

# WINDBLOWN WITNESS



May 2008



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# WINDBLOWN WITNESS

Volume 49 Number 5

May 2008

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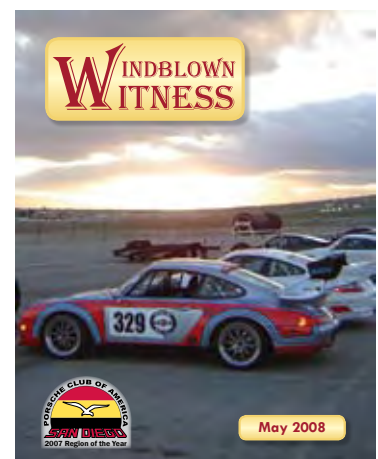
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## COVER PHOTO

The paddock for the March time trial at Streets of Willow, with Dave Gardner's car in the foreground.  
*Photo by Greg Phillips.*



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The *Windblown Witness* (USPS 361-790) is the official publication of the Porsche Club of America, San Diego Region, Inc., and is published monthly. \$14 of each member's annual dues is for a subscription to the newsletter. Copies are also available by subscription to non-region members at \$36 per year (Continental US).

Any statement appearing in the *Windblown Witness* is that of the author and does not constitute an opinion of the Porsche Club of America, the San Diego Region, Inc., its Board of Directors, the *Windblown Witness* editors, or its staff. The editorial staff reserves the right to edit all material submitted for publication.

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**POSTMASTER:** Send address changes to PCA Executive Office, P.O. Box 5900, Springfield, VA 22150.

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this page but appear in  
the print version of the  
Windblown Witness**

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<b>Archivist</b> John Straub* Tom Brown	ARCHIVIST@...	<b>Logistics</b> Gail Dana Tom Liguori (beer)	LOGISTICS@...	<b>Tech Inspection</b> —AX/DE George Taylor Herb Meeder —TT Neil Heimburge	TECHINSPECTION@...
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"@..." indicates an e-mail address on the PCASDR.ORG domain

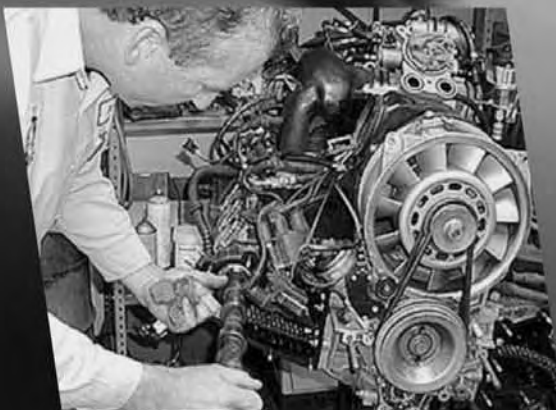


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# A belated thank-you

BY MARTHA MCGOWAN, PRESIDENT

**M**y first order of business is to try to atone for a grievous oversight I made in my last article. As I reread the article, I realized I had not thanked three of the hardest working ladies who made the 50th Installation Banquet the huge success that it was. Kathy Alnwick, Katina Gonzalez, and Tami Ibbetson put in countless hours to organize that event. They coordinated the program and the charity drive. The program was a huge effort, as we tried to document the 50 years of this club. So ladies, please accept my apology for the oversight, and my heartfelt thanks for a job well done.

## **PCA's organizational structure**

I thought it would be interesting to understand what PCA actually is. The Porsche Club of America is the largest non-factory-supported, single-marque sports car club in the world—the world! Its membership is generally composed of Porsche owners who live throughout the United States. They are organized into local operating units known as “regions.” The region is the center of club activity for the individual members.

Thirteen geographic areas, termed “zones,” have been established. Each region is assigned to the zone in which its boundaries are encompassed. The zones ensure continuity among the regions and provide liaison between the regions and the national organization. San Diego Region is in Zone 8 of this national architec-

ture, and Michael Dolphin is our Zone 8 Representative.

Membership in PCA offers a variety of benefits for the Porsche owner. It provides a forum where ideas and interests can be shared, and it enables the member to attain greater understanding and enjoyment from the car. It also provides tangible benefits, such as receiving Porsche Panorama, which is the official monthly newsletter of the PCA, and enjoying the Porsche Parade, PCA's annual convention.

## **Don't forget to write**

Once again, I would like to remind everyone that our newsletter staff very much needs your help. The biggest problem the editors have to deal with is the lack of articles. You can help them by taking the time to write and submit an article on any SDR event you attend. Taking photos of events is also very important, as members love to see their pictures in the Windblown Witness.

I attended the March tech session at JMC Motorsports, and I wrote an article about this event because I knew it would help the Witness staff. If you attend San Diego Region's events, you will soon realize how much fun they are, and that they are run by volunteers. One way to pay something back to the region would be to volunteer to write a newsletter article about the event and share your experience with other members.



## **Coming events**

There are many events coming up in May. We're back autocrossing on the west lot on the May 10. After that, for something new and different, Laura Manz has put together a social event for golfers at the Bernardo Heights Country Club. Attendance is limited so, if you're interested in golf, sign up as soon as possible. The Last Tuesday Social is at the Paradise Grille in Del Mar. Information on these and all other events can be found in the Event Capsules and on the club's web site calendar.

It has been a while since SDR has staged a rally. If you are a rally enthusiast, you're in luck. Tom Gould and Pat Norris will be putting on a rally on June 7. For those of you who do not what a rally consists of, check out Larry Clark's introductory article on page 29.

I look forward to seeing you at SDR events!

Martha







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# Sister act?

BY SUSAN BROWN AND MARGI KNIGHT

Sometime in February, Margi Knight and Susan Brown shared the same bad dream. Larry Clark was stepping down as Editor of the *Windblown Witness*, and we agreed to share his duties. What were we thinking, such naive fools? Margi was on the road most of the month of March and Susan had previously been "volunteered" into the Registrar Chair position for the Charlotte Parade in June. Registration opened March 11th!



Susan Brown will do the back-end computer "stuff"

## Larry is still with us

Fortunately, Larry has not deserted us. So far, he has written one article and tweaked some hard to fit graphics. He's also coordinated the next two magazine covers. He's volunteered to help in whatever ways we'd like, or butt out entirely. Larry cannot be replaced...we are merely trying to fill the void.

## Division of duties

We divided the editor du-

ties, hopefully playing to our strengths. Margi is in charge of drumming up articles and pictures (this might be referred to as nagging). She'll also be doing a lot of copy-editing. Blame her for annoying emails, back of head shots and goofy grammar. Susan is keeping behind the scenes, playing with the software. She's the one to blame if the events are in the wrong order, the layouts are ugly, or ultimately if the *Witness* doesn't get to the printer. We're both to blame if we misspell your name.

## Look and feel

This month the look of the *Witness* won't change very much. Give us some time. Authors of articles, thank you for writing. Without your efforts, we are looking at a very boring magazine. We desperately need photos too!! Everyone wants to see their picture in the *Witness*, so send us your favorites (not a DVD full) to supplement any event you attend. The deadline for submission of photos and articles will not change. Everything needs to be submitted by the first of the month for the following month's edition.

## Articles of note

Two must read articles in this month's edition are by young authors, Damon Lowney and Casey Corwin. Damon has written a great article on the March 1 and 2, Streets of Willow Time Trial. He is an aspiring journalist and shows talent in describing his experience at the event. Also, of



Margi Knight will be in charge of content for the *Witness*

note is the photo of his Porsche being followed by Aunt Martha's Porsche. Casey continues to offer us a look into the lives of Club members. Her article on Curt and Janet Yaws provides us with insight that we did not know.

Larry Clark has provided us with a very thorough and helpful article on rallying. It is a must read in preparation for the upcoming rally on June 7 SDR Zone 8 Rally. Our Club, for some reason, has not been very involved with rallying. We are, however, very fortunate to have two very experienced rally chairs, Tom Gould and Pat Norris, who will get you as enthusiastic in rallying as they are. Read Larry's article and come to the rally. You will not regret it!!

Please send us your cheers, jeers and ideas. We surely can use some help. And if you see something you do not like, call Martha!

Margi and Susan





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# Event Capsules

May

FRI-SUN  
2-4  
MAY

## LVR PCA Club Race and Lapping Days (DE)

**Time:** Gates open at 7:00 a.m. Fri. thru Sun.; track open 5:00 p.m.–7:00 p.m. Thur. thru Sat. for drop-off & tech  
**Contact:** Deb Bieniek, 702-497-8195, [DEB\\_BIENIEK@YAHOO.COM](mailto:DEB_BIENIEK@YAHOO.COM)

**Details:** Las Vegas Region presents three days of PCA Club Racing, interspersed with DE sessions. DE entrants must be eligible to drive solo under PCA DE rules. Registration and inspection at the track only. Race headquarters is Golden Nugget (800-634-3454). See links for more information.

**Link:** [WWW.LVRPCA.COM/LAPPINGDAYS.HTML](http://WWW.LVRPCA.COM/LAPPINGDAYS.HTML)  
[WWW.LVRPCA.COM/RACING.HTML](http://WWW.LVRPCA.COM/RACING.HTML)

FRI-SUN  
2-4  
MAY

## SAR Cinco de Mayo Concours and Autocross

**Time:** Fri. thru Sun.  
**Contact:** Steve Raoch, 502-229-3139, [PRESIDENT@SAZ.PCA.ORG](mailto:PRESIDENT@SAZ.PCA.ORG)

**Details:** This is PCA-Southern Arizona Region's premier annual event, by no means just a car show, but an entire weekend of events featuring a magnificent assortment of Porsche entries. See SAR website for information and registration.

**Link:** [HTTP://SAZ.PCA.ORG](http://SAZ.PCA.ORG)

WED  
7  
MAY

## Monthly Members & Board Meeting

**Time:** 6:00 p.m. – Social hour and food  
7:00 p.m. – Meeting  
**Place:** Avitt home, 2120 Brookhurst Drive, El Cajon  
**Contact:** Anglela and Mike, 619-447-4709

**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 in April issue, page 17.] Take I-8 to Greenfield Drive, then head southeast for about a mile. Turn right on E. Madison Avenue, then left at Granite Hills Drive, left onto Brookhurst Drive.

SAT  
10  
MAY

## SDR Autocross, Qualcomm West Lot

**Place:** Qualcomm Stadium, West lot  
**Contact:** Autocross team, [AX@PCASDR.ORG](mailto:AX@PCASDR.ORG)  
**Details:** See page 43.

MON  
12  
MAY

## GPX "Day Away from Work" DE/Autocross

**Place:** Streets of Willow, Rosemond  
**Contact:** Suesan Way, 619-992-4287, [SUESANWAY@POBOX.COM](mailto:SUESANWAY@POBOX.COM)  
**Details:** This entry-level event affords AX drivers a chance to experience a real track without requiring special equipment. Morning practice will consist of 15- and 20-minute continuous-lap DE sessions. The mid-day autocross segment will have three timed laps plus a warm-up. The afternoon session will have two more 20-minute continuous-lap DE sessions.  
**Fee:** \$115/140 before/after May 2; second driver \$95/120 (\$50 more on May 12)  
**Link:** [GPX.PCA.ORG](http://GPX.PCA.ORG)

SAT  
17  
MAY

## GPX Queen Mary Concours

**Time:** 7:00 a.m. Car placement starts  
10:00 Judging begins  
**Place:** Queen Mary, Long Beach  
**Contact:** Suesan Way, 619-992-4287, [SUESANWAY@POBOX.COM](mailto:SUESANWAY@POBOX.COM)

SIN  
18  
MAY

## Golf Tournament and Luncheon

**Time:** 12:00 noon (lunch); golfing follows  
**Place:** Bernardo Heights Country Club, 16066 Bernardo Hts Pkwy, Rancho Bernardo  
**Contact:** Laura Manz/John Komer, 858-334-8355,



SOCIAL@PCASDR.ORG

**Details:** This luncheon and golf outing will give you a chance to challenge your fellow drivers (and putters) on a different kind of course. The 6,700-yard Bernardo Heights CC is considered one of Southern California's finest championship courses. Nestled on 168 acres in the Cuyamaca mountain range, it captivates players from beginning to end. Space is limited, so sign up now.

**Fee:** \$95

**Link:** WWW.BHCC.NET

SAT  
24  
MAY

## Concours Judging School & Concours Prep

**Time:** 9:00 a.m.-2:00 p.m.

**Place:** Circle Porsche, 1850 Outer Traffic Circle, Long Beach

**Contact:** Joe Nedza, Zone 8 Concours Chair, 2111 Vista Dorado, Newport Beach, CA 92660  
jcnedza@aol.com or 949-355-2943 (cell)  
or 949-759-3527 (home)

**Directions:** I-405 to Lakewood Blvd in Long Beach, West to Circle's new facility on Outer Traffic Circle, a right turn JUST before you hit the Traffic Circle

**Fees:** \$25.00 per person (includes lunch) if postmarked by May 15 (\$40.00 if postmarked after May 15)

TUE  
27  
MAY

## Last Tuesday Social, Paradise Grille

**Time:** 6:00 p.m.

**Place:** Paradise Grille, 2690 Via de la Valle, Del Mar

**Contact:** Katie Kinninger, 619-743-0911,

SOCIAL@PCASDR.ORG

**Details:** Its elegant, relaxed island resort setting has made Paradise Grille the hottest new spot in Del Mar, featuring fine wines and a blend of California and Pacific Rim cuisine.

**Directions:** Exit I-5 at Via de la Valle and go east a short block to Flower Hill Promenade.

**Link:** WWW.PARADISEGRILLE.COM

SAT  
31  
MAY

## Driver's Ed-CANCELED

SAT  
31  
MAY

## OCR Zone 8 Concours, "Topless at the Beach"

**Time:** 6:00 a.m.-8:30 – Car placement  
7:00 a.m.-9:00 – Final car prep  
9:15 a.m. – Judging begins  
10:00 a.m. – Gates open to public  
2:00 p.m. – Award announcements

**Place:** Hilton Waterfront Beach Resort, Huntington Beach

**Contact:** Marion Smith, 949-675-8598,  
NEWPORTMARION@MINDSPRING.COM

**Details:** This zone concours is part of a weekend-long event that begins with a Friday evening welcome party (\$25 per person) and ends with a Sunday autocross. The concours will be followed by a wine tasting, dinner-dance and awards presentation at the Hilton, with an additional fee of \$95 per person.

**Fees:** \$30 display only; \$50 judged (before May 1; \$10 late fee thereafter);  
\$5 general admission (\$2 under 12)

**Link:** WWW.OCCONCOURS.COM

SAT  
31  
MAY

## CIR Zone 8 Rally

**Time:** 9:00 a.m. Registration  
10:01 a.m. First car out

**Place:** Mimi's restaurant, Valencia

**Contact:** Richard, 661-816-8667  
RMAPARE@YAHOO.COM

**Details:** Hosted by Cal-Inland Region. You do not have to be a PCA member to participate. All car makes welcome.

**Fees:** \$25 per car day of event, \$20 if pre-registered by May 10th.

SUN  
1  
JUN

## OCR Zone 8 Autocross

**Time:** 7:00 a.m. Tech begins  
8:20 a.m. Driver's Meeting

**Place:** El Toro Fields

**Contact:** Registration, Lisa Goetsch,  
AUTOXREG@GMAIL.COM  
Event, Jim Harris, JIMH@GPI-CA.COM

**Details:** This zone will have a 100 car maximum.  
**Fees:** \$60 per driver, \$75 if received after May 27th

**Link:** WWW.PCAOCR.ORG

WED  
4  
JUN

## Monthly Members & Board Meeting

**Time:** 6:00 p.m. – Social hour and food  
7:00 p.m. – Meeting  
**Place:** Reinhardt home, 4807 Sunrise Valley Dr., El Cajon

**Contact:** Jennifer and Martin, 619-339-2016

**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 page 17

SAT  
7  
JUN

## SDR Zone 8 Rally: Everyone Loved a Parade

**Time:** 8:30 a.m. – Registration  
9:00 a.m. – Beginners meeting  
9:31 a.m. – First car out

**Meet:** Wal-Mart, 3382 Murphy Canyon Rd. (east end of lot)

**Contact:** Tom Gould, TCG3@AOL.COM, 310-261-7535

**Details:** This is a TSD (time-speed-distance) rally. (See article on page 29.) It will use most of the same roads as the popular 2007 Parade rally. The route is about 120 miles long, and will take just over four hours.

Zone 8 Rally Rules will be used. You can find them at [ZONE8.PCA.ORG](http://ZONE8.PCA.ORG).

The rally is designed to encourage newcomers to the rally world. There is a special class for beginners, plus a separate touring class for contestants who wish to run a course without traps.

**Fee:** \$20 before June 3; \$25 at the start. (Mail pre-registration checks to Tom Gould, P.O. Box 2305, Manhattan Beach, CA 90267.)

**Directions:** Exit I-15 at Aero Dr.; west on Murphy Cyn, south to Wal-Mart. Food and fuel are available at the junction of Aero and Murphy Cyn.

SAT  
7  
JUN

## Concours–Greatest Show on Turf

**Time:** 8:00 a.m. - 2:00 p.m.

**Place:** Balboa Park, San Diego

**Details:** The "Greatest Show on Turf" is an annual car show featuring up to 400 vehicles in beautiful Balboa Park.

**Fee:** \$25, your preregistration and fee must

be submitted by May 24th to San Diego Automotive Museum, Faye Levy, 2080 Pan American Place, San Diego, CA 92101-1636

**Link:** [WWW.SDAUTOMUSEUM.ORG](http://WWW.SDAUTOMUSEUM.ORG)

SUN  
8  
JUN

## LAR Zone 8 Concours

**Time:** 7:30 a.m. Car placement begins

10:00 a.m. Judging begins

**Place:** Burton Chance Park, 136 Mindanao Way, Marina Del Rey

**Contact:** Bob Gordon, 818-888-7224

SAT  
21  
JUN

## SDR Tour–Porsches for Vets

**Time:** 9:00 a.m.

**Place:** Naval Hospital, San Diego

**Contact:** Jan Mellinger, CATPURR@QUIXNET.NET, 619-475-7805

**Details:** All attendees must RVSP to Jan. You will pick up a soldier for a few hour tour ending at Scobbe Park in Chula Vista. The Chula Vista Rotary club will provide lunch, after which you will drive the soldier back to the hospital.

**Directions:** Take the Pershing Drive exit east from 5 north or south, turn left at the light and left again to the hospital. You will need to present your driver's license and then be directed where to park.

TUE  
24  
JUN

## Last Tuesday Social

**Time:** 6:00 p.m.

**Place:** Gordon Biersch  
5010 Mission Center Road  
San Diego, CA 92108  
619-688-1120

**Contact:** [SOCIAL@PCASDR.ORG](mailto:SOCIAL@PCASDR.ORG)

**Details:** Freshly brewed lagers, a wood fired rotisserie and oven, and complimentary valet parking make this brewery restaurant a popular destination for locals.

**Link:** [WWW.GORDONBIERSCH.COM](http://WWW.GORDONBIERSCH.COM)

FRI-THU  
28-3  
JUN/JUL

## Porsche Parade–Charlotte, NC

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## The Goodie Store is now *on line*

Now you don't have to wait for an event to visit SDR's Goodie Store. It's available online, 24 hours a day.

To visit the store, go to the club's web site at [WWW.PCASDR.ORG](http://WWW.PCASDR.ORG), click the box marked "The Store," then choose "Online Goodie Store" from the list at the left.

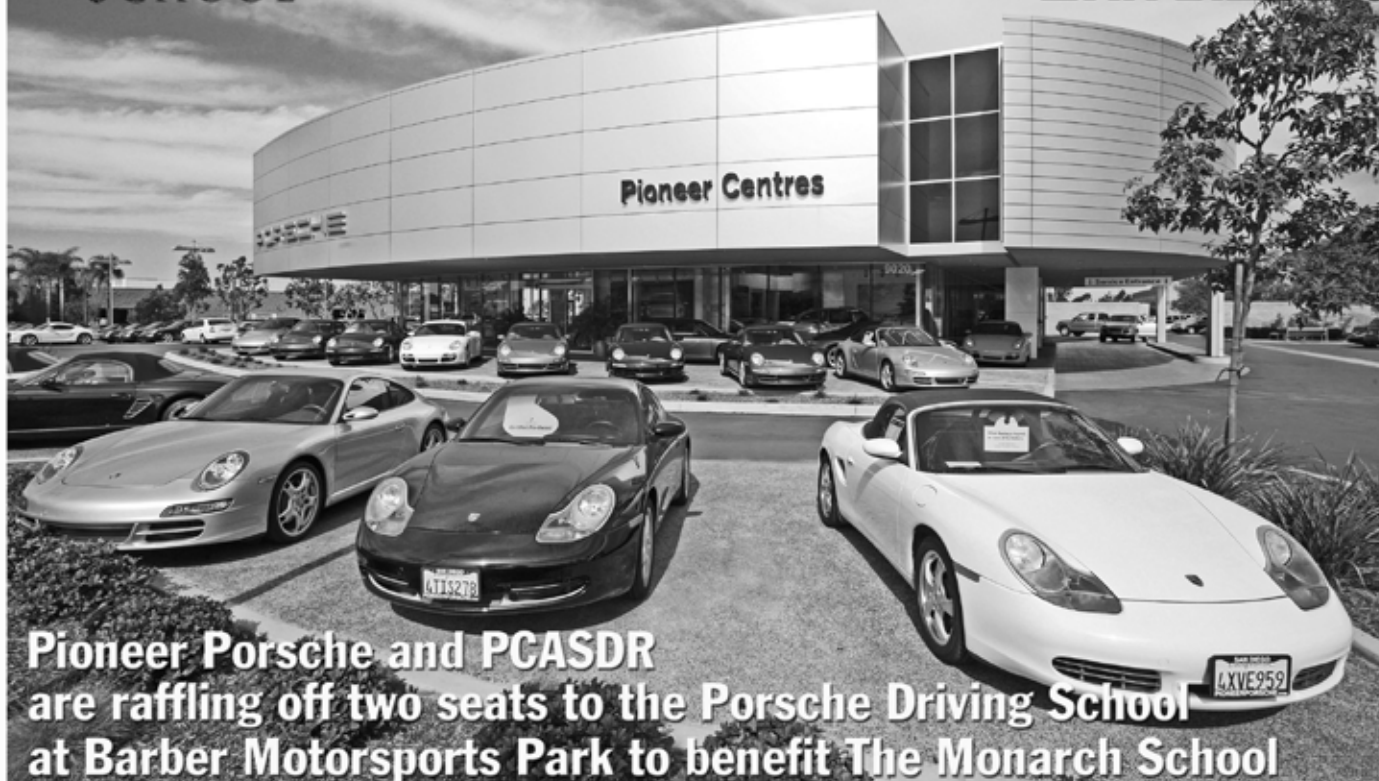
You'll find a vast array of items just waiting to be snapped up, including a wide assortment of clothing with the PCA-SDR logo, plus items of special interest to Porsche aficionados.

You can pay by credit card. Your selections will be delivered to your door or sent directly to a friend or loved one.

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**Profits will go to the Monarch School.**

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**[PorscheDriving.com](http://PorscheDriving.com)**

**[MonarchSchools.org](http://MonarchSchools.org)**

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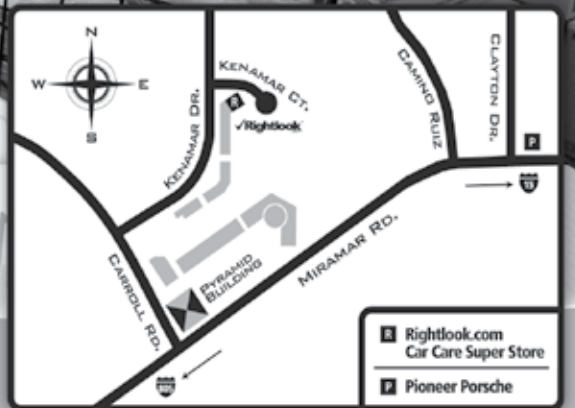
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# Membership

## New Members

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

### Carolee Engstrand & Craig

Alpine, CA  
2006 911 Sedan

### Bernard Go & Kristine Nalagan

San Diego, CA  
1999 911 C2

### Cyril M. Gostich

El Centro, CA  
2002 911 Turbo Coupe

### Vineet K. Gupta

Encinitas, CA  
2006 Carrera S

### Aristotele Hadjichristos & Carmela Cozzo

San Diego, CA  
2003 Carrera 4 Cab

### Edward J. Harrison & Dawn

Temecula, CA  
1999 911 C2

### Dave Henn & Brenda

San Marcos, CA  
2007 911 Coupe

### Bob Holzinger & Lin

San Diego, CA  
1970 911

### Gary H. London & Cecy

San Diego, CA  
2008 911 Turbo Coupe

### Charles T. Rauch & Eve Chervin

San Diego, CA  
1999 996 Coupe

### Tracy F. Robbins & Mary

Carlsbad, CA  
2002 Boxster

### Talmadge E. Sanders & Jordana

San Diego, CA  
1985 944 Coupe

### Timothy J. Smith

Encinitas, CA  
2006 997 C2s

### Gregg S. Whittlesey

Arcadia, CA  
1986 911 Targa

### Michael J. Wilson & Julia L.

San Diego, CA  
2001 911 Cab

## PCA Anniversaries

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

### 5 Years

**Jeff Blum**

**David W. Bruno**

**John C. Lauer**

**Shawn M. Lawler**

**Roberto Montoya**

**Paul Palladino**

**Jonathan R. Parker**

**Deborah L. Ryan**

**Craig Shaber**

**Rod Susman**

**Kurt Weber**

### 10 Years

**Patrick Davis**

**Michael Mcgeath**

**David Stormoen**

### 15 Years

**Steve W. Cothren**

### 20 Years

**Nick Johnston**

**Jim D. Knoke**

### Jeffrey M. Schindler

**Elizabeth L. Zellmann**

### 30 Years

**Lou Milone**

### 35 Years


**Kirk S. Bradford**

## Members Count

San Diego Region's membership currently stands at 1525 primary members and 1159 secondary members, for a total of 2684.

## 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). 

## We're out for blood!

SDR has committed to support the San Diego Blood Bank, which helps many people in our area. Call 619-296-6393 to make an appointment to donate. When you go in, ask to give to the Porsche Club of America account (group code: PCOA).

For further information, visit [WWW.SANDIEGOBLOODBANK.ORG](http://WWW.SANDIEGOBLOODBANK.ORG) or call Tom Golich at 858-755-4986.





# Monthly Meeting

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

**T**he April 2 meeting of the Board of Directors was held at the home of Paul and Ruth Young. All board members were present.

The minutes of the March meeting were approved with the revision of the California Festival of Speed logo discussion. The minutes were recorded as: "the gull in the CFOS logo will be eliminated next year to avoid conflict with SDR's logo." It should have been recorded as: "the presence of a gull in the CFOS logo was mentioned, and this will be dealt with next year."

## President's Report

Martha asks that our club chairs attend the Meet and Greet at Pioneer Porsche on April 13. Please bring information about your events. Pioneer has sent out 5000 invitations.

A contract was signed with Paradise Point for the January 2009 Installation Banquet. A down payment was made.

The use of member information for personal or commercial use is strictly forbidden. Members' names and contact information are confidential. Under no circumstances shall such information be used for commercial purposes.

The editors urgently need articles for the Windblown Witness. Please take some time to write an article about any PCA event you may attend. We all enjoy reading

about the various activities going on in the PCA world.

The annual equipment inventory report has been finished.

The club thanks Larry Clark, Kathy Alnwick, and Ralph Turner for their service to the club.

## Treasurer's Report

Kim reported that the money market and checking accounts reconciled. Much of the revenue from time trial and autocross events was received this month.

2007 Federal and State tax payments, including a tax preparation and filing fee, have been paid. The club will need to pay quarterly taxes in 2008.

In March, we paid the charity funds from the annual Installation Dinner to Alta Vista Academy, the Burn Institute, and Rady Children's Hospital. PCA National sent us a region rebate. The Goodie Store had an excellent month, and a line of credit with Miramar Truck Center has been established. In addition, the Windblown Witness had another good month for advertising. In March, we placed a deposit for future mailings, resulting in a net Witness expense.

Kim again requests that everyone fill out check request forms when requesting him to issue a check. Microsoft Office's Image Writer can be used to create a TIFF file of the request, so that it is not necessary to print and scan the information. Also, if a deposit is made on behalf of the club, please provide detailed information of the event, date, and amount of deposit.

## Chair Reports

**Archivist.** The storage will be cleaned out in April.

**Autocross.** A reconciliation for the March Autocross and the Tech Inspection School were submitted and approved. Tom Brown reported that MOTORSPORTREG.COM looks like a good fit for our online driving-event registration. There will be one last attempt to get Qualcomm to free up some of the lot for the May 31 DE. However, it does not look promising that we will have the event.

**Auto Museum.** The Greatest Show on Turf is June 7.

**Charity.** Kathy Alnwick resigned as Charity Chair. Ralph and Annette Linares were approved as the new Charity Chairs.

**CDI.** The Spring Performance Driving School is sold out with 52 Students and 10 on the waiting list. People on the waiting list will have priority for the Fall PDS. We need our regular staff of AX chairs to help out.

**Concours.** Gary Peterson and Steve Lopez were approved as Concours Chairs.

**Insurance.** Tom Golich has sent the insurance request in for the PDS. The master use permit for Qualcomm is still pending.

**Membership.** We have 1,555 primary and 1,179 secondary members for a total of 2,734 members.

**Policies and Procedures.** The committee is reviewing the standing rules and will consider making changes for approval next year.

**Rally.** Tom Gould and Pat Norris have begun the planning for the Zone 8 TSD rally on June 7.

**Social.** A budget request to purchase software to make up social event flyers was approved. Angela Avitt's request for the Fourth of July party was approved.

**Sponsor Liaison.** The club thanks JMC Motorsports and Mexi-Cocina for sponsoring the Tech Inspection School manual and providing great food. Also, thank you to Katina Gonzalez for producing the school T-shirts.

**Tech Sessions.** About 25 PCA members attended the tech session at JMC Motorsports.

**Tours.** Martin Lipp and Ignacio Iturbe were approved as the new Tour Chairs.

**Vintage Racing.** A planning meeting will be held in April.

**Witness.** A budget request for \$667 to purchase InDesign & Acrobat Pro software for the Witness was approved. Bob McLaughlin has several companies interested in paying for a link on the web site. A billing aging summary was presented.

### Unfinished Business

Jennifer will type up a quick reference sheet for the virtual credit card machine users.

The final Parade report was presented by Paul and Ruth Young. Paul commented that the Parade enriched and vitalized our region. The Parade Chairs appreciate the support and help of the all people who helped make it happen, and in budget. Bill Allen presented two checks from PCA National.

### New Business

There will be a Board-only meeting on April 13. The primary topic for discussion is to set up an Awards Committee which would collect data for the 2008 year PCA National awards. The Board will consider recommendations on how best to manage donations.

### Adjournment/Next Meeting

The meeting was adjourned at 8:50 p.m. The next meeting will be held on May 7, 2008, at Mike and Angela Avitt's.



## 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 May meeting at the home of Mike and Angela Avitt appeared in the April Windblown Witness.

The June meeting will be held on Wednesday, June 2, at the home of Jennifer and Martin Reinhardt:

4807 Sunrise Valley Dr., El Cajon 92020 [TG 1271-H2]  
619-749-4495

### Hwy 8 East

Take Severin/Fuerte Exit in La Mesa - stay in right lane  
Right on Fuerte and go up hill - (becomes Fuerte at Brigantine Restaurant)

Continue up and down Fuerte until 2nd signal light (about 5 minutes)

Left at Avocado - Signal light - (goes down hill towards El Cajon Valley)

Right on Horizon Hills (2nd street after turning left on Avocado)

Right on Rolling Hills Drive - at top of hill - (can only go right)

Right on Sunrise Valley Drive (second street) - go all the way to the cul de sac and park there.

Left on Private road at cul de sac (at Group Mailbox)  
2nd House on Right

### 52 South

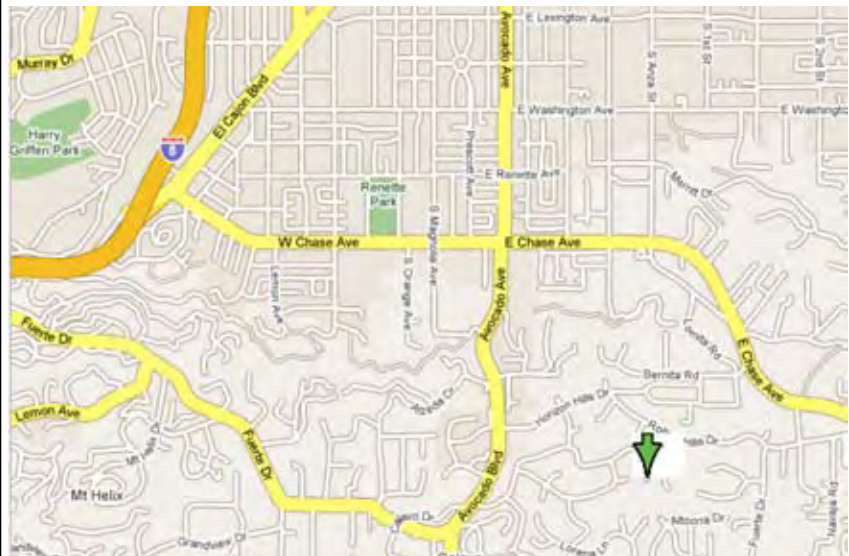
Exit Grossmont Blvd

Left on Grossmont Blvd. Go up hill approx. 1 mile

Right on Fuerte at Brigantine Restaurant

Continue up and down Fuerte until 2nd signal light then follow above directions

We ask that all people except the elderly and disabled park at the dead end as the private drive has no parking. Bring a flashlight, please! The parking area is dark after sunset.



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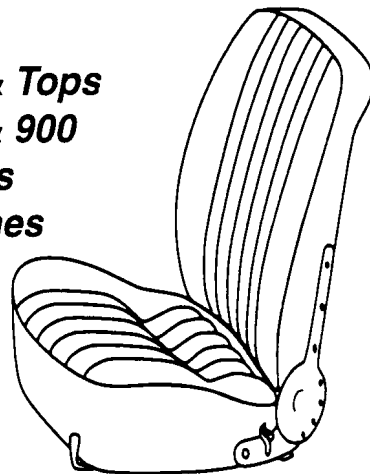
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# April tech session

BY MARTHA MCGOWAN AND KEITH VERLAQUE

PHOTO COURTESY OF JMC MOTORSPORTS

**P**CA-SDR and BMW Car Club of America (BMWCCA) were both invited to a tech session hosted by JMC Motorsports on Ruffin Road. The topic for the evening was motor sports safety. A nice selection of Chinese food was served and members from both clubs spent some time browsing through the shop and visiting with each other before the evening's program started.

Once everyone had eaten, Brent from JMC Motorsports introduced Carl Olson, a representative from SFI Foundation, Inc. (SFI) which is a non-profit organization that issues and administers safety and quality standards for specialty or performance automo-

standards, Carl discussed SFI's program for technical personnel training and certification. He reminded us that these folks are looking out for our safety and recommended that we give them a break when we are putting our cars through tech inspection prior to a performance driving event such as an autocross, driver's ed, or time trial. Nobody wants to hear that their car does not pass tech inspection and often the inspector relaying the bad news becomes the target of the car owner's/driver's frustration. It is important to remember that the inspector does not write the rules, he merely enforces them.

Carl emphasized that drivers can do many things to improve their safety while on a track. He stressed that when it comes to safety, SFI can do their part and the technical inspectors can do their part, but ultimately, your safety is your responsibility and it should be your number one priority. He warned against the false economy of basing your choice of protective equipment on price alone. One way to ensure you are buying safety items that have been proven to satisfy specific safety requirements is to look for the SFI approval label on items from helmets, gloves, driving suits, seatbelts and harnesses, driving shoes, to head and neck safety equipment (HANS devices). For more information on SFI Foundation, please see their website at [HTTP://WWW.SFIFOUNDATION.COM/](http://www.sfifoundation.com/).

## TurboSmart

The next speaker was Sheldon from TurboSmart, an Australian company that is now entering the US market. Turbosmart specializes in silicone hoses, electronic boost controllers, blow off valves and wastegates targeted for turbocharged cars whether for street, track or off-road use. Sheldon gave a brief presentation of their latest products that have been modified to provide significant improvements in reliability of turbocharged engine management components – without significant increase in costs over the original. For more information on Turbosmart, please see their website at [HTTP://WWW.TURBOSMART.COM.AU](http://www.turbosmart.com.au).

The evening wrapped up with a drawing for a \$50 gift certificate donated by JMC Motorsports, won by Keith Verlaque. JMC donated additional door prizes and thanked all the folks who made a charitable donation. A big thank you to JMC Motorsports for hosting this very informative event.



"Body Block" at JMC

tive and racing equipment. Carl explained that SFI's main concern is to reduce motor sports accidents, injuries and fatalities. SFI does this by setting minimum performance or quality standards for the automotive aftermarket and motor sport industries.

## Safety First

Carl spent some time discussing various aspects of safety. He talked about safety for helmets, driver suits, shoes, seatbelts, neck collars, head and neck devices, fire suppression systems and several other performance driving topics. Carl explained that when you see the SFI tag on any motor sport-related item it indicates the item has been tested and approved to a set minimum performance standard.

In addition to administering safety and quality



# Saint Patrick's Day, nautical style

PHOTOS AND STORY BY KATIE KINNINGER

**S**an Diego Region celebrated Saint Patrick's Day at Fiddler's Green Restaurant on Shelter Island. The owners, Steve & Debi Rock, gave our club members first-class treatment in their very busy restaurant on a very busy day. Besides the regular menu, corned beef and cabbage was the item of choice.

For the brave members who ventured out on what is probably the busiest drinking night of the year, we were rewarded with warm food, cold beer, new and old friends, and the opportunity to win a "Pot of Gold."

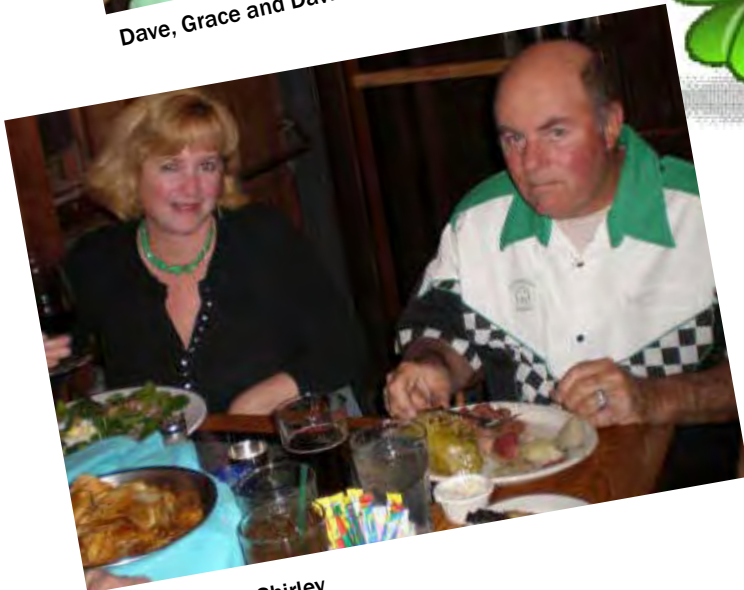
Young fresh faces joined our group. David Barrett and his children, Grace and David, were there, along with Bianca Yacoub and her new guide dog, Macy. New member Patricia Franklin was there, along with long-time club members the Kinningers, Straubs, and Shirleys. Also joining the group were John Bell, Christy Copeman, Devin Neeley, and David Malmberg. Esta and Andrew Hearsom and Keith Verlaque won the beautiful live "Pots of Gold."



Dave, Grace and David Barrett



John and Monique Straub



Skip and Lesley Shirley



Keith Verlaque wants a smooch from Katie Kinninger

# Tech Team 101: Members learn to conduct tech inspections

BY GREG PHILLIPS

**A**lthough driving Porsches on the track and at autocrosses is a lot of fun, it is important to remember that safety is an underlying principle for our events. Driving a vehicle that weighs between 2000 (914) and 4000 pounds (Cayenne) at speed can be hazardous, especially if there are mechanical problems. That is why we have safety equipment and the tech team to find and correct the problems before they lead to accidents.

The job of the tech team is to inspect each of the cars before an event, looking for mechanical issues and checking the safety equipment for proper operation. We only see the tech team checking boxes on our tech forms so we can get our tech sticker and then our wrist bands to go driving. But there is a lot of work and—more importantly—knowledge that underlies the technical inspection. That is the reason 50 PCA members were willing to spend a Saturday going back to school.

SDR's last formal tech inspection school had been five years ago, and it was time to train a new group of members for the tech team. Herr Professor Steve Grosekemper of Dieter's Motorsports was to be the instructor again. The downtown shop at Dieter's had been transformed into a classroom with a PowerPoint presentation and LCD projection for the introductory lectures, and then there were the safety equipment and demonstration cars for the hands-on training.

The morning started out with registration, which included the bound study guide and information on tech-inspection, which was provided by the sponsorship of JMC Motorsports. Along with the study guide were also the very nice Tech Team T-shirts that Katina Gonzalez had designed and printed for the occasion.

## Getting belted

Part of the motivation for this year's school was the Zone 8 recent rules changes in regards to the approved seat belts, race seats, and harnesses. The first issue was that stock seat belts now had expiration dates of 20 years. Many owners will need to get new seat belts to be eligible to run. For some of the oldest Porsches, they will have to install three-point seat belts to replace the lap belts that they came with. And

for the oldest Porsches, which came with no belts at all, a whole new set will need to be installed.

The rules also tightened up the expiration dates for racing harnesses, which are good for only five years from manufacture. Steve also reviewed the differences in labeling of the belts. The older belts had their date of manufacture, while newer equipment is now marked with the year when they expire.

The biggest change was that you could no longer use a typical five- (or six-) point racing harness with a stock seat, or even with an aftermarket seat that was not designed for use with a harness. The problem with the stock seats was twofold: They did not have the proper slots for the shoulder harness to pass through, and they did not have a slot in the seat for the anti-submarine (sub) strap. Most aftermarket seats will have the slots for the shoulder harness, but many will not have a seat slot for the sub-strap.

However, there is an option available to use these seats. Schroth Racing (and others) provides a six-point harness that routes the sub-straps under your legs and attaches behind the seats so that it does not require a slot in the seat for proper use. Steve had the equipment on hand, and Tami Ibbetson was kind enough to model the new six-point harness.

Steve also had examples of different belt- and harness-mounting equipment. He reviewed the proper technique for installing and then mounting harnesses to the roll bars or harness bars.

## Heads up

The other important piece of safety equipment was the helmet, which must be Snell-rated. This means that the manufacturer's helmets have passed the Snell Foundation tests for head protection. For autocross, the M-2000 or 2005 (motorcycle) helmets are acceptable, but for time trials, the SA-2000 or 2005 helmets are preferred although the M helmets may be used along with a fire-retardant balaclava.

Steve briefly noted that there may be more rules in the future regarding HANS devices and other head-and-neck restraint systems for time trials.

## Getting down and dirty

After the review of safety equipment, it was time for the mechanical inspection. Tires should be inspected for the amount of tread still left. Steve even

had some race slicks on display to show how they can also be measured for the amount of remaining tread left. They also need to be inspected for any signs of damage, missing tread or flat spots that could be a hazard.

Steve reminded us to be diligent in inspecting the inside of the tread, as the tread often can be down to cord in the inside but still look fine on the outside.

Next in the same area were the brakes. The pads should have enough thickness to get through the event. We were also told to check the rotors to see if are any cracks are forming. Still down in the same area is the bearing inspections and checking suspension components to be sure nothing is broken or shows abnormal movement.

### Engine and battery

Next it is time for the engine compartment. Here, the throttle return is tested to be sure there is no binding and that the spring is effective. The brake fluid (and, if water-cooled, the coolant levels) are checked. Fan Belts are inspected to see if they are fraying, damaged or loose. Any leaks should be checked so that they won't cause a hazard on the track.

The battery is next, and can be found in a variety of locations. It is in the trunk on the 911, and there may even be two of them. In the 914, they are mounted above the engine compartment, where they are very prone to corrosion and also damaging other components (such as suspensions). In the 928, batteries are mounted under the hatch, in a small compartment below the spare tire. They should be checked that they are not loose and are mounted correctly—not with a bungee cord holding them in.

### What's inside?

The interior is then checked for loose items, and the seat belts/harnesses are inspected. For time trials or DEs, the brake lights must all be functioning to pass tech. For the cars with greater modifications in the I, M, or R classes, a roll bar is required, and an approved driving suit is required for M and R classes. A fire extinguisher is also required and needs to be solidly mounted where the driver can reach it in

an emergency.

In DEs or time trials, open cars such as cabriolets or Boxsters need adequate roll-over protection and arm restraints. The roll-over protection is judged by the broomstick rule. With the driver seated in his normal racing position and helmet on, a broomstick or other straight-edge is placed from the windshield to the roll-bar hoops (or extensions). If the driver's

helmet is not under the broomstick, they do not pass. The other wrinkle for the later cabriolets is that they have roll-bar hoops that pop up only in the event of a rollover. Here, a template is used that matches the height of the extended hoops, and the broomstick is measured to that height.



Steve Grosekemper instructing his students

### Lunch break

After the school session, it was time for lunch, catered by Mexi-Cocina Restaurant in Poway. After we had eaten our fill of great Mexican food, the rest of the school was now the hands-on work.

Several different Porsche models from 356s to 997s were available for inspection and to find the problems. My red 928 was an able test subject, as there were several safety issues that were to be addressed before the upcoming time trial at Fontana. Out-of-date harnesses, belts mounted improperly, and seats with no provision for the sub strap. The students quickly spotted the obvious issues and also noted a concern about the throttle cable. It turned out they were spot-on, as it broke the next week while still at the shop!

With plenty of coaching and assistance by Steve and others, the nuances of the different Porsches were explored, and everyone was able to get a better understanding of the subtle differences. By the end, everyone had a greater appreciation for the importance of safety issues that need to be addressed. Look to see the new tech inspectors at upcoming events.

Thanks to Steve Grosekemper and Dieter's Motorsports, to Mexi-Cocina, Robert Montoya, and JMC Motorsports for helping to put on a great educational (and social) event.





# Something you didn't know about ... Curt and Janet Yaws

BY CASEY CORWIN

Curt and Janet Yaws are the cutest couple in the Club. Curt is the epitome of the supportive husband who pushed his wife to drive, and Janet is the typical whip-smart, sandbagging, superstar rookie. As intensely competitive as they both seem on the track, however, they are surprisingly laid-back at home.

Curt and Janet met on a blind date in Kansas City in 1986. In 2000, they came to visit Curt's sister in Southern California, and they fell in love with it. After finishing their master's degrees, Curt closed down his property management business, and they moved to Carlsbad shortly afterward.

Curt and Janet enjoy their lives here. Curt collects hunting and pocket knives and stereo equipment. He is an eBay master and loves to read about the economy. Warren Buffett is his hero. Janet loves to volunteer. Curt adds fondly, "She's pretty social. She volunteers for hospice and counseling, and she even picks up trash around the neighborhood." She is in the Master Gardener program, and loves to read and cook. All of this may seem rather low-key, but Janet is also training to walk the Carlsbad Marathon.

Besides racing, Curt and Janet love to travel together, but they are not the typical tourists. They don't travel in busy seasons, and they love to explore. Paris and the Cayman islands are just a few of their favorite destinations. The outdoors beckons them, and they love to camp, canoe, ski, and do anything that involves enjoying nature. Curt and Janet also make an annual medical-mission trip to the Dominican Republic with their Kansas-based church, where they deliver aide to Haitian sugarcane cutters.


Curt owned a 1968 912 in college, but it didn't agree with a student budget, so he sold it. He didn't catch the Porsche bug again until he moved to Carlsbad, when he decided that he needed a sports car to drive to breakfast on Sunday mornings. "Yeah, this is what Curt says," remarks Janet. He joined PCA-SDR in 2004 with his Boxster. He took the Performance Driving School twice—"once for remediation," he claims. The hook was set. Curt sold the Boxster because he realized that he could "never beat Kim or Charlie."



Curt and Janet sitting still for a change

The Yaws' next baby was a GT3, and this is where Janet got involved. Curt pestered her to drive for three and a half years before she finally consented. She came to an autocross, determined to dislike it, but by the end of the day, she had enjoyed herself so thoroughly that she registered for the next one as soon as she got home.

Curt and Janet enjoy racing as a couple. They like to talk about it and spend time with other couples who race. Unfortunately for Curt, the eight-second gap between him and Janet has since narrowed to two and a half, and the smack talk is flying at full speed from all directions. As a small example, when Curt rationalized Janet's unfair placement in Ladies class, Lisa Goetz asked him if he would like to join the Ladies class so that he, too, could win a trophy.

Despite the abuse, Curt continues to contribute large amounts of time to the club, serving as Auto-cross and Driver Ed Chair. Janet has joined in the fun by assisting with registration. They enjoy the club for its fun events and sociable people. We hope to enjoy their presence for years to come. 



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# Rallying returns to region

BY LARRY CLARK

If you're new to San Diego Region, you may have wondered about the June 7 event listed as a Zone Rally. "What is a rally?" you may wonder. Or if you've watched European-style rallies on television, you may have thought, "Those guys are crazy!"

TSD stands for "Time-Speed-Distance." TSD rallies most closely resemble tours. In both cases, participants meet at a central location and are given printed instructions describing the route they will cover. The routes normally travel on scenic back roads, avoiding city congestion.

On rallies, however, instead of driving in a pack, each car travels the route independently. To ensure this, cars are separated by intervals of one minute each when they leave the start. Thus, the driver and navigator are responsible for reading the instructions and turning at the appropriate places.

Rallies are competitive events, but, unlike autocrosses or time trials, the object is not to go as fast as possible. Instead, the goal is to maintain speeds specified in the instructions as precisely as possible—neither too fast nor too slow. And those speeds do not require the kind of heroic driving seen on European-style events.

To check your performance, timing stations (called "checkpoints") are located along the route. The event organizer (called the "rallymaster") has measured the course precisely and calculated exactly how long it should take to travel from one checkpoint to the next. This theoretical time (or "true time") is compared with

your actual elapsed time, and you receive one point for each 1/100 minute of deviation. (That's 100 points per minute or about 1.7 points per second.) A perfect score is zero, and there usually is a maximum of 500 points (five minutes) for any one checkpoint.

## Start with the basics

There is a lot of rally lore, some of which you can learn only by running a few. For your first rally, your goal should simply be to follow the course, stay close to the assigned speeds, and have fun. There is almost always a special class for beginners, so you'll have a chance at carrying home a trophy, even if you don't understand all the fine points. But you should know a few basics.

**Equipment.** Every team needs a car and two people, called driver and navigator. The navigator reads the instructions and helps the driver find the correct route. Couples often run together, and parent-child teams are also common (although PCA's rules inexplicably require minors to be at least 16).

You will need an accurate watch that allows you to read seconds. You'll be responsible for leaving the start and the various checkpoints on time. If you leave 15 seconds too early or too late, you'll automatically start with a 25-point handicap.

You will also need a couple of pencils or pens; a clipboard and tablet are often helpful, too. Depending on the weather, don't forget sunscreen and water.

**The Start.** Arrive at the start early—at least half an hour before the drivers meeting. Be sure your

gas tank is nearly full.

Register and get your car number. You'll be told to mount the number in a place where checkpoint workers can see it. You'll also find a master timepiece. Be sure to synchronize your own watch with it.

Your car number determines your starting time (also called your "Out Time"). Cars are separated by one-minute intervals. If the first car leaves at 9:31, car 2 would leave at 9:32, car 3 at 9:33, etc. (This is sometimes stated as "9:30 plus car number.") So if you are car 16, your Out Time would be 9:46.

**Odometer Check.** The first section of the rally is called the odometer check. You are given a fixed time allowance to complete this section, and you will not encounter any checkpoints until you do. Its purpose is to allow you to calibrate your odometer against the official mileages used by the rallymaster. You won't need to worry about this on your first event, so just use the time to get comfortable with following directions without trying to stay on time.

When you reach the end of the odometer check, some of your allotted time should remain. Pull safely off the road and wait it out, then leave exactly at the end of your time allowance. (*Example:* Your Out Time was 9:46 and the odometer check was 25 minutes long. You would leave the odometer check at 10:11.)

**Speeds.** As soon as you complete the odometer check, the instructions will begin to assign speeds. These are usually introduced with the abbreviation "CAST," short for "change average speed

to.” So if instructed to CAST 35, you would begin trying to maintain 35 mph, and you would continue doing so until you were told to CAST some other speed.

For your first rally, try keeping your speedometer about 3 mph higher than the assigned speed. Most Porsche speedometers read a little high, and you lose more time than you think on curves—especially on winding roads.

Nobody can maintain exact speeds perfectly for long periods of time. You may be forced to slow by traffic conditions or legal requirements such as Stop signs. When you lose time, it’s your job to compensate by driving slightly faster than the assigned speed until you make up the difference. An instantaneous stop at an intersection can easily cost 10 or 20 seconds

by the time you accelerate back to the assigned speed, so you may need to drive 5 or 10 mph over the assigned speed for half a minute or so to compensate. This is an area where skill and experience come into play. (Some folks set up practice routes on quiet roads and make practice runs.)

**Pauses.** Rallymasters sometimes cannot avoid routing the course through traffic signals or congestion. In such cases, they may instruct you to Pause for a specified time at a specific point. (Example: Pause 1.00 minute at Signal.) This means that a full minute has been added to the true time to allow

for the time you may lose at the Signal. That time counts, whether you find the Signal red or green, so if you just keep driving, you’ll be early. When you’re instructed to Pause, continue just past the potential obstacle, then pull over and wait out whatever remains of your time allowance.

**Checkpoints.** You generally will not know where checkpoints are located until you reach them. You’ll simply be driving down



The start of an SDR Rally

the road and see a sign reading “PCA IN,” often accompanied by the checkpoint symbol (✓.), a graphical pun (check + point = checkpoint).

When you see it, just keep driving until you pass the sign. Your time will be recorded as you pass. Shortly beyond the sign, you’ll find some workers. Stop there and hand them your scorecard. After a few moments, they will return it along with a control slip.

When you get back your scorecard, it will show your arrival time as the “In Time” for the section (or “leg”) you just completed.

In the next column, you’ll find an assigned “Out Time” for the next leg.

Read the control slip carefully, as it contains important information, including the Out Instruction (what instruction to execute next) and Out Speed (equivalent to a CAST). It may also contain special instructions that you must execute, such as “Make a U-turn at the cul-de-sac to reach the Out Marker.” (It may contain a lengthy explanation of something that you may or may not have seen on the previous leg, which you can skip for now.)

Continue to the Out Marker, wait until the Out Time listed on your scorecard, then proceed with the next instruction. When you leave a checkpoint, you have a clean slate for the next leg. You cannot

make up for any previous errors in timing, but you’re right on time for the new leg. Don’t worry about what’s past.

**DIY Checkpoints.** Some checkpoints make *you* do all the work. Instead of having a sign and a timing crew, a numbered instruction will direct you to DIYC (perform a do-it-yourself checkpoint) at a specific sign or landmark.

Since you presumably are driving exactly on time, you simply need to record the time when you reach the sign. (If you think you were early or late, you can record the time when you think you should have reached it.)



Here's a tricky part: Many rallies are timed in minutes and hundredths. Five hundredths equals three seconds. So you need to convert what your watch reads from seconds to hundredths. In Zone 8, the General Instructions always contain a table you can use to make the conversion—or you can multiply seconds by 5/3 (1.67) to compute hundredths.

Once you have your In Time converted to hours, minutes, and hundredths, write it in the next available "Time In" space on your scorecard; add one minute to it and record that as your next "Time Out." This means that you leave the DIYC exactly one minute after you say you arrived. This is the same as a one-minute pause.

### Finer points

That's probably plenty to think about for your first rally. You shouldn't expect to run the event perfectly. Just try to gain familiarity with rallying and its terminology. Once you have run a few more, you'll find that you're getting hooked and want to dig deeper.

Rallies are mentally challenging and very precise. Rallymasters often incorporate instructions to tempt you to do something that's not strictly in keeping with the rules. These instructions, called "traps," usually induce small timing errors, which inflate the scores of the unwary.

Despite this, you should not be concerned about getting lost on a rally. Experienced rallymasters write their traps carefully so that you wind up back on course and reach the next checkpoint, regardless of whether you catch or miss the trap. Trying to catch the traps and outwit the rallymaster is just part of the fun of the sport.

Traps are generally based on strict interpretation of the Gener-

al Instructions (or GIs)—the rules under which the rally is run. Each event may use different GIs, but most have common elements. (All Zone 8 events use standard GIs.) Here are a few of the items rallymasters keep in their bags of tricks:

**Quoted Signs.** The GIs say that words within quotation marks indicate the exact words from a sign. If an instruction refers to "Jones Avenue" and the sign reads "Jones Blvd." or even "Jones Ave." it's not the right sign. Keep looking.

The GIs also say that all quoted signs are on the right or overhead unless the instruction specifies otherwise. So if you're looking for "Ajax Market" and you see a big sign for it on your left, you shouldn't use it (although the rallymaster hopes you will).

**Signs and Landmarks.** Words that aren't in quotation marks indicate actual objects. Thus "Fire Hydrant" is a sign containing those words, while Fire Hydrant is the object that provides water for firemen. Similarly, if you're told to turn after "Mulberry Lane," you must pass the sign, not the actual street.

**Lettered Instructions.** Some rallies use lettered route instructions (LRIs) in addition to numbered route instructions (NRIs). NRIs get executed in sequence and only once, but LRIs can be used as often as they apply, and not necessarily where they appear in the instruction list.

Once you have completed the NRI that precedes an LRI, you can execute the LRI whenever its conditions are met—once, several times, or not at all. For example, if you have an LRI reading "Pause 1.00 minute at Signal," you don't have to execute it before your next NRI, but you must remember to pause at every Signal you

encounter until the LRI gets canceled.

**Lined Roads.** The lines down the centers of roads are often used to indicate which road to follow. If you are instructed to Follow the Lined Road (FLR) and you then reach an intersection where your next instruction doesn't apply, you should continue to follow the road with a line, even if that's not the straightest possible route. If you've not been told to FLR, you would proceed straight, even if the lined road veers off. Again, the rallymaster would plan for such a situation and ensure that either route leads you to the next checkpoint.

**Onto.** Similarly, if you're instructed onto a road by name using the word "onto" (as in "Left onto Broadway"), you should stay on the named road at any intersection where your next instruction doesn't apply, even if a differently named road goes straight ahead. (Rallymasters love these.)

### At the finish

After a few hours on the rally course and several checkpoints, you'll reach a checkpoint where you're told, "This is the end of the rally." You will then follow your remaining instructions to the finish location, usually a congenial place where food, beverages, and other rallyists can be found.

The finish is your chance to find out how well you did—and perhaps collect your trophy. Even better, it's your chance to brag about the things you did well, explain your teammate's mistakes, and learn about the instructions you didn't understand.

Rallyists both new and old love to share their knowledge and help newcomers to the sport.

### "Everyone Loved a Parade"

The June 7 rally will provide an excellent opportunity to try your hand at rallying. Rallymas-


ter Tom Gould co-authored the very successful TSD rally for Parade 2007, and he will be revisiting some of the roads that contestants loved. He has even named the event, "Everyone Loved a Parade."


This rally is specifically designed to be "beginner-friendly." In addition to offering a separate class for beginners, it will provide a Tour class for those who prefer simplified instructions with no traps.

The course covers about 120 miles and will take a slightly more than four hours to complete. Lunch will be available at the finish, which is just a few miles north of the start.

The rally will run under Zone 8 rally rules. You can download a copy of the General Instructions from [HTTP://ZONE8.PCA.ORG/RULES/2008/Z8RALLY2008.PDF](http://ZONE8.PCA.ORG/RULES/2008/Z8RALLY2008.PDF). If you have any questions about rallying in general or this rally in particular, you can send questions to [rally@pcasdr.org](mailto:rally@pcasdr.org).

Rallying is a terrific sport, combining interesting mental gymnastics with a good excuse for driving on fun roads. Unlike most driving events, it requires teamwork, as neither driver nor navigator can succeed alone.

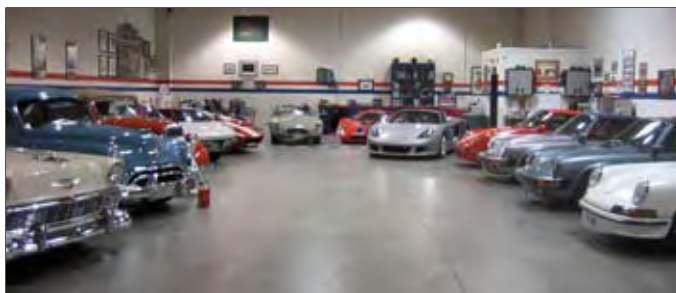
If you have never been on a rally, give the June 7 event a try. And if you've run before, come out and remember the fun you've been missing. 



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# Auto design from clay

MICHAEL HARRIS, AUTO MUSEUM CO-CHAIR

March 8 was the Auto Museum's Family Day. As part of the Auto Design Show, Nissan Design offered a special show for Museum visitors.

SDR member Andy Parkin, a clay-modeling specialist for Nissan, presented visitors with his special insight into automobile design. He offered several different clay mockups in varying scales to show us how car designers worked with clay.



Andy Parker and his clay model

After a drawing is made, a special machine can rough out a block of clay in the approximate size and shape desired by the designer. The clay specialist then does the finish work to make the desired design. Water is lightly sprinkled on the finished clay model, and a "painted" aluminum "skin" is then placed over the clay model, giving the impression of a painted and fin-

ished model. The result can range from about a 1/12th-scale model (similar to what you may have in your own model displays) up to a full-scale life-size model.

Andy had a 1/12th-size model that he allowed the children to play with. He removed the skin and gave the children access to clay modeling tools that they could use on the clay model. The kids, including my own two grandsons, were not shy about "digging in." They drew their own designs in the top and sides of the model.

Andy also showed us how easy it was to fix flaws and change shapes in the clay. He brought extra pieces of the modeling clay so children could see and feel how soft it was. It was a wonderful display and true interactive exercise for all—extremely popular with visitors.

## New Motorcycle Display

Auto Museum Director Bob Swanson told me the Museum's new display on motorcycles opens April 1. The exhibit is about "Motocross—the Early Years."

Pursuant to an agreement with the American Motorcycle Association's National Museum in Ohio, the AMA is trucking out 43 historic motorcycles and displays showing the early days of motocross racing in the United States. They are even bringing fake dirt to give you the feel of motorcycle racing.

Our local Carlsbad Raceway was one of the early motocross venues. The display will include bikes, photos, and displays. A number of custom choppers will also be displayed. I hope you can come out and see it.

Following the Museum's successful display on Auto Design, Bob was sad to tell me that one of their exhibitors, Chrysler Design, had closed their Southern California Design Center and relocated to the main center in Michigan. The SoCal center was responsible for some great Chrysler designs, including the PT Cruiser and the Prowler. We will miss them.





# No more excuses

By DAMON LOWNEY

PHOTOS BY GREG PHILLIPS



**A**utocrossing is a great way to build driving skills and will fulfill most drivers' need for speed, at least for a little while. The single-lap format plays out much like a memory game, truly testing a driver's mental and physical skills.

Competitive autocrossers are beyond doubt great drivers who can, and must, assess driving situations in an instant. All of one's concentration is focused on learning the track as quickly as possible and then finding the fastest way through that track, all within a limited amount of runs. Any type of hindrance to learning an autocross track, such as underdeveloped driving skills or an inability to learn the track well enough before the last timed run, could mean the difference between first and last place.

I am fairly certain that there is no perfect driver and that everybody could use more practice time to get that extra competitive edge. With this in mind, I have found that the best place to get that extra practice time is to drive a time trial or Driver Education event.

## **Streets of Willow**

I recently took advantage of a chance to drive the first time trial event of 2008 with PCA's San Diego Region at Streets of Willow. "Streets" is one of several tracks located about two hours north of San Diego

at Willow Springs International Motorsports Park near Lancaster. The various tracks include Big Willow (2.5 miles of what is billed "the fastest road in the West"), Horse Thief Mile (a one-mile track with many elevation changes), a kart track, and the track of choice for the March time trial, Streets of Willow, a 1.8-mile road course.

Compared with some other tracks that San Diego Region has run, Streets is slower but significantly more technical. This makes it ideal for drivers looking to make the jump from autocross to big track. It has a few elevation changes, the most notable (when driving the course clockwise) being turns 1 and 2, at the end of the front straight.

As drivers sweep through turn 1 flat out, some at triple digit speeds, there is a progressive incline leading to an uphill braking point and turn-in point for turn 2, followed by a downhill corner exit. Because of the incline, drivers can brake much later into the corner than it appears, but they must be careful on corner exit to keep the rear end glued to the asphalt.

Another area where a sharp elevation change adds character to an otherwise mundane set of corners is the chicane section, starting with turn 10 and continuing through turn 12. The entry into the chi-

cane is completely blind, due to an uphill slope. The tricky part is being able to set up for corner entry before being able to see the corner. It takes a great deal of nerve to remain at full throttle until the actual braking point, which is after passing over the slope.

### The big-track experience

The weekend of March 1 and 2 turned out to be one of the most fulfilling of my life. Not only did I have loads of fun at my first time trial, but I also learned more in one weekend than I have in almost two years of college. (That's an overstatement only if my parents are reading this.)

Driving Streets in the clockwise direction felt much like a fast autocross, with most of the corners requiring second or third gear. Before my first time trial, I had completed a number of autocrosses, SDR's Performance Driving School, and the first SDR Driver Education School. I felt thoroughly prepared for the driving to come, confident that the driving skills and techniques I had learned over the past couple of years were sufficient to at least keep me safely on track and out of trouble.

As the day went on, I completed many laps and kept out of trouble. More than once I found myself escaping complicated situations unscathed and without breaking a sweat, a feat that would not have been possible without my previous driving experiences with PCA-SDR.



### The cocktail party

At the beginning of the weekend I was foolish enough to think that I had really probed the limits of my car on previous occasions. Well, that thought was wiped away after the first lap with my instructor, Jim Duncan. He helped me discover that I wasn't braking late enough or hard enough, due my lack of braking points, and that I wasn't getting on the gas early enough or hard enough coming out of corners. To sum it up in his words, I "could have held a cocktail party in the back of my car" (space permitting).

So over the weekend, I continued to pick and adjust my braking points, and I got more comfortable with getting on the gas earlier. In fact, on a few of my laps, especially on the second day, I was comfortable hanging the rear end out in a few controlled drifts around the skid-pad turn, coming onto the front straightaway. I know, it's not the fastest way around the track, but it sure was a lot of fun!

From my first run of the weekend to my last practice run (I screwed up my timed runs), I saw continual improvement in my driving technique, but I realized that improvement doesn't always mean getting faster lap times throughout the day. It can also mean learning an important lesson in a tough situation.

### Fading fast

As a testament to the importance of keeping a car in excellent working order during a track weekend, the brakes on my car lost almost all power during the last practice session on Saturday. Everything had been going great up to this point; my car had been working perfectly all day with hardly a complaint from the workout I had given it.

My instructor noticed something different about my car a few laps before the brakes went out, so he instructed me to dial my driving down a bit and drive two smooth laps. I did just that, and on the third lap, after braking just enough before "the bowl," my brake pedal sank to the floor, such that I had about 10% of normal braking power. I drove the rest of the lap slowly back into the pits, where ever-present expert Porsche mechanic Steve Grosekemper said that my brake failure was due to moisture in my brake fluid. Luckily, Steve didn't just diagnose the problem; he and a few other gracious club members—Jim Duncan, Jad Duncan, and Hector Wilbur—bled my brakes for me, readying me for the remainder of the run groups on Sunday.

### 110 times better

During my first practice session on Saturday, my best time was in the 1:39 range, a time that I improved to consistent 1:35s and a personal best of 1:35.3. Un-



fortunately, my best timed run was a second slower, at 1:36.44, due to ... well, who wants to hear excuses, anyway? The fact of the matter is that I improved my driving skill by leaps and bounds that weekend, due in no small part to the massive amount of track time that I was able to complete. By the end of my last timed run, I had completed 110 laps at Streets of Willow.

### Faster than a small boat

For those who don't know me or my car, I own a beautiful Baltic Blue 944 S2, which is a relatively powerful car for autocross. Among the usual flock of 944s and herd of older 911s, the S2, with its 208 horsepower, is no slouch. At Streets of Willow, however, the least powerful cars had similar power-to-weight ratios as my S2. So, as cool as I thought I looked barreling into turn 1 off the straightaway at 95 miles per hour, other cars were seeing speeds well into three digits going into the same turn.

A certain 996, owned by my instructor Jim Duncan, was one of those very capable cars, and he clearly demonstrated the finer points of car control, using Newton's Laws of Motion to his advantage. The g-forces generated by the vehicle made my face feel like a bucket of water being swung in circles, and I forced my hands into a clasped position to avoid accidental swipes at the driver. By comparison, the g-forces generated by my car through the turns felt more like the gentle rocking of a small boat during a calm summer morning on Mission Bay.

Another fast car, the Kinningers' "Smurf-blue"

911, had so much power that the middle-mounted twin exhaust pipes blew their concealment—an unassuming California License plate—clean away. The resulting effect made the car extra loud, sending shrill sound waves deep into the pits for all to hear.

During the timed runs, Erik Kinninger drove the blue streak to a 1:23.52, which was less than half a second off the top time of the day. That honor ended up going to Mike Gagen, who drove a 1:23.20 in a John Simone creation with a big exhaust pipe poking out the rear of the car's bodywork between the brake

lights. Roland "Rollin" Schmidt, a close third, rolled to a best time of 1:24.01.

As I am always trying to step up my game, I closely watch what the faster drivers are up to, and I noticed that the fastest cars all had middle-mounted exhaust pipes. Coincidence? I think not. Meanwhile, the 2007 Enthusiast of the Year, Keith Verlaque, seemed to be turning in some respectable times, especially after switching his tires from "old" Toyo RA-1s to new Toyo R888s.

Keith has been on a roll for the past few autocrosses, and has landed in the BRI Top Ten twice in a row. At Streets of Willow, Keith was turning in very consistent practice laps that led to an extremely fast timed session, with a fast lap of 1:30.50 in his Ferrari Light Yellow RS America. Throughout the weekend, Keith could be seen chasing, or being chased by, Tawfik

Benabdeljalil in an effort to slice seconds off his lap times. By chasing somebody of similar driving skill and with a similar car, Keith was able to identify where he was gaining or losing time, and helped ac-



Erik Kinninger and Mike Gagen battling it out



Damon with Martha coming up behind



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celerate the learning process by comparing his line with Tawfik's. Tawfik drove his beautiful Speed Yellow 993 Targa to a 1:28.32 on his best timed run of the weekend.

So a message to all you autocrossers out there: If your learning curve is beginning to flatten out or your driving skills just don't seem to be improving at the rate you might like, rather than spend a ton of money on modifying your car to make it faster, why not spend a significantly smaller sum on what is probably the weakest part of the system—i.e. the driver. You can get a huge amount of track time doing continuous laps, where if you don't get a turn exactly right, you can take it again in another minute and a half. I am of course talking about driving at a PCA-SDR time trial. Twelve laps at Qualcomm stadium are a lot of fun, but they simply can't compare to 110 laps at a big track! I estimate that it would take about seven or eight autocrosses to improve my driving as much as I did during one time-trial weekend.

If you are looking for more track time: A PCA-SDR time trial gives you an amazing weekend of driving, plus the fun of a social event, comparing experiences on Saturday evening.



License plate on the Smurf-mobile



Jad Duncan, Steve Grosekemper and Cathy Young

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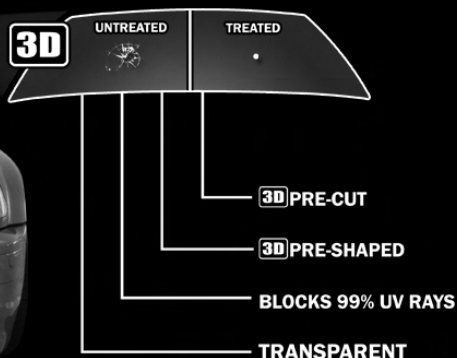
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# Tour benefits Fallbrook animals

STORY AND PHOTOS BY JACKIE CORWIN

**L**ike many other racers from PCA-SDR, I have limited my driving events to the track. So when Dick Hofland invited me on the Porsche for Pets tour on March 30, I thought I'd give it a try.

Despite impending inclement weather, about 32 folks in 20 cars showed up at North County Fair in Escondido. I recognized about half of the faces from other events, but there were several unknown attendees, some of whom were attending their first event with the club. Jan Mellinger, who organized the event, gave simple recommendations and a thorough written directional for the day.



Twenty cars turned out for the tour

The premise of this tour was to deliver supplies for needy pets at the Fallbrook Animal Sanctuary. The Porsche processional arrived at the expansive property after about an hour on the road. Sanctuary volunteers and lots of friendly, healthy cats and dogs warmly greeted us. These volunteers really have their work cut out for them. I was happy that we chose to donate materials to a little-known operation that really needed and truly appreciated our help.

With our good deed accomplished, we con-

tinued our driving tour throughout North County, including both Couser Canyon area and the De Luz area of Fallbrook. I was pleasantly surprised to be driving some of the most beautiful and technical roads in San Diego County, complete with a couple "pit" stops designed for regrouping. The flagman was Keith Verlaque, who did an excellent job of making sure we were all parked together. One 911 driver commented on Keith's enthusiasm in pulling her over. She thought he was trying to help her avoid a police officer/speed trap!

In the end, 120 miles later, the weather held out,



Most of the participants stayed for lunch and laughter

no cars were disabled, and the majority of the group met back where we started for a comfortable lunch and lots of laughs. It was a blast. We enjoyed the exhilarating pace, incredible greenery, posh estates and some exciting driving overall. Not to mention some beautiful cars and a day spent with friends, old and new. Try one of the upcoming tours. It's definitely worth it.



Supplies donated were gratefully received

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## Last Tuesday Social

# Good food, good times in Little Italy

BY ANGELA AVITT

The weatherman delivered a perfect San Diego evening for our March 26 Last Tuesday Social. It was the perfect complement to our lovely gathering at the Trattoria Fantastica in Little Italy.

The restaurant staff graciously and efficiently handled our large group of 34 guests with ease. The food was excellent, the atmosphere was warm and cozy, and the service was top notch.

We were seated on their private outdoor patio area in the back of the restaurant. The comfortable U-shape enabled us to socialize with each other easily.

The decor in the patio created the illusion of actually being in a quaint old courtyard in Italy. A rather comical clothesline was strung between the buildings, adding to the "authenticity" of the atmosphere.

After dinner we moved over to Cafe Zuccherò for dessert and to celebrate Jennifer Reinhardt's birthday. Happy Birthday, Jennifer, and thanks for spending the evening with your PCA buddies.



Christy and Bianca with the newest family member



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# 1984: Ending the year in style

BY JOHN STRAUB, ARCHIVIST

**W**ell here we are in the last half of 1984 in our trip back in time. San Diego had about 750 members and our treasury was less than \$6000. For you autocross guys, the hot tire at the time, was the Yokohama A001-R, and the cost was about \$125 per tire. For the first time in the *Windblown Witness* we not only had our usual color cover, but also color photos inside for the September issue.

## Maui Wowie?

July was a big month for the region. Our Progressive Dinner had a Hawaiian theme. Terri Stewart chaired this event, called the "Maui Wowie." Hawaiian dancers entertained during the dinner's main course, and attendance was limited to 125 people. We started at Jeannie Kuchenmeister's, then to Carol and Dean Mur's house, and then to Terri Stewart's house, and ended at Slim and Vickie Durham's. Along the way we enjoyed Hawaiian drinks, a whole roasted pig, fresh fruit, fried rice, beer, wine, and more.

Also that month was a fun rally and checkpoint school put on by Slim Durham, a Porsche preservation and detailing tech session put on by Pat Scanlan and John Straub, and a "wash and shine" concours put on by Jack Cline at Alan Johnson's Porsche dealership. All of this was leading up to our Zone 8 concours, held the first part of August at Heritage Park in Old Town, chaired by Ernie Paschoal and Pat Scanlan.

## Free Food

August ended with a new member pot luck dinner, held at Carol Muir's. This was a get-acquainted dinner for "newbies," and was about the fourth year that we had done this type of event. Everyone loved it. Very low key, with everyone having time to just sit, talk, and get to know each other. Attendees brought food to share, since it was a "no cost" event.

## Fall AX Series

September kicked off our second autocross series of the year, sponsored by Alan Johnson Porsche. At that time, we ran a "Spring Series" and a "Fall Series," enabling us to give trophies for two different series during the year. Members could run both or, if

they had commitments for one series, they still had a chance for an award in the other. The September autocross was chaired by Ron Stark and Heather Brigham. Some of the members running were Bill Smith, Keith Nelson, Bill Myrick, Bob Gagnon, Nils Hallstrom, Jess Osterberg, Steve Hall, Dave Belanich, Scott Marcus, Darlene Osterberg, Royce Ann Myrick, John Shirk, Jim Rydbeck, and Ron Mistak, who took TTOD.

## Fall Activities

Also in September was a Blood Drive and Brunch, chaired by Bill Myrick. This was the start of our Blood Bank account. After brunch at the Cafe Del Rey Moro, we headed to the San Diego Blood Bank to donate. Participants were Keith and Nancy Nelson, Bill Myrick, Steve Hall, Heather Brigham, Michael and Dianne Denny, Jim and Shirley Douthit, Royce Ann Myrick, Frank and Patti Bendrick, Dean and Carol Muir, and me.

In October, we headed for the Bahia Belle on Mission Bay for a cocktail cruise with friends, light snacks, and music. This event was chaired by Frank Grasso and was sponsored by Meister Porsche in Carlsbad. As I remember it, about 75 members attended.

In November we had a practice autocross with no trophies and as many runs as you would like to take. These were great events to set up your car and try different things.

## Installation Dinner at Less Than \$20?

To finish off a great year, we held our Installation Dinner at the Bahia Hotel. We announced our autocross awards, our Enthusiast of the Year, our Family of the Year, welcomed our new board members and chairs, and said thank-you to outgoing officers. We also had our Toys-for-Tots collection and danced to end the night. The hosted bar was sponsored by Alan Johnson Porsche and Meister Porsche. Hors d'oeuvres and wine on the tables were provided courtesy of Personalized Autohaus, Deiter's, Black Forest, Scott's Porsche Parts, and Mobile Porsche. It was a great evening, all for \$19.95 per person.





# 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

# The tracks that never were

By TOM BROWN

This month's cover showcases a very clean 356 on what is obviously a very sunny day. Taken at our 1984 Zone 8 concours, it appeared on the December issue. Photo by Dan Sapp. It's a pity we don't know whose car it is, or how they did in the event!

Coverage this month included a report on a charity autocross benefiting the San Diego Police Department's Neighborhood Watch program, a report on the recent Zone 8 rally, and several letters to the editor about how wonderful the club was. This issue was also filled with many references to the then-upcoming 1985 Parade, held in Irvine.

In the "worst predictions of 1984" department there were a couple of articles in a section labeled "Special Report." The first was a reprint of a Road & Track article about the soon-to-be-built San Diego International Motor Circuit, a 2.65-mile road course to be located southeast of the city. First race to be held in August of 1985!

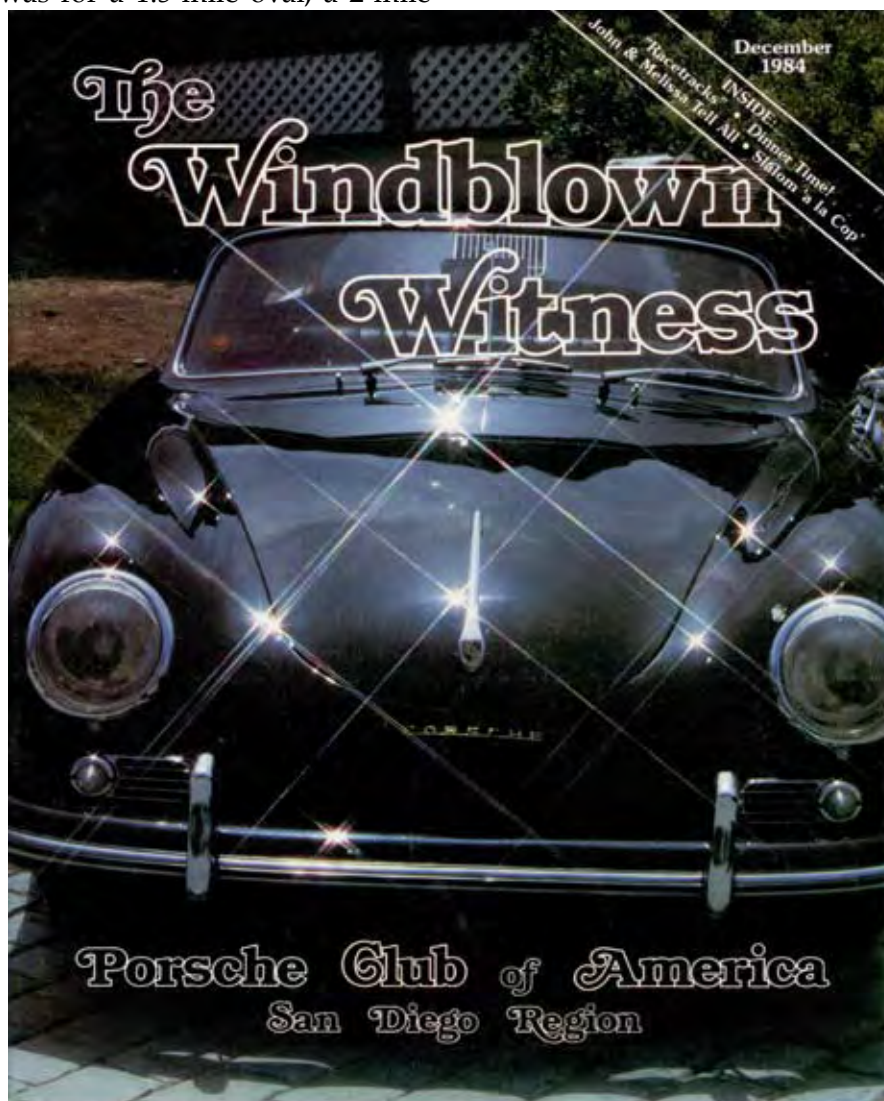
Intended as a home for Grand Prix racing, the goal was to replace the loss of the Ontario track, which closed in 1981. The track design was influenced by numerous racing noteworthies, including Jackie Stewart. It was to have 12 turns as well as a 1.5-mile oval. Planning and organization was being handled by San Diego Motor Racing Associates, who claimed they would have no problem obtaining the necessary permits or the estimated \$10 mil-

lion necessary for construction.

The second article was a reprint from the Los Angeles Times about a new track in Riverside to open in 1987, replacing the current track, scheduled to close in 1986. The announcement came from Riverside County officials, who stated it was to be developed jointly by the county and the city of Corona. The proposal was for a 1.5-mile oval, a 2-mile

road course, and a drag strip. Reportedly, the city of Corona was quite excited about the rebirth of racing in their midst, as they had held Indy races in 1913, 1914, and 1916. At the time the article was written, no planning had begun.

The California Speedway was ultimately built in the Riverside area. San Diego still awaits a track to call its own.





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**00 996 C2 Factory Aero** Silver/ black full leather, tiptronic, PSM, sunroof, 18's, sport exhaust, litronic, traffic pro, 45,500 miles, warranty to 7/08, \$36k. (858) 342-7654

**01 SPEED YELLOW AERO 996** I bought this car at 6K miles. Fact aero, hard back seats, full leather, yellow stitching on seats, dash and door panels, yellow belts, psm, 18's, pntd crests, sport exh, litronic/washer, built from Porsche Exclusive Program, rare fact GT pkg, 48K miles, \$45,500 Walter (858) 775-5302

**07 Carrera S LOADED** 10k miles, Carmon red, full leather natural brown. Sport buckets 100k new. Yours for 76k. On cars. dot; zip 92009 Steve:(760) 223-6678

**1978 930 Turbo** One owner car wants to be a daily driver again Excellent condition. all options available in 1978. \$29,000 David Goodell (858) 755-7963

**1979 Porsche 911 SC** Beautiful Factory Minerva Blue tan int., all original, well maintained, never wrecked. Upgraded wheels. All service records. 176,000 miles. \$13,900.- (760) 484-8318

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

**1980 931-924 Turbo** Extremely clean body with a rebuilt engine and Turbo, New Paint, Ruby Red Metallic, always garaged-less than 2,000 Miles on rebuilt engine. 2nd owner purchased in 1983 Newly Reduced-- \$5395 OBO wayned1@adelphia.net

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

**1988 911 Carrera Coupe** I have owned car for 18 years. Purchased with only 8,000 miles. Black/ black. Excellent condition. Garaged. Locally serviced. I

have all service records. 5 Speed Manual. Rear Spoiler, Forged Alloy Wheels, sun roof, CD Changer. 91,000 miles.. \$23,000. 858-414-5785.

**1988 944** 2nd owner from new. All records from new. Recent paint. No leaks, everything works. Maintained by European Motorsports. \$5000 obo. dws911@earthlink.net Dick (760) 743-3156

**1993 RS America** - Own an original. Perfect for street, autocross, and track. JRZ adjustable suspension, Eibach springs, Cup flywheel, Fabspeed cat bypass, secondary bypass, carbon fiber Cup heater tube and airbox. Cup cooling ducts, short shift, custom rollbar, stereo, LSD, sunroof, A/C. More details and photos at www.bobbrand.com. \$40,000 (858) 212-5943

**1997 Red Porsche Boxster** convertible w/ hard top, low mileage (17K), very good condition, owned by one family, selling price 14K, carfax vehicle report available. Contact Craig at (619) 990-9032.

**1998 Boxster - Mint Condition** 5 spd. Arctic Silver. Many Options; Sports Touring; 6 Disc, etc. Never autocrossed. Best offer. Personal car. Also have an auto-dealer license 858-735-1013.

**1999 Boxster White/ Gray.** Under warranty until 2010 & 100,000 miles. Currently 60,000 miles. Maintained by Pioneer Porsche. \$23,950. Too many upgrades to list (619) 225-8783

**2000 Boxster 5sp** Very clean and well maintained, only 36,000 miles. Zenith Blue/Savanna interior asking 17,900 (760) 500-9838

**2000 Porsche Cab - Mint!** Only 28k miles. Showroom new, garaged kept, all maintenance records, Ocean Blue and Savannah tan, classic color combination, A must see. Asking \$37,900 (858) 531-8854

**2001 Carrera 4 Cabriolet** Seal gray/light gray, black top; 29k miles, 6 speed, 18" sport design wheels, flared rocker panels, 3 spoke carbon/leather steering wheel, aluminum dials, litronic, left & right heated & comfort seats with supple leather, hi-fi & digital sound, CD, onboard computer, much more, perfect condition \$44,500, jk222@verizon.net (951) 302-9324

**2001 Carrera Cabriolet** Arctic silver, black top, graphite grey interior; 29K miles, 6 speed, hardtop, 18" sports wheels, leather sports seats, technic package, Lo jack security, garaged. Great condition. \$ 40,000. (858) 759-9837

**2002 Boxster S** Rare Meridian Silver. Low 37, 450 miles. Garaged and babied. Near flawless. Bose CD, heated seats.

Just detailed. Asking \$27,725. (619) 889-0668

**2002 TWIN TURBO- ONLY 9,425** Miles, Arctic Silver Metallic, Graphite Grey Full Leather all the standard goodies plus Remote 6-CD Changer, Floor Mats, Porche Crest Headrests, Footwell Lighting, Metal Door Sill Model Insignias. Only 9,425 Original Miles, always garaged, still Smells New! High Blue Book \$77,425.00, Selling Price \$71,975.00 O. B. O. (951)660-6800 or craigmajewski@Yahoo.com (951) 660-6800

**2003 Aston Martin WARRANTY** A 2003 Aston Martin Vantage Volante 12 cyl convert. w/paddle shift auto, 19"fact. Alloys-Unusual is-25 mos left on full extended warranty (important on a \$165,000. vehicle) Has new tires, perfect no dings, dents or scratches, two owner perfect car. No wear on seat bolsters. Mendip Blue w/blue top, cream int. w/blue piping, blue carpets with AM logo piped in cream. Svce up to date by Aston San Diego. Has sport exhaust = 450hp, (sounds fab running up through the gears) better than Ferrari, alum sport pedals Willing to sell = \$65k. always garaged 12K mi. Call Bill 858-735-1013 www.hpmsd.com (858) 735-1013

**2003 Boxster S Tiptronic --** Rare Forest Green metallic, M030 suspension, sport seats, 18" wheels, PSM, cruise control, heated seats, Litronics, extended leather, XM radio, wind deflector, glass rear window, 3.7L engine, factory cover. 49,300 miles, excellent condition. \$27,900. 760-737-8971, larryclark@pobox.com.

## Classified Ad Policies

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

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

All classified ads must be placed through the club's web site: [www.pcasdr.org](http://www.pcasdr.org).

The classified ads service is managed by the AD2AD Network ([www.ad2ad.com](http://www.ad2ad.com)).

**2004 Special Edition Boxster S** Limited Edition Boxster. Great Condition, Many Extras Special Paint, only 1953 of these were made! Call for more info (760) 639-1275

**2005 997 'S' - MINT** 6yr / 100k mile extended warranty. Atlas Grey metallic (drk blue gunmetal). 24k miles. Sport seats (heated), short shift option, NAV, Bose Premium sound, remote 6 disc CD, integrated Bluetooth, newer Michellin PS2 tires (<2k miles), GPS location & disable security system, Non smoker, No accidents, always garaged, SUPER Clean. \$64,900 (858) 254-0735

**2006 Mercedes E500** For Sale or Trade for nice Porsche – Original owner, 13,000 miles, garaged, pristine condition, convenience package (incl. NAV), extras incl. winter mats, clear bra, built-in radar detector-laser diffuser. \$39,500 OBO. (303) 810-9898

**2007 Boxster S** Beautiful Low Mileage car priced to sell. Atlas Grey Metallic over Stone Grey. For more info visit <http://members.cox.net/~aalcaraz/2007index.html> Or call Ria at 619.466.3989

**2007 Boxster-S (Loaded)** This 9300 mile Blue/Grey car was a PNCA executive car and was Porsche certified only months ago. Don't pay for new when you can have good as new for only \$49,975 e-mail [steve@dietersmotorsports.com](mailto:steve@dietersmotorsports.com) for full photos and details.

**2008 Carrera 4S** Only 250 miles. Basalt Black/Black leather. Power, heated seats, Sport Design Wheels, Parking, Sport Chrono, Nav, Bose. Sticker \$110,195. Asking \$99,000 (702) 417-4252

**95 993 C2.** Beautiful 1995 Porsche 993 C2 in spectacular condition. 50K miles, Polar silver over blue, 6-speed. All maintenance done on schedule and up to date since new, all receipts. Never tracked, %100 stock. Brand new rear tires (< 1000 miles). Asking \$32K ask for Gavin (858) 385-7973

**97 Pristine C2S** Winner, Best of Show at 07 PCASDR Concours Show. 29K Miles Silver over Black Turbo Body Chrome Plated Techno Hollow Wheels Embossed Sports Seats \$55K OBO (858) 837-0726

**99 BOXSTER** 61K, Wht/Blk, Notraced, New Plasticwindow, O&F, Serpentinebelt, Expansion tank, O2 sensors, Massair, Exhaustmanifolds. It's ready for miles of topdown fun, \$17.5 (619) 462-5607

**EARLY 911 RE-CREATIONS** Own the vintage Porsche you've always dreamed about owning, while retaining the reliability, and performance, of a newer car. All for as little as \$29,900 (less if you supply the donor car). How about a '73 911RS, in white with red scripts? Or an RSR in Martini Racing trim? Or maybe a '70 911ST in the Brumos color scheme. We specialize in inexpensively, quickly, and beautifully back-dating 1978 to 1989 SCs and Carreras. Give us a call to discuss your budget and your vision. Call Larry at 619.955.3974 or Jason at 619.867.6637

at GT Motorsport USA. Or email at [larry@gtmotorsport.net](mailto:larry@gtmotorsport.net).

**2005 997 Carrera (MUST SELL) EXCELLENT** 16,500 mi OBO. \$59,500. Silver / black interior. WP0AA29975S716078, Heated Seats, 19" S Wheel, PASM, 3M Bar. (858) 414-9315 [harrisgrp@cox.net](mailto:harrisgrp@cox.net)

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

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

**Mint Condition 2005 Carrera REDUCED!!!** Must Sell this one of a kind Mint Condition 2005 Porsche Carrera 2 Cabriolet 997- Car's Name is: Oscar, 6 Cylinder S- 355HP with Custom Midnight Blue Metallic Paint and Matching Blue Convertible Top. 5K Custom Chrome Rims, Fully loaded, Low mileage, Power everything, Upgraded Bose Surround Sound System with 6 Disk CD Changer with Remote, Heated Leather Seats, Beautiful 10K custom Madagascar Wood Trim throughout the interior, 4K Custom Sports Chrome Exhaust System, Very clean interior & Well maintained- Perfect! Always garaged- Original Owner, 4 Year/50K Mile Warranty, Maintenance records available, You Must see this One of a Kind Beautiful Car! (858) 220-3535

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

**'87 944** Great Street or AX Car, Well maint., 117k orig. miles, PW, PS, AM/ FM/ CD, Sunroof, \$7200 OBO 858 356-7325 lv message

## Tow Vehicles

**04 Ford Expedition XLT** 5.4 ltr V8, 4wd, tow pkg, auto load level shocks, lthr, 3rd row seat, rear air. 54K mi. Excellent cond. \$15.5K (760) 409-0774

## Track/Race Cars

**95-993 Track Ready \$37,500** Racers Group car; turn key track car with featherlite trailer. Too many details. Call Steve: (760) 223-6678

## Parts

**931/924T Turbocharger** K-26 Turbo-charger for 924 Turbo (931). Good shape. \$120, or Offer. Paul

**4 7x16 Phone** Dial wheels for 928, 924T/ S, late 944, 964. Not perfect, but straight, true. \$100, offer. Paul. (619) 449-1768

**4 7x15 Phone** Dials for 928, 924T/ S, late 944. Perfect for Spec 924S. Straight, true. \$150, obo. Paul. (619) 449-1768

**Older, superlight** BBS Mags. 7x16 for 928, 924T/ S, late 944, 964. With special

BBS nuts. Need paint. \$100/Four obo. Paul (619) 449-1768

**1994 RS America Exhaust** System including catalytic converters. As New condition with less than 6K miles use. \$495 OBO. Call (858) 587-0208 or email to [jmiller21@san.rr.com](mailto:jmiller21@san.rr.com).

**Dry Chem 2.5lbs with Mount** 911 Fire extinguisher for DE, TT with custom mount hardware, no holes to drill, passenger front floor. \$50 George (858) 248-0898

**Headlights (non-Litronic)** Off 2001 Boxster S, orange side marker \$200, non litronic. (858) 531-3589

**Phone Dial Wheels** \$250/ set (4 wheels) from '87 944 Call 858 356-7325

**3.2 Carrera motor** . Complete including brain and harness. 2k miles on top-end rebuild. Currently in car. No track miles. \$6500. Mark Kinninger. (619) 733-5500 [kinninger@cox.net](mailto:kinninger@cox.net)

**boxter car cover** as new. used only once. Official Porsche cover. \$35 (858) 452-1138

**WTB 8's & 9's X16" FUCHS** Looking for a set of 2-8" & 2-9" X 16" Fuchs for my '76 Carrera Rick 760-802-2872 [rsylvestri@cox.net](mailto:rsylvestri@cox.net) (760) 745-4404

**2 7x17 Cup1 Wheels \$400** factory Cup1 wheels in good shape with Victoracer 225/45 tires with plenty of tread. \$400; prefer local pickup. [registry@c4widebody.com](mailto:registry@c4widebody.com) (858) 456-2480

**911S-1975 Longblock** This Porsche 911S longblock was just rebuilt by Volker Bruckmann. This block has never been overheated and every stud is 100% perfect! I installed new bearings. I inspected the intershaft, resurfaced the heads, performed a full valve job, installed mechanical chain-tensioners. New German piston rings. The piston rings were seated with my dry-wet forced run-seating method. For an extra \$800, I will convert this engine to Carrera chain-tensioners. Please call me at (619) 449-0262 or (760) 765-2149. \$4,995 obo.

**'67 Seats** from '67 912. Very good condition mechanically. Covers good but not stock. \$300 Email [evansmarv@hotmail.com](mailto:evansmarv@hotmail.com) or call & leave a message. (619) 421-4031

**SC Black Bra/Custom Sheep Skin** Seat Covers-Tan. All in very good condition. Make Offers. Bill [theadys@san.rr.com](mailto:theadys@san.rr.com) (858) 715-1465

**996 C4S Parts** Sport exhaust tips \$275, Bra and mirror covers \$75, Silver tec cover \$55. Front center console for CDs \$100. (858) 538-1347

**BMC AIR CLEANER** Reusable racing style for 2.5L Boxster, detergent, oil, and instructions. In great condition. Purchased from AJ USA. \$45.00 (619) 225-8783

**1979 911-SC Project Car** I have a 1979 911-SC Coupe with a 3.0 litre engine and 5 sp trans that I disassembled in 1984 with hopes of creating a real show stop-

per. However, I have never gotten beyond the disassembly stage and am now forced to sell it. It is light metallic blue with black leather interior and has most options available for that year model, including, AC, power windows, power sunroof, power antenna and fuel inj. Because it is disassembled, it cannot be driven and requires a trailer to be moved. The car is currently in storage and available to be viewed by interested parties. All original parts are either with the car or stored in boxes. Call Mark Renard for more info. (619) 944-3890

**WHEELS/AUTO X** 17x7.5, 17x9 Aftermarket. Fits: C2, C4, 993, 996, 944 and some Boxsters. Good condition, good price. \$519 tkbryson@san.rr.c (858) 481-0626

**HARNESS BAR By Speedware** Stainless Steel Ready to install on 996, 993, or C2. GREAT COND. \$75.00 OBO Mike (760) 633-1685

**AutoPower Roll Bar** Fits 964/993, currently in 993 C4S. Painted Grey. All hardware. \$250 obo. Forrest (619) 992-4378

**RS Door Panels.** Fit 911 to 98. All hardware. Grey (easy to change). \$300 new, \$150 obo. Forrest (619) 992-4378

**BK Harness truss for 996/GT3** Brey-Krause R-1035 harness bar. uses only existing mounting points. Once installed, the main portion can be unbolted in ten minutes, allowing use of the rear seats. \$550 va122@hotmail.com (917) 363-2560

**REDUCED: 18x8, 18x9.5 Turbo** Wheels. Good condition - minor curb rash right front - will polish out - Yokohama rubber - rears usable, \$500 or trade for set of 17x7, 17x9 wheels. Al James, james@raytheon.com, 858-774-378

## Wanted

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

**Motorhome for summer vacation** Motorhome rental for a week or so this summer. Father/ son trip to a couple of races. Walter 858-775-5302 (760) 931-6739

**Pioneer Centres Lic Frame** I'm looking for two (2) new or extremely clean "Early Style" Pioneer Centres Black Plastic Frames. w/o dot com (619) 962-7345

**Porsche Factory Photos** I'm looking for ANY Porsche factory photos from the early fifties to current. Will scan your originals if necessary. (619) 962-7345

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

**WANTED 964 Cup Wheels** Part #965 362 124 01 & 126 01. 7 x 17 inch ET 55 and 8x 17 ET52. Please call (619) 962-7345

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

## Miscellaneous

**old sign** 18"x24" outdoor sign with black lettering and border on reflective white ground. \$75.00 Sign reads in three separate lines: (2"h) CARR-CHLOS (2"h) -----> (3"h) CAR PARK (619) 990-6978 Elizabeth

**Best Performing Engine Oil** Amsoil Synthetics: Synpsg.com! Best Perfor-

mance and Wear Protection! 5W-40 European Blend and 0W-30 in stock: Local Delivery! Call/email today! custserv@synpsg.com (951) 479-8483

**Road & Track Magazines** 1983-2007 in R&T binders and library cases. Missing 1985 and 1990, 01/87, 06/88, 06/91, 06/95, 10/00, 03/06. \$270. (760)420-7909 +doug.dill@worldnet.att.net

**Sparco 5PT harness,** driver & passenger, 3", black, Aug 06, \$180. Hot Lap timer, \$150. G-Force arm restraints, driver & passenger, \$30. Charlie (619) 224-9317

**CAR STORAGE !** Store your car / truck Indoor, safe, secure. Monthly / Yearly. San Diego (858) 581-1101

**Wheels For Sale** 17 inch Boxster wheels with center cap Porsche crests. \$250.00 Proscche Boxster car cover with Porsche logo. \$100. call: 858-248-1214 (858) 627-6766

## Business Directory

**High Performance Motorsports** Buy any new, used, leased, auctioned vehicle at Dealer pricing. Any motorized vehicle. (858) 735-1013

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

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



## Porsche films and sounds on new Web Cinema

COURTESY PCNA

Porsche has launched a new "Web Cinema" on its web site, [www.porscheusa.com](http://www.porscheusa.com). The site offers Porsche fans an opportunity to view extraordinary Porsche films and hear the sounds of the famous engines.

The new web technology gives browsers a virtual front-row seat to experience much of what embodies Porsche's legendary sports car driving. The site features rare product development documentaries and inside-the-factory research.

"We are constantly seeking ways to connect consumers to our exciting world of races, rallies, and sports car driving," said David Pryor, vice president of marketing for Porsche Cars North America. "With the new web-cinema in place, viewers can feel a part of the action any time, and the engine sounds truly are music to the ears of a true Porsche lover."

In addition to audio files, browsers logging on to the site will find the movies *True to Yourself*, about the Porsche Cayman S, and *No*, about the 911 Carrera 4/4S, both of which received Golden Camera Awards in Hollywood. Reports from the American Le Mans Series and Transsyberia Rally are also available.



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## Display Advertising

For display advertising contracts and billing information, please contact:

Bob McLaughlin  
Business Manager  
858-292-1428

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:

Susan Brown  
2240 Corte Ananas  
Carlsbad, CA 92009  
760-942-2706

EDITOR@PCASDR.ORG

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



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# WINDBLOWN WITNESS

Margi Knight &  
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