped for a pre-arranged and prepared lunch. There were great little restaurants in the valleys, where we stopped for a much-needed shot of caffeine in the form of super espresso or a creamy cappuccino. There was a stop in central Switzerland for a gondola ride up to the top of Säntis Mountain, where one can view all of Switzerland, western Austria, southern Germany, and the little country of Liechtenstein within a 360-degree view.

### **St. Moritz**

We used the first-class Hotel Kempinski in Sankt (Saint) Moritz, Switzerland, as our base of operations for three nights and days. St. Moritz is a world-class ski resort with world-class shopping, if that might be your passion. It is also the home of some of the world’s finest chocolatiers. I left the Gucci and Prada shops to Greta. I wanted chocolate, big time!

On our first night in St Moritz, we were treated to a dinner at a mountain chalet about a mile above the city. The festivities were commenced with our group being met on the patio by a trio of Alpenhörner (think Riiiiiiicolaaaah). Surprisingly, this is a very versatile instrument. In the right hands, it can render a wide variety of music. The experience was augmented by being met at the patio by our wine steward, offering fine champagne and other refresh-







ing fruits of the vine, or a hoppy brew, if that was your poison.

After being seated and starting the *Vorspeise* or appetizers, we were entertained by a troupe of authentically dressed Swiss folk dancers. I know, you probably think it's campy, but believe me, after several glass of local wine, you just want to get up and join them. Hard not to get into the spirit, even for die-hard Porsche enthusiasts who are disgustingly cooooooooooooooool.



## Into the Alps

The following day, it was off on an eight-hour tour through the Swiss Alps, with a scheduled stop for lunch in Meran, Italy (called Merano by the Italians). Here are a few things you need to know: The Italian Alps are called the Dolomites because of the predominance of dolomite lime in their make up. The mountains are steep and crumbly, making for

some interesting vistas. Did you know the Merano region of Italy was captured by Italy from Austria during World War I? That is why the citizens of the Dolomites mainly speak German and don't really fit in with the rest of the country. And finally, Merano is the apple-growing center of Italy, with orchards stretching as far as the eye can see around Merano. Just thought you should know.



We were treated to a spectacular lunch at the Castel (Italian spelling) Fragsburg (German spelling), high above the valley, a most beautiful destination. To get there one has to drive through the valley and climb a very steep and narrow road. The difficult part is making your way on local roads frequented by crazy Italian drivers who drive like there is no one else on the road.

## Those crazy Italians

As well organized as the German and Swiss roadways are, the Italians aren't. Going through one of their roundabouts is truly one of life's great adventures. You just might get the idea that they don't like Porsches and Porsche drivers. You must take a trip to Italy to make your own judgment. Hopefully, you aren't sensitive to legions of drivers offering you the famous one-fingered highway salute.

After lunch it was back on the road to St. Moritz. Rather than backtracking over the mountain pass we took to get to Italy, we turned into the mountains on the most amazing road we had ever laid eyes on. It is called the *Stilfser Joch*, rising from the valley floor to an elevation of almost 9,000 feet above sea level.



There are 48 hairpin turns going up *Stilfser* on the Italian side, and 36 coming back down on the other side to Switzerland.

One would never guess what is waiting for the unsuspecting traveler at the top the mountain. At the top of the pass is a quaint ski resort in a village with coffee shops, restaurants, and hotels. Since this area is very remote, being some 60 twisting miles from Merano and at least the same from St. Moritz, I am not too sure where its customers come from. Hmm, guess it will have to remain a mystery for the time being. I'll do more research for our next trip to the area.

That night we had dinner in St. Moritz at a restaurant in a hunting lodge in a thicket somewhere out of town. The restaurant serves mostly game such as venison and other beasts. They cook the roasts on a spit over the open fire in the main dining room. As usual, the wine and beer flowed plentifully. The various offerings were delicious, and hardly anyone suffered from dyspepsia.

We left St. Moritz the following morning and made our way over the Juliar Pass back to Lake Constance. The drive that morning was uneventful but beautiful, providing more challenging driving through the mountains. And just for the record, I drove, which was one of three times on the trip. I had to resort to threats to get the wheel from my lovely wife, but it was worth twice the price.

Waiting for us at the *Inselhotel* in the city of Konstanz was a sumptuous lunch served on the patio overlooking the lake. The building was built in the early 1800s as a monastery and is located at the western end of the lake. Truly a majestic piece of architecture, it is located at the headwaters of the Rhine River, which makes its way through Europe to finally empty into the North Sea.

### In the fast lane

After lunch we hit the Autobahn on our trip back to Stuttgart to drop the cars off at Porsche. Greta was at the wheel when the speedometer hit 273 kilometers per hour and was held there for 8 minutes. We have the video to prove it. That's approximately 171 miles per hour American. We covered 60 kilometers in 18 minutes. Another way of looking at it is that we covered the length of one football field every second. You can do the math!

It should be noted that fast driving is optional for each driver. Pushing a car to these speeds is not recommended for those who don't wish to see their lives flash by their eyes during every instant of the trip. Our guides made it very clear that each driver should go only as fast as he felt comfortable, and



most of our group held at 100 to 120 miles per hour and were perfectly content to do so. All except my wife, "Parnelli" Pass. I must admit that, when we finally dropped the car off at Porsche that afternoon, I enjoyed a certain sense of relief. My wife cried and didn't want to part from the Porsche and the "high" that she knew she would never experience back in the good ol' USA.

### End of the road

Our last day in Stuttgart was a Saturday. It was a restful day of sleeping in, having a leisurely breakfast, and shopping at a massive open-air *volks markt*,



one that a visitor to Stuttgart should not miss. It is set in two of the main squares in Stuttgart in the center of the shopping district, the Marktplatz and Schillerplatz.

If you don't want to look at dried flowers and a multitude of freshly picked vegetables, or arts and crafts, you can stroll through the square listening to music, or shop in the many small shops and department stores just off the square. Sitting at a table drinking espresso and people-watching is a gas, as well.

At 3:30 that afternoon we boarded a bus to visit Stuttgart's version of *Oktoberfest*. Peter made us do it! Honest, we had no choice!

### A liquid farewell

We spent our last night in Stuttgart with our fearless tour guides, our *Festmeister* Peter, and several people from the marketing department at Porsche. It was something you have to see to believe. Envision a tent with two or three acres of ground under canvas, a sound stage with local bands, and 6,000 singing Germans and an assortment of Scandinavians, Irishmen, Poles, eastern Europeans, and your token American tourists.

The participants were singing when we entered the tent at 4:00 p.m., and they were still singing at 10:00 when we left. The songs were a mix of old German drinking songs and some good old rock and roll, all in German.



The food was exceptional, and the beer, served by the strongest serving wenches you have ever seen, was the best I have ever tasted. I figure each stein

had to weigh at least five pounds, and it is not uncommon to see one of these *Fräuleins* carrying 10 steins. Each beer stein is roughly equal to one of our pitchers. I have never tasted beer so mellow and smooth that went down so easily.

Even Greta, who never drinks, had two. I have it on video—another side of her that I had never seen in our 16 years of marriage. Top it off with a little pear *schnapps* and you are perfectly adjusted to get out of bed the next morning at 3:30 a.m. to catch a 6:00 flight. To find out what you are really made of, you need to do this and then add a 14-hour flight to get home. Everybody should do it ...at least once!

### Unforgettable

This was a most extraordinary and unique 10 days in our lives. We missed the war monuments, museums, famous churches, and other sites that are typically visited on a European vacation. But we didn't *miss* the war monuments, museums, famous churches, and other tourist sites because our time was fully dedicated and occupied. Our senses were piqued by constant excitement and our enjoyment of a truly different way to see this part of the world.

If you are looking for a maximum return on your travel investment, you will receive full value beyond anything available in the travel market. You will be challenged to find a more fulfilling experience, and like us, one that you will be tempted to repeat many times in the future.



Greta Pass is a member of Pacific Northwest Region. She reports that her 2004 996 C4S is for sale. A new 997 TT, which she ordered as a result of the Treffen trip, is due to be built this month. She says, "I am so excited I can hardly stand it."

Mark Pass describes himself as a "supportive husband of Greta's passion."





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**1966 911 AX** ready needs nothing. black, new tires great car moving must sell. David 858-692-9294. Call for details.

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**1971 "Real" 914-6 GT Style** Black on Black, restored '71 914-6 with GT modifications. 8" & 9" inch Fuchs, plus loads more. Call Chris at 619-962-7345 or email kecho@cox.net (click on) <http://members.cox.net/kecho/index1971.html> for more info.

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

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**1980 924 Turbo** Extremely clean-Rebuilt engine and Turbo, New Paint, Ruby Red Metallic, always garaged-less than 2,000 Miles on Rebuilt engine. 2nd owner purchased in 1983 8995 OBO wsilvestro@sec.sanyo.com

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**1998 Boxster - Mint Condition** 5 spd. Arctic Silver. Many Options; Sports Touring; Multi Disc, etc. Never auto-crossed. PRICE= \$16,000. Records. (Blue Book=\$17,780) 858-454-3113

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**2001 Carrera 4 Cabriolet** Seal gray/ black/ light gray interior; 29k miles, 6 speed, 18" sport wheels, 3 spoke carbon/ leather steering wheel, litronic, aluminum dials, flared rocker panels, heated & comfort seats, hi-fi CD, supple leather, much more, perfect condition \$44,900, jk222@verizon.net (951) 302-9324

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**2002 Porsche Carrera Coupe**, Seal Grey Metallic, 24k Miles, Bose System, 18" Wheels, Lojack Security, XM Satellite Radio, Manual Stick Shift, Excellent Condition, \$43,500 (619) 818-5502

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**2003 carrera coupe.** 14,400 miles, perfect condition. blk/blk.6 speed. bose, xenon, (760) 505-7780

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**2004 BOXSTER** speed yellow, black leather, 16,000 mi, manual transmission, power seats, yellow accents, alarm, 1st owner, excellent condition, never raced, always garaged, warranty. \$29,900. (505) 577-8059

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**GP White 1995 993 C2** Great car for the track and street. (760) 944-7067

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## Wanted

**'65-73 911 Wanted** Looking for a '65-73 911 coupe or Targa for a reasonable price, nice example or a project considered, call (909) 783-2541

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## Display Advertising

For display advertising contracts and billing information, please contact:

Royce Ann Myrick

Business Manager

619-475-1199

WITNESSBUSINESS@PCASDR.ORG

### Rates

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

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

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

### Submissions

We prefer that materials be submitted in .JPG, .TIF, .EPS or .PDF format. Please send files to EDITOR@PCASDR.ORG. Photos will be returned only if accompanied by stamped, self-addressed envelopes. We reserve the right to edit or refuse to print any ad.

*Deadline for submitting new ads or changing existing ads is the first of the month preceding the issue date.*

Please send artwork and photos to:

Larry Clark, Editor

1645 Crescent Knolls Glen

Escondido, CA 92029

760-737-8971

EDITOR@PCASDR.ORG

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



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