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NOVEMBER 2008



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WINDBLOWN WITNESS

Volume 49 Number 11

November 2008

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2009 911



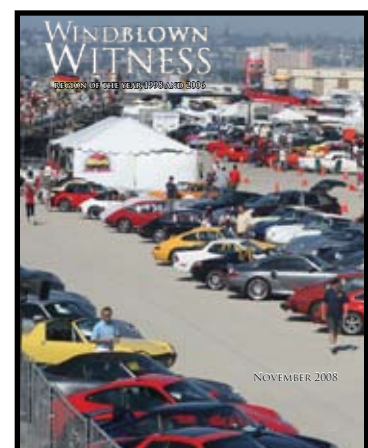
Coronado Races

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Coronado Speed
Fest
Photo by Greg
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And The Winners Are!

By MARTHA MCGOWAN, PRESIDENT

I'd like to congratulate Neil Heimburge, Rikki Schroeder, Chuck Sharp and Curt Yaws on being elected to the new 2009 San Diego Region Board of Directors. Along with Kim Crosser, Dave Gardner and Jennifer Reinhardt, this worthy team will lead your Region through another year. I'd also like to thank John Komer, Jan Mellinger, and Don Middleton for putting their names in the hat. I very much appreciate their willingness to help support the Region.

Now that the new 2009 Board has been selected, we need to fill the numerous committee positions. SDR has about 35 different committees with almost 100 people serving in various volunteer roles. These are the folks who drive the Region forward and keep things moving. Now is the time to step up and offer your skills and services and take a more active role in contributing to the great success of SDR. Your idea may be the next best one.

Coronado Speed Festival

I have to take a minute to thank John Straub and his committee for the fantastic efforts they put into making the Coronado Speed Festival such a fun, successful event. SDR hosted a hospitality tent sponsored by Hoehn Porsche which was approximately twice the size of the previous year. The Coronado Speed Festival is the largest event that the Region has held this year with a count of 275 Porsche parking Corral Passes sent out to members. The weekend was a huge success. The people were great, the food was fantastic, and everyone had a chance to browse through the wonderful collection of Porsche cars present.

Saturday November 8 is a day where you will need to choose be-

tween driving in the last points autocross of the year or going on the Wine and Dine tour. The autocross will be in the southeast lot at Qualcomm stadium and will be your last chance to accumulate points for the 2008 season. So if you're in a tight competition for your class, you'd better not miss this one. The second choice is the Wine and Dine tour which is offering something a little different. It's a tour through the back roads starting from Steele Canyon High School and ending in Ramona and it promises some interesting roads with some nice twisties. The tour will end at the house of Herman Salerno, a well-known wine maker and opera singer, where lunch will be served. The cost for lunch is \$30 per person.

On Sunday, November 9, Vince and Cecelia Knauf will be leading one of their famous Cayenne Tours. You must pre-register for this tour whereupon you will receive all the tour information. The tour destination will be driving around Julian to Banner Grade and then from Chariot Canyon down Oriflame Canyon with a planned stop at a petroglyph site. This will be an all day event, so bring food and water.

The time trialers will have their final event at Buttonwillow on the 22nd-23rd. This will be the last opportunity to make your run for points in the various class competitions. The December 1st Motorhead Monday, your chance to review all the Buttonwillow highlights, will be at the Mandarin Garden Restaurant in Mira Mesa. Even if you don't race your Porsche, you are welcome to come along and listen to the tall tales from those who do!

The November Last Tuesday Social will be at Mexi-Cocina in Poway

where you can join your Porsche friends for a relaxing evening of conversation. Mexi-Cocina is owned by PCA-SDR member Roberto Montoya who generously donates food and services to many of our events. Please come out and support him at Mexi-Cocina in Poway. Details can be found at www.pcasdr.org.

Remember, November is the sock and underwear drive month to benefit the Monarch School. We are asking members to bring along new socks and underwear and it is the teen sizes that are most in need. In September, we collected over 600 paperback books that will be donated to the Juvenile Hall.

The 2008 Installation Banquet and Charity Dinner is Jan 10, 2009. Whew, that's right around the corner. Our Charity chairs, Ralph and Annette Linares have already started soliciting charitable donations for the various auctions. If you have something you'd like to donate, whether it's an item or a service or something that can be used to raise charity dollars, please contact them at charity@pcasdr.org. If you can help out in any way, please contact them.

I look forward to seeing you at SDR events!

Martha



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It's Never Too Late

By SUSAN BROWN AND MARGI KNIGHT, Co-EDITORS

Hollywood legend Paul Newman died on Friday, September 26, 2008. As many of us know he was passionate about motor racing. This began when he was about 43 years of age following his portrayal of a racecar driver in a movie called "Winning".

He started at the bottom, driving a saloon car. In 1976 he won his first national amateur championship. In 1977 he began competing against



professionals. Two years later he was speeding around Le Mans in a Porsche 935 at up to 220mph. He and his two co-drivers almost won when the lead car developed fuel injection problems. Then their own car's engine began to splutter and they limped across the line in second place at 5mph.

His first professional victory came in the rain at an SCCA Trans-Am race at Brainerd, Minnesota, in 1982. Newman spoke of his passion for racing during a 1995 interview with the AP shortly after he was part of the winning team in the Daytona 24-Hours sports car endurance race. He was 70 years old at the time. No one remotely close to that age had ever won in that event. "I don't like talking about acting because that's business and pretty boring," Newman told the AP another time. "And

politics can get you in trouble. But I'll always talk about racing because the people are interesting and fun, the sport is a lot more exciting than anything else I do, and nobody cares that I'm an actor. I wish I could spend all my time at the racetrack."

He was also known as a jokester. He told this story on a 1998 interview with Larry King: His good friend Robert Redford decided to give him a Porsche for his birthday. It was delivered to him via crane and dropped on his driveway. The car was side-swiped and lacked an engine. Newman then decided to return the favor by having the Porsche compacted and shipped back to Redford. He had an inside person deliver the cube right inside the vestibule of his home. However, Newman said Redford had the last laugh, as he never admitted he saw it in his home.

Newman drove his last race as a professional in the 2005 Daytona 24-Hours and even ran some hot laps around his beloved Lime Rock Park in August.

As the years went on, people kept asking him when he was going to quit racing. His reply was standard. "That's what Joanne keeps asking me," he said.

In this issue

We have several articles of note this month. Steve Grosekemper tells us what to do and not do when looking for a used Porsche. Chris Huck entices us with a report on the "evolution" of the new 2009 911. You will also be reminded of the fun had by all from Mike Gagen's report on the Coronado Speed Festival. Tom Golich reminds us how important donating to the San Diego Blood bank is!

Our regulars keep on delivering. Tom Brown brings us back to 1984



with a look at the Windblown Witness. John Straub brings us back to 1989 and Michael Harris brings us forward to the November San Diego Auto Museum's upcoming Gala.

We always need help with articles and photos. Photos in a high resolution jpgs format work best (at least 500 kb). Please email yours to editors@pca.org.

Behind the Visor

Now that we have new directors, Neil Heimburge, Rikki Schroeder, Curt Yaws and Chuck Sharp joining remaining board members Jennifer Reinhardt, Kim Crosser and David Gardner...inquiring minds want to know... who will be our next "President"?

Gail Dana reports that a huge virus is coming our way...via email. Do not open "Postcard from Hallmark". And we all love to hear from Hallmark. Margi does not worry about this...at least so far her Mac keeps her safe.

Editors' correction:

In the October issue, Jackie Lu not Gary Burch developed the autocross track map. Jack and Ginny Case were founding members of PCA National not the San Diego Region. Jack was National Executive Vice President and presented the Charter to the San Diego Region. Later they moved to the San Diego area and have belonged about twenty years. We apologize for the errors.

Margi and Susan



November 2008



Saturday November 1

Windblown Witness submission deadline for November issue

Saturday-Sunday November 1-2

Zone 8 Concoors and Autocross

Details: Concoors Saturday, Autocross on Sunday at the Peoria, Arizona Sports Complex.
PHOENIXFLIGHT31.ORG
Contact: PHOENIXFLIGHT31@COX.NET

Wednesday, November 5

Monthly Members and Board Meeting

Time: 6:00 p.m. – Social hour and food
7:00 p.m. – Meeting
Place: Hofmann/Monday home
4679 Esther Street
San Diego, CA 92115
Contact: Joe and Jim, 619-922-7510
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 October issue, page 46

Saturday, November 8

SDR Wine and Dine Tour

Time: 9:30 a.m.
Place: Steele Canyon High School parking lot
12440 Campo Road
Spring Valley, CA 91978
Details: Tour the back roads and end at Ramona at 12:30 at the house of Herman Salerno, a well known wine maker and opera singer. 17924 Highway 67, Ramona. Lunch will be served with salad, pasta, dessert and one class of wine or soda. \$30
Contact: TOURS@PCASDR.ORG

Saturday, November 8

SDR Autocross–South East Lot

Details: See page 47
Contact: AX@PCASDR.ORG

Sunday, November 9

SDR Cayenne Tour

Details: See page 20 in *October Witness*. The registration form for this tour can be found at the San Diego Region's website, WWW.PCASDR.ORG. Fill out the form and mail it with your \$10/vehicle entry fee. Make your check to PCA-SDR. The last day for cancellation with refund is November 6.
Contact: VVVINCE@AOL.COM

Saturday & Sunday, November 22 & 23

SDR Z8 Time Trial: Buttonwillow

Details: See page 10
Contact: TT@PCASDR.ORG

Tuesday, November 25

SDR Last Tuesday Social

Time: 6:00 p.m.
Place: Mexi-Cocina Restaurant and Tequileria
12213 Poway Road
Poway, CA
858-748-6452
2275 Shelter Island Drive
Details: Please come and enjoy great Mexican food and the warm hospitality of Roberto, our loyal SDR member and owner of the restaurant. Happy hour from 2 p.m. until closing. \$2 cocktails and \$2 domestic beers.
Contact: SOCIAL@PCASDR.ORG

December 2008

Monday, December 1

Motorhead Monday

Time: 6:00 p.m.

Place: Mandarin Garden
8242 Mira Mesa Blvd
San Diego, CA 92126
858-566-4720

Details: Owner and Porsche enthusiast Rene Doctolero is more than happy to host our Motorhead Monday event.

Contact: SOCIAL @PCASDR.ORG

Wednesday, December 3

Monthly Members and Board Meeting

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

Place: John and Monique Straub
9215 Brier Road
La Mesa, CA

Contact: 619-667-3826

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 41

Sunday, December 7

OCR Z8 Autocross

Details: El Toro Fields, Irvine

Contact: AUTOREG@GMAIL.COM

Saturday, December 13

SDR Autocross–Qualcomm West Lot

Details: See page 47

Contact: AX@PCASDR.ORG

Sunday, December 14

SDR DE Qualcomm West Lot

Details: See page 47

Contact: DE@PCASDR.ORG

Tuesday, December 30

SDR Last Tuesday Social

Time: 6:00 p.m.

Place: Casa de Reyes Restaurant
Plaza del Pasado Old Town
2754 Calhoun Street
San Diego, CA
619-220-5040

Details: The restaurant features grilled meats, fresh tortillas, plentiful portions of classic Mexican dishes and our famous margaritas. WWW.PLAZADELPASADO.COM

Contact: SOCIAL @PCASDR.ORG

Upcoming Events

Saturday, January 10, 2009

Installation and Charity Banquet

Details: See page 23

Contact: SOCIAL@PCASDR.ORG

Saturday, February 8, 2009

Driver Awards Dinner

Time: 5:30 PM - 9:30 PM

Place: Basic
410 10th Street
San Diego
619-531-8869

Details : Come enjoy pizza and driving awards. Cost is \$25 per person.

Contact: RSVP SOCIAL@PCASDR.ORG or Katina at 619-934-6554



PCA San Diego Region & Zone 8 Time Trial

Buttonwillow Raceway Park Time Trial

November 22-23, 2008



REQUIREMENTS:

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

Event Hotel: Willow Inn & Suites
20645 Tracy Ave • Buttonwillow, CA 93206
Tel: (661) 764-5121 • Room: \$49.99 plus tax*
Reference the Porsche Club/John Miller room block
Make reservations early!

*Rates subject to change by hotel

Lunchtime Track Tour!!!

For more information contact Jack Miller at (619) 286-4419 (h) or tt@pcasdr.org
For track information and directions: www.buttonwillowraceway.com

November 22-23 — PCA-SDR & Zone 8 Time Trial — Buttonwillow

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

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

Car Year _____ Model _____

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

Do you have a Competition Permit? ☐ Yes ☐ No
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 2008 Zone 8 Competition Permit or Log Book (\$10)..... \$ _____
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- ★ Please bring a completed Tech form with you to tech inspection: www.pcasdr.org/img/pdf/general/AXRegForm.pdf

Heritage Park Concours

By TOM BROWN

Before we begin, a quick follow-up on last month. If you recall, we left April 1984 with the strange tale of Porsche planning to end the traditional dealership arrangement. Looking at the May 1984 issue, there was one line in the president's column stating that the factory had changed its mind and was not going forward with this idea. A lot of hullabaloo for something that blew over so quickly! I wondered if the whole thing was an April Fool's joke, but there was no sign of anything to that affect in either issue.

Cover looks familiar?

This month's cover (November, 1987) is entitled "Heritage Park Concours," with no credit given. It looked strangely familiar to me, but it didn't take too long to

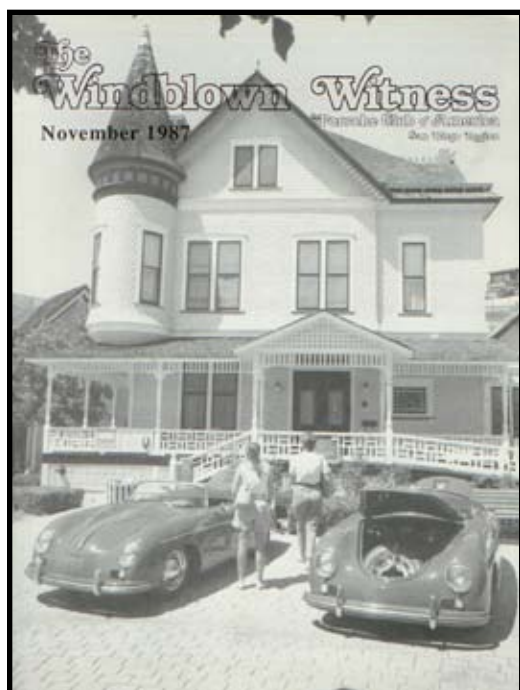


figure out why. Those of you who have attended club meetings or rally schools at the Young household will remember seeing a photo very similar to this (in full color) hanging on their family room wall. Both cars are a beautiful red.

First thing I noticed upon opening this issue was that Black Forest was announcing their "new" location on Ronson Road. They must have kept growing over the years, since we now find them on Engineer Road.

John Straub reported on the 3rd Annual Palm Springs Vintage Grand Prix. Conducted at the airport (just like the area's famous races that were so big in the 50's) they

were hosted by SCCA. New this year was a Concours and an auction of vintage sports and racing cars.

Holtville Autocross

Speaking of the Young's, Paul wrote the recap article of the recent two day autocross at Holtville. He and Bob Lemke shared Paul's 928 this year (the previous year both of their cars broke, so maybe they figured by sharing there would only be half the repair bills?). Fortunately a great time was had by both and the only victims of Paul's nickname (Off-Road) were the two tires that went flat while sliding sideways through the dirt. An ever present danger, the typical very hot weather was interfering with Paul's ability to concentrate. I love Paul's closing sentences: "Holtville—there is something magnetically attractive about this wretched, desolate, sometimes devastating place. The simplicity and sheer speed have brought me back time and again."

Famous last words

Here are a few more quotes that Paul included:

Let the sun shine in!

Jim Rydbeck (driving a 911 Speedster)

I came, I saw, I conquered

Bob Lemke (who beat Paul by a second, in Paul's car)

Damn the rocks, full speed ahead!

Dave Walker

Last one to Holtville is a Corvette owner

Tom Twells

A car in the sand is worth two in the bush

Paul Young

Late braking? Hey, my brakes are gone!

Mark Walker

Sure brings back the memories. Too bad the concrete surface out there has deteriorated so much that it is no longer useable.

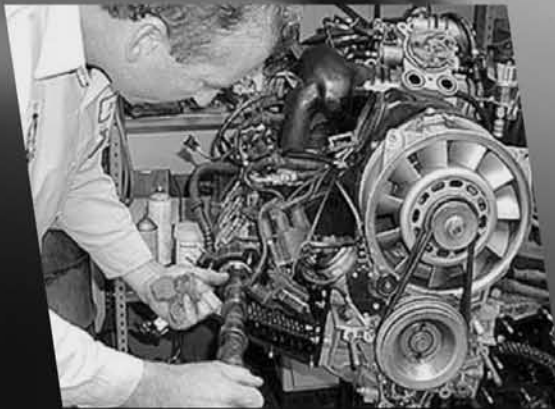


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Shocks & Struts -
Service/Replacement

Wheels and Tires

High Speed Tire Balancing

It Seems Like Yesterday

BY JOHN STRAUB, ARCHIVIST

Well here I am at the "Petit Le Mans" at Road Atlanta. If you know anything about this race, you'll know it's a ten hour deal, so that gave me some time to sit down and write my monthly column in-between watching the cars zip around the track.

It's been 21 years since I was last here and that is where we are in our history of the San Diego Region, 1987. Being here at Road Atlanta seems just like yesterday. I walked by the garage we used when we raced here and the great memories came flooding back-it was the last time I got to see Paul Newman in person at a race. He loved to talk racing, but not movies and I can still see his smiling face, as he was strapped into the Nissan that he was driving at the time. He was a very-very good driver, better than most! As you may know he just left us on earth...to do a lot more racing somewhere else. One last note on this, the last racecar he drove was a Porsche!

Happenings in 1987

Now back to the region. As you will see, that year 1987 started off with a lot of trauma for us. More on that in a minute.

First, I'll run down the club movers and shakers. Nancy Rydbeck was President, Paul Young was Vice-President, Steve Hall was Secretary, Herb Courington was Treasurer and the other board members were Joe Weber, Bill Bogusch and myself. Jim and Shirley Douthit were membership chairs, Bill Myrick and Susie Starks were Autocross chairs, Heather Brigham and Frank Bendrick were Concours chairs, Slim Durham was Rally chair, Ruth Young was Social chair, Jim Rydbeck was Time Trial, and the editor of the Witness was Fred Fraley.

Well as I mentioned, the year started with trauma. Our club trailer was stolen along with all our equipment! Not good! We estimated it would cost around \$6000 to replace everything. We asked for donations and had club fundraisers. Bill Bogusch, our Equipment chair headed this effort and with everyone's help we were able to replace the old trailer with an even better one.

With our newly purchased pylons and timing equipment we held an Autocross at the end of January. Bill Bogusch came on as a co chair at this event. This was to become quite a team together with the other Bill and Susie. One note about the Autocrosses back then, we ran practice in the morning, and then would take a lunch break, and then the timed runs after that. We were running about 60-75 cars at these events, and the lunch breaks added to the social part of the Autocross.

In February we held another Autocross at the Stadium. Some of the members running were, Paul Young, Tim Comeau, Borden Covell, Otto Obrist, Gerry Layer, Bill Myrick, Vince Knauf, Cecelia Knauf, Joe Weber, Tom Twells, Russ Dickerson, Mark Kinninger, Bob Lemke, Bob Bertrand and Steve Hall. Also that month we had a night at the "Improv Comedy Cafe" chaired by Ruth Young with about 20 members attending, but the real hit of the night was when Bill Bogusch pulled up outside with the new club trailer to show it off!

March brought with it our spring Holtville driving event with the headquarters at the Travelodge in El Centro. The cost of this event was \$20. I believe Joe Weber took TTOD with his 911.

April started off with a big weekend. We held a Zone 8 Autocross on Saturday and a PCA/POC Challenge Cup on Sunday, with a cocktail party after the driving was over. If I remember, POC barely beat us even with Ron Mistak running his "Monster 914/6". Next in April was a Rally chaired by Paul Young and Steve Popko. This rally wound its way to Borrego Springs. Pat Scanlan and Bill Barnard got first in class. Vince and Cecelia Knauf got second in class, but Cecelia did also scored a first...her first speeding ticket in a Porsche!

May was a big Concours month in our region. We held a "Wash and Shine" Concours on a Saturday and then a full Concours on Sunday at University Town Center. The Saturday event was chaired by Heather Brigham with a social that night chaired by Ruth Young and the Sunday event chaired again by Heather and Frank Bendrick. Some of the judges were Pat Scanlan, Dave Walker, Ernie Paschoal and John Straub. I guess you could say 1987 was a banner year for Concours in our region, by the end we had held two "Wash and Shine" events and two regular Concours.

To finish off the first six months we held a Gymkhana in June. I think that was the last time we ever held one of those. Next was our annual Progressive Dinner. We had about 40 cars. The first stop was at a home in Del Mar where Vicky Durham and Shirley Douthit prepared the appetizers. Then off to Jeannie Kuchenmeister's in Poway where she prepared salads. The main course was at Vince and Cecelia Knauf's in Talmadge. Dinner was sauerbraten, red cabbage and fried potatoes. After dinner we gave out certificates for those members who had given us donations to the stolen trailer fund. After dinner we were off to Paul and Ruth Young's for Black Forest Cake.

So ended the first half of 1987.



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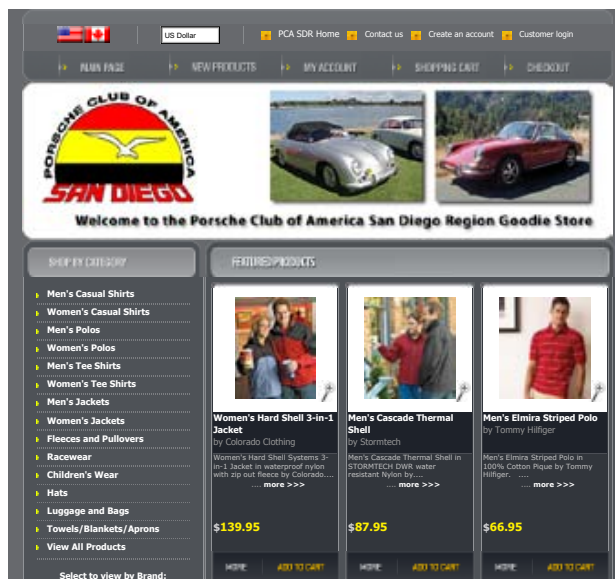
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Tribute to Dan Gurney

By MICHAEL HARRIS

This month's biggest news is the opening of the Ferrari Exhibit and some minor modifications to the Museum's "20th Anniversary Gala" on November 22, 2008 from 6-9pm. Once again the venue is the U.S. Grant Hotel in downtown San Diego. In order to enable more people to attend, the pricing for the Gala has been restructured. Two classes of tickets are offered; VIP tickets at \$400 each and Preferred tickets at \$200 apiece.

VIP perks at \$400

VIP ticket holders will be seated close to the guest of honor Dan Gurney's head table. VIP ticket holders will also have a photo opportunity with Dan at the cocktail party, enjoy champagne at your table, and receive a gift from the Museum. VIPs will also be listed as an event "Sponsor" in the 20th Anniversary Show Catalog, receive special recognition in the event program, and receive all the other perks granted to preferred ticket holders.

Preferred perks at \$200

Preferred ticket holders will be able to attend Dan Gurney's Hall of Fame induction ceremony, and be served a four course Italian dinner together with Andrew Geoffrey wine. You will also attend the silent and live auctions, receive a copy of the Show Catalog and evening program, and watch the fashion show. As there will only be a total of 300 tickets sold, please call Faye Levy at 619-398-0307 to reserve your tickets. Checks and credit cards are accepted, and tickets will be mailed to you.

All about Dan

Museum Director Bob Swanson also discussed the tribute to Dan Gurney. Dan is lending one of his racecars, motorcycles and some memorabilia to the Museum for display during the Ferrari exhibit. Dan's racing career stretched from 1950 to 1970. His first major competitive event was at the Bonneville Salt Flats where he turned 130mph in a Mercury Special he had modified. After military service took him to Korea, he bought a Triumph TR-2. In his first road race at Torrey Pines he finished third. His first race in a Porsche was at Montgomery Field in 1956 where he finished first.

Switching to Ferraris with Frank Arciero, Gurney won three races. Next, he was offered to drive for Luigi Chinetti, whom he raced for at Le Mans in '58. For 1959 he was offered and accepted a factory ride with Ferrari where he teamed with Tony Brooks and Phil Hill at Le Mans in 1959. In the early '60s, Gurney drove for the Porsche factory, winning two Formula 1 races in the Type 804, and



was also victorious in Porsche sports cars. He also started driving at the Indianapolis 500. By the time Dan retired from racing in 1970, he had won in all forms of motorsports in all kinds of cars including Formula 1, sports cars (including winning at Le Mans from pole in a Ford GT 40 Mk IV in 1967), won in NASCAR, and more. By the time of his retirement in 1970, Dan had competed in 312 events in 20 countries driving all sorts of cars. He finished first in 49 races, had podium finishes (top three) another 47 times, and was on the pole 42 times.

As remarkable as Gurney's accomplishments were as a driver, his career as a car constructor and team owner are even more remarkable. He started All American Racers in Santa Ana, California in 1964. He built cars for Formula 1 and Indy racing and was successful in both. He also did development work for Toyota and ran their IMSA prototype sports racing car program with such success that Toyotas were absolutely dominant in the last two years of the prototype series, besting all manufacturers. Dan was also one of the founders of CART and the Long Beach Grand Prix. Current work at AAR includes development of a new line of motorcycles, called "Alligators." AAR also manufactures secret carbon fiber parts for the government. Dan is truly a rare and unique individual. Please help honor him and help the Museum continue to grow by buying tickets for the "Anniversary" party. See you at the Museum.





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Evolution not Revolution

The new 911

TEXT AND PHOTOS BY CHRIS HUCK

T rue to Porsches' "form follows function" and "evolution not revolution" concepts, at first glance the changes to the second generation, 2009 Porsche 911 don't appear to be overwhelming. Once you look a little closer however, they really start to pop out at you. New tail lights and corner lights are incorporated into subtly new, more aggressive bumper skins, taller side mirrors with more noticeable grooving and then the little XM antenna that is common now. There are new wheels and two new colors offered: Aqua Blue and Racing Green. The Carrera 4 adds a horizontal light bar connecting the two tail lights.



What's really exciting though, is what you can't see—the 100% new engine, suspension, transmission, exhaust, and touch screen entertainment system. More power, improved fuel efficiency and oil management, lower emissions, a smoother ride and even better handling.

New factory entertainment and comfort options include a new Bose stereo featuring true 5.1 surround sound and DVD audio compatibility, XM Radio, XM NavTraffic to route you around slow moving traffic, Bluetooth and iPod integration, ventilated seats and even a heated steering wheel.

The all-new engine uses 40% fewer parts, is 11 lbs lighter, is more compact, more durable, more efficient and has a 10mm lower center of gravity of 800 lbs of weight! With its larger bore and shorter stroke it revs more quickly to its higher 7500 rpm red line and develops 345 and 385 hp in Carrera and Carrera S respectively, taking them to Porsches' published 0-60 times of 5.2 (6 speed Carrera) 4.3 (PDK Carrera) 5.0 (6 speed Carrera S) and 4.1 (PDK Carrera S.)

Optimized oil circulation uses 2 extraction points per

cylinder head now, 5 oil pumps versus the 3 on early 997s, a further developed integrated dry sump and lower horizontal oil separators allow the lower engine height and significantly improve the oil management and reduced consumption especially in aggressive driving conditions.

The Porsche Doppelkupplung (double clutch) transmission is an electronically controlled dual manual transmission gearbox that feels like it's being shifted by a professional racecar driver. This transmission was originally developed for the 1984 Porsche racing program but recent developments in electronics have allowed it to be brought to the street. In full electronic operation it is well suited to traffic, while in its SPORT/SPORT PLUS mode it has an extreme racetrack bias. With LAUNCH CONTROL even an inexperienced driver should be able to enjoy the car's fastest possible acceleration potential!

Working with the new Direct Fuel Injection, drivers can expect as high as 27 miles per gallon (Carrera) and 26 mpg (Carrera S) making the new Porsche 911 more fuel efficient than the current BMW 650i, Jaguar XKR coupe, MB SL550, Maserati Gran Turismo and Aston Martin Vantage while enjoying an extra 20 hp, 15 more lb.-ft torque in the Carrera and an extra 30 hp, 15 lb.-ft torque for the Carrera S.

The all new PASM and PASM Sport adjustable suspensions excited me the most. The standard Carrera suspension uses linear springs with 43nm stiffness (46 in PDK cars). The PASM equipped Carrera and Carrera S sit 10mm lower than standard ride height and feature new progressive rate springs with 56nm stiffness. With the new PASM Sport Suspension Package drivers have a much more aggressive handling potential while retaining their street comfort—20mm lower than the standard Carrera and spring rates electronically adjustable from 65-95 newton meters of stiffness. This versus the GT3 at 112nm. What's all this mean? Very nearly as aggressive handling as the GT3 but a car much more suited to commuting to work or driving cross-country!

Although a lot has been said above, there's still a lot more not mentioned. Visit Porsche.com to learn about the new Limited Slip Rear Differential Lock, larger brakes with Closed Calipers, Drive Off Assistant, Dynamic Cornering Lights, Enhanced PSM and much more.

Of course a visit to your local Porsche dealer for a test drive is the best way to enjoy the new 997!



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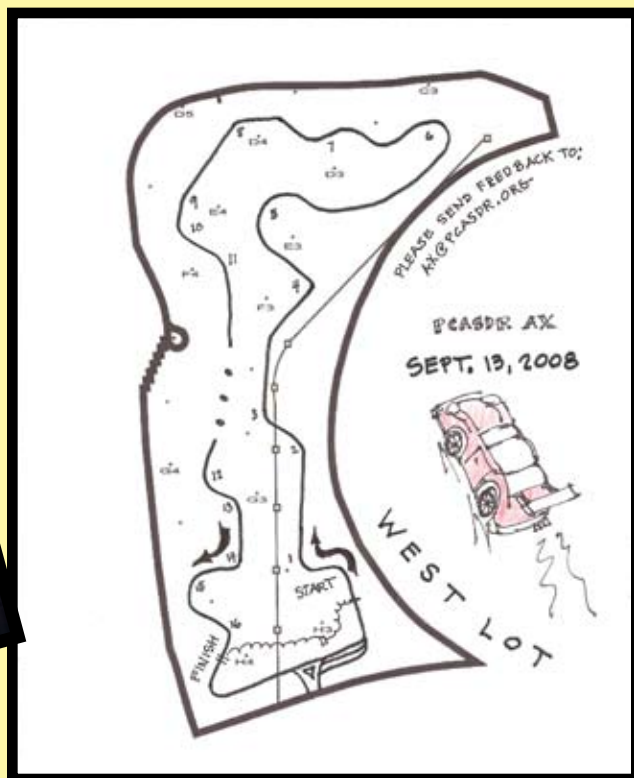
September Autocross

PHOTOS BY TED WITTE

TRACK MAP BY JACKIE LU



1



4



3



2

1. Chuck Sharp, Martin Reinhardt and Steve Grosekemper at the trailer
2. Ron Palmer in his 1978 911 SC
3. One of the AX Chairs, Bill Behun
4. Gunter Enz is corner working
5. Bill Hallet in his 1996 996
6. Pablo Rios in his 2006 Cayman S
7. Kathy Young in her 1987 911 S Targa
8. Waiting for the run group under the trolley tracks
9. Keith Verlaque can do more than one thing at a time!



5



6



7



8



9

Top 10 Results

Class	#	Name	Car Year	Model	Best	1st	2nd	3rd	BRI Position
AR1	295	Kininger, Erik	1981	911	67.74	68.66	68.31	67.74	6
MI	83	Duncan, Jad	2000	996	70.3	71.41	71.96	70.3	21
KI	594	Reinhardt, Martin	1990	911 C2	70.85	71.31	71.1	70.85	9
QS	747	Busalacchi, Peter	2004	GT3	70.97	71.65	82.59	70.97	28
AR2	844	Palmer, Ron	1978	911 SC	71.17	71.17	72.35	71.91	49
KI	14	Binford, Jim	1993	964	71.2	71.49	71.67	71.2	13
MI	1542	Enz, Andrew			72.09	72.86	72.47	72.09	37
KI	504	Reinhardt, Jennifer	1990	911 C2	72.5	73.37	72.5	72.66	24
AR2	244	Simone, John	1977	993	72.57	73.4	DNF	72.57	67
MI	542	Enz, Gunter	1995	993	72.64	73.14	74.7	72.64	42

David and Goliath Autocross Challenge

AS REPORTED BY STEVE EGUINA TO MARTHA MCGOWAN

The David and Goliath Challenge was something Steve Equina, from Orange Coast Region (OCR), initially thought would be a good idea for Zone 8. Steve started up the OCR autocross program in 2006 and watched it grow in 2007 and he thought OCR needed more of a Zone competition. During the Porsche Parade in San Diego, it became obvious to Steve that the San Diego Region thought of themselves as the Goliath of autocross. After a few cocktails at SDR's 2007 Driver's Dinner and Awards Party, Steve stood in front of the "rowdy crowd" and threw down the gauntlet! Team David (OCR), and all the other Regions who wished to participate, would take on the mighty SDR Team Goliath. Led by Ron Trotter, the San Diego Region autocross team accepted the threat, er, the invitation, and the David and Goliath Challenge was born.



Smurf at Streets

A four-date series was agreed upon for the 2008 season. Almost immediately, Gary Burch put his great imagination and artistic talents to work and images of the Giant Goliath and a Mighty Mouse figure with a big "D" on his chest began appearing on the SDR and OCR forums. Mark Rondeau is "acquainted" with someone who has access to making t-shirts (that would be the effervescent Katina) and t-shirts were created for the series. Two events would be held on Team David's turf, the El Toro Fields, and two events would be held at Team Goliath's playground, the Qualcomm Stadium. The Challenge would be based on the Bench Racing Index (BRI) or, as it is commonly referred, the Bragging Rights Index. At the end of each event, the top five places of each team, determined by using the BRI handicap, would be added together and the lower score would determine the winners. The points would be cumulative for the final series results.



Steve's GT2 at Laguna

Additionally, it seems as though there is always some young buck trying to take down the old fogies. San Diego has this tall skinny "Hot Shoe" kid named Erik Kinninger and at 19 he thinks he's "all that" . . . and more. So Erik and Steve are having a little TTOD competition at the events. Steve admits that Erik is pretty good and, had it not been for the "sun in his eyes" on his last run, Erik would not have beat Steve by .09 seconds. However, to make everything even, Erik and Steve are considering driving the same car in the last two events. They will drive Steve's 2003 GT2 at one event and then will drive the infamous 2,300 lb "Smurf Blue" mid-1980's Porsche, prepared by Erik's dad Mark, at the final event. Kind of the young against the old, a lightweight against a heavyweight...remember, we're talking about the cars.

To date, there have been three David and Goliath competitions. At the first one, OCR's Team David won by two points. At the second one in San Diego, Team Goliath won by two points. OCR is claiming it took its "C" Team to San Diego. At the third meeting, OCR won by three points. At the time of this writing, there is one more competitive event left. Come October 26, who will prevail? The mighty Goliath or little David? Stay tuned...





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PORSCHE

A Day at the Coronado Vintage Races

By MIKE GAGEN

PHOTOS BY GREG PHILLIPS



Fleet week in San Diego is a series of several events showcasing San Diego's proud men and women who voluntarily serve in the Navy and Marines. The events include the Blue Angel air show, tours of Navy ships in the San Diego Bay and the Coronado vintage races.

The Coronado vintage races are held on a temporary race circuit located on the runways and taxiways of the North Island Naval Airport. Adjacent to the track on the expansive concrete ramp you'll find the racer's pit area, several huge grandstands and a tent city with automotive industry vendors of all types. The cadence of vintage race sounds draws you to the track as you peruse the wares, from silk screened t-shirts to new cars, and fancy car accessories, to VIP week long driving schools. Added to this is a huge car corral that encourages car buffs to display their pride and joys beside similar makes in neatly organized areas. With views of Pt. Loma and downtown San Diego, the San Diego Bay is placed perfectly as an extraordinary moat surrounding the event as tall masted sail boats continually circled our location.

PCA members have been attending this event since its inception nearly 10 years ago. Years ago, encouraged by the growing number of members in attendance, the club leaders/volunteers began to host various events to make the occasion even more special for Porsche owners. Every year the club's involvement and member participation has grown.

Once again this year, the club secured the prime car

corral parking area. Over a hundred Porsches lined the front straight fence. A couple of car widths away, vintage race car drivers grabbed gears as cars screamed past into triple digits. The Porsche car corral's main meeting place was a large hospitality tent, with ample tables and chairs, soft carpet and refreshments available all day. I arrived Sunday morning and entered the PCA hospitality area meeting several friends as we shared the complimentary Starbucks and breakfast fare. SDR is fortunate to have many uber volunteers and it was this exceptional group that impressed us all with our own first class hospitality area. It was a VIP tent for Porsche owners!

Soon it was time to explore the pit area and see all the vintage cars up close. The morning fog lifted late providing a welcomed relief from the inland heat wave. The pits were full of historically significant race cars; my favorites included the mid 30s Alfa Romeo Grand Prix cars, Chevrons with the high winding Cosworth engines and of course all the Porsches. Vintage race events play by different rules. At this event there is no trophy for winning, it is meant to be a roaring exhibition of fine machinery where car to car contact is strictly forbidden. Awards for Sportsmanship encourage cooperation and safety throughout the race program. These are very valuable vintage race cars and many were built without the benefit of today's modern structural safety designs. The strict event guidelines provided close and clean racing all weekend.

After our pit walk we watched a race or two and soon



Mark Rondeau taking a break from parking lot duty

it was lunch time so we headed back to the PCA hospitality area. The PCA had coordinated a catered lunch for 200 members. It was filled to capacity with an astonishing turnout of Porsche owners, the likes of which I have not witnessed since last year's Porsche Parade.

A full banquet buffet was served, staffed by local Porsche race drivers with serving spoons at the ready. Surrounded by Porsche friends, good food and roaring race machines whizzing by in the wink of an eye. All this created a uniquely San Diego atmosphere in some ways similar to a trackside bistro at Le Mans or Monte Carlo. Yes, this is a must attend event.

The racing continued and so did the club socializing. During the fun visits and conversations more than once someone suggested that maybe we should actually watch another race. So it was off to the grand stands with a great view of the track, warm sun and fast cars all encircled by the San Diego bay.

All too soon it was time for the final race, a 50 car field of vintage Tran Am racers. As the race wound down we said our good-byes. We followed the procession of car buffs departing the base, all of us already enthusiastic with expectations of next year's event.



Tami Ibbetson setting up for the day



John Straub getting ready to rumble



Leigh Raynor and friends



The beauties in the Paddock

Hospitality at the Coronado Speed Festival

The big, the better and the beautiful

BY MARGI KNIGHT

The big

What is big about this event? For those of us on the PCA-SDR Historic Race Committee, it is the planning and pulling it off. Our leader, John Straub, began at the beginning of the year not only advocating for its inclusion on the Club's calendar but also planning it.

Pulling all of us together was no easy task. Having almost ten different personalities to herd that included Bob McLaughlin, Tami Ibbetson, Katina Gonzalez, Mark Rondeau, Joe Hofmann, Kaid Marouf, Chuck Sharp, Monique Straub and myself...well you get the picture. But, we managed to pull it off in style. John and Kaid not only worked on the Club event, they raced in the Speed Festival.

The big endeavor this year was to offer a bigger party for our members. We increased the size of the tent (doubled from last year), increased lunch from one day to two and made plans to serve over a hundred folks each day. We emphasized the Zone 8 event by setting up a fantastic Saturday night dinner that featured a surprise guest

The better

This is the third year for holding this event and we all wanted it to be better than before. Plans were flushed when the requests for Porsche corral parking and lunch tickets finally started to come in. By the time the deadline for requests arrived, John had received requests for 250 parking passes and 180 lunches for each day. YIKES!!

Back to the Board for more money and to Fleetweek for more tables, chairs, and corral passes. A group from the planning committee needed to check out the layout on Friday prior to Saturday and Sunday. What was found led to us having to again, fight with Fleetweek staff over the mistakes on our orders (seems to be an annual ordeal). Thanks to John and his assertive voice, we finally got what was needed.

Then we started both Saturday and Sunday at 7:00 AM setting up tables & chairs, unloading trucks full of drinks, ice and coolers. We had a great group of parking experts who directed our Porsches to where to park. On each day, we actually had to encroach on other car clubs to find room for our more the 200 cars!!

Our great group of volunteers served lunch each day to almost 200 folks that happily accepted by an enthusiastic crowd. At the end of each day, we again cleaned up, reloaded trucks & cars and prepared for the next day's

event.

Thirty people attended the Saturday night Zone 8 dinner at Casa Guadalajara. The surprise guest was the "The Voice of Sears Point", Larry Albedi who entertained everyone with stories on his racecar announcing experiences.

The beautiful

The weather was perfect to watch the races. Members who attended were gracious and thankful for the opportunity to have a place to eat, relax and meet with friends.

The location was perfect in that our tent was trackside and next to the grandstands. Members who showed up that had not been seen in a while, like the Meisers, the Bennetts, the Szielenskis and more.

The Porsches on display in the corral were absolutely unbelievable...from GT3, to Carrera GT, to 914, to 356 and everything in-between...the display was remarkable.

Most beautiful of all the volunteers who showed up and helped to make this a success: Michael Harris, Jennifer Reinhardt, Dave Gardner, Sheila Steverson, Ralph Linares, Jackie and Phil Corwin, Dick Hofland, Leigh Rayner and many more who just showed up and said "How can I help?"

Thanks to John for putting this altogether and continuing to make this the biggest annual event for our Region.



Karim Marouf



Bill Lyon's 1960 RS-60



Karim's 1965 Ginetta G-12



Robert Kann's 1958 356



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Paul Christensen's 1956 356A

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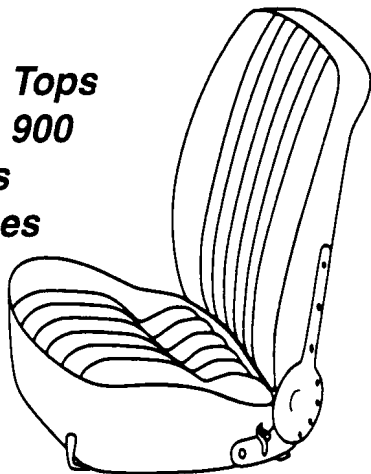
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Buying a Used Porsche

BY STEVE GROSEKEMPER

Buying a Porsche for most people is a huge event in their life. Most people have to save for, and then extensively research, their vehicle of choice. Whether a 356 Speedster or a Cayman-S you will be able to find more information than you can possibly digest.

The best place to start is PCA, through members and online forums. There are so many people who own so many different models, you are bound to find an expert on just about any model. Your local bookstore and the Internet are also excellent sources.

As with many other things, opinions can differ greatly depending on experience. If you ask ten Porsche owners the same question you are bound to get at least 7 different answers. So use your fact filter and take the law of averages into account. If 7 out of 10 people tell you 911s wear the rear tires out much faster than the fronts, you can probably believe it, but it still doesn't make it gospel.

The first step is to decide what model or model line you are looking for and how much money you would like to spend. (This tends to elevate as the search continues). After deciding on a model and year range, the search narrows to quirks in the car's personality. (Some people might call these problem areas).

While some people may argue that Porsches are perfect the way they come, that is not exactly the situation in all cases.

As any new owner (or prospective owner) will soon learn, there are idiosyncrasies with every model. Knowing these along with the service history of the vehicle will help you become acquainted with your prospective purchase. The most important lesson here is to know what you are getting into!

If the service history shows the same notes over and over again, it is a good indication that the car is not getting the kind of attention that you are looking for in a used car. If you see a pattern of "car needs new widgets at the next service" and the widget gets replaced at the next service, that is the kind of car you are looking for.

You wouldn't marry someone who couldn't account for their last ten years; don't start a relationship with a car that can't account for that same kind of time frame.

Check it out

So now you have done all of your research and picked out the car of your dreams; your work is done, right? Not even close. After you have found the best car for your

wants and needs is it time it have it checked out.

The inspection can be the most important step of the entire process. This is where you find out if it is really meant to be. Rarely will the mechanic inspecting the car say yes or no concerning the purchase. You should be given a list of things the car needs now and will need in the future, in addition to the overall condition of the vehicle. With this information you will be able to make an informed decision.

Where to go for the Inspection

The best choice for the inspecting shop is the one you will be using for normal servicing, if you indeed purchase the car. If you have an inspection done at shop A and shop B (your normal servicing shop) finds a huge problem one month later, you are going to have a battle on your hands!

When a car gets inspected, the person paying for the inspection owns the information. It does not matter who owns the car. Some people like to split the cost and share the information, and some like to use the information as a bargaining chip. This is, however, something that should be discussed before the appointment is made and relayed to the shop doing the inspection so they don't give information to the wrong party.

Cosmetic vs. Mechanical

There are many schools of thought on this debate. Since this is my article, you get my personal school of thought. Let's say you have two identical cars that each need \$2000 worth of repair. Car A needs a clutch and car B needs the fender and hood straightened and painted. Three years from now no one will be able to tell that the clutch was replaced. A reworked and repainted fender will probably be noticeable. In some cases, with certain colors, it may be painfully obvious. The clutch car will just have a newer clutch, all upside.

Age versus Mileage

Everyone dreams of the low mileage, perfect car sitting in a hermetically sealed bag. In reality, not only does it not exist, but it isn't what most of us want either. Ultra low mileage cars are for car collectors that don't actually drive their cars. If you are one of those people, that's great, as long as you don't plan on driving the car. As an extra bonus, the rest of us who like attending local concours events can see what our cars used to look like. If you plan on driving the car, you want a car that has

been driven regularly. It doesn't need to be 10,000 miles a year, but at least regularly.

If you buy a car that has been sitting or driven only sporadically over the past ten years, you can expect some teething problems. How would you like running a marathon after having been in a coma for ten years?

I don't even want to run a marathon now!

Special Inspection Options

There are always options over and above a normal pre-purchase inspection that you should consider while you are in there looking. If the car is being inspected by a shop that you can't get to due to scheduling or because it is 3000 miles away, you may want to ask about a digital photo package.

I do a lot of long distance pre-purchase inspections and this has become the most popular extra feature over the last few years. With the advent of digital photography and email it is easier than ever before. One person's "slight" oil leak might be another person's oil geyser. I usually take 50-75 pictures during an inspection. Pictures can also be taken as the inspection is being performed and the car is being disassembled and reassembled. This is usually much faster than having to stop the inspection process so that a potential buyer can come over to look at every "interesting" detail. In the event of a long distance inspection, you share these photos with your mechanic or local PCA tech guy for input. Not all shops are going to offer this service, but if it suits your situation it can be invaluable.

Cylinder leak down tests are a popular addition to a pre-purchase inspection. They can give you a more detailed look into the engine's condition, but you already know all about that from last month's article.

Paint is a very tricky area of inspection and the best you can expect to get is an educated opinion. Some painters are very, very skilled at leaving few signs of rework. But factory paint quality can rarely, if ever, be matched for durability. Some shops may offer finish mapping for an additional charge. This is where a specially calibrated gauge is placed on the surface of the paint. The distance between the metal panel and the surface of the paint can then be measured magnetically. This thickness is measured in microns. You may have a car that measures 7-9 microns all over the car except for the hood where it measures 12-18 microns. This might be an indication that additional paint and body filler are present. The only thing it tells for sure is that the surface is farther away from the metal panel than on the rest of the car.

Computers and other stuff we can't see...

Is big brother watching you and your Porsche? Yes it's true, his name is Karl and he lives in the wiring harness. If your Porsche was built after 1989 a special tool can be

hooked up to interface with its computers (I mean Karl). He will then start telling all kinds of dirty little secrets. The newer the car, the more detailed the secrets will become. A 1990 911 may tell you it has a bad oxygen sensor or bad knock sensor. There is no engine check light to come on and warn you in these models, so this tester is the only way to know. It may also tell you about a bad vent actuation motor in the climate control, or some other item that could otherwise be overlooked. If you have an even later car, it will tell you things like how many times the last owner's 16-year old son hit the rev limiter on his last joy ride - that, and just when the last time was it happened. These testers are very expensive so only a Porsche specialist is going to have them. If you are looking at a car built after 1989 and the inspection shop does not have one of these tools, find a shop that does.

Cost is Relative

So you are looking at a \$3500 early 944 that is going to be used for autocross events instead of your pristine 7,532 mile speed yellow '94 speedster. This is going to be a less expensive checkout as it will mainly be a mechanical inspection. If you are looking at a 1973 Carrera RS that has just had a complete cosmetic/mechanical restoration, you should expect to pay more. Special cars and restored cars take more time to inspect. A stock '87 Carrera is going to be cheaper to inspect than a 1977 911S Targa with a 993 Turbo Cabriolet body kit and '87 930 engine conversion. Don't laugh - I had to do one of these! I had writer's cramp for a week.

The moral here is the more complex or non-stock the car is, the more time it will take to scrutinize resulting in a higher inspection cost. You should expect to pay somewhere between \$200-\$500 for an inspection on most cars with the knowledge that it will be the best money you will ever spend on that car.

Care and Feeding

After you have successfully completed the search and acquisition of your new Porsche, don't be discouraged at the fix-it list. Choose an item or two at each oil service and within a very short time you will be driving the perfect Porsche for you... whether a 356 Speedster, a Cayman-S or something in between.

Good Luck



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Donating Blood is Good for Your Health

By TOM GOLICH

In the September 28, 2008 issue of the Parade Magazine there was an article about "8 Ways to Stay Healthy." Number 1 on the list was "Give Blood" which stated as follows:

About 5 million Americans require blood transfusions every year, and there is always a need for blood. Yet it's estimated that less than 10% of eligible donors actually give. The good news is that donating blood also may make you healthier. In a recent long-term study of more than a million Scandinavian blood donors, giving blood was found to be linked to lower risk of cancers (liver, lung, colon, stomach and throat) in men with risk dropping as blood donation increases. Blood donations also may reduce the risk of heart disease in men, although it's not yet clear why this may be true. And there is no harm in women giving blood, either. You also get a mini-checkup when you give blood, since you'll have your blood pressure checked, and you'll be interviewed about your health history. What could be better than helping to save a life while improving your own health?

Donating blood at the San Diego Blood Bank provides a wellness profile covering cholesterol, blood pressure and pulse rate. These are provided at the time of the donation or in the case of the cholesterol about a week later via the Blood Banks web site. Which is WWW.SANDIEGOBLOODBANK.ORG where you can get more information about the donation process.

There are a number of locations throughout the San Diego area: Downtown, El Cajon, Escondido, Vista, National City and Murrieta. Hours and locations of these sites are on the website as well. If you have general questions related to the donation process, you are welcome to contact: Tom Golich at 858-755-4986 or TSGOLICH@AOL.COM.

The Annual Chargers Blood Drive is on November 25, 2008 at the Town and Country Hotel. You all remember the place. This is always a big event in San Diego with many members of the team on site to meet and greet the donors.



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Tour for Tasting

TEXT BY MARTIN LIPP

PHOTOS BY JIM KOLLARS

On the way to Thornton Winery, our group of Porsches had great fun running down Couser Canyon Road, Rice Canyon Road and Lilac Roads. We stopped to regroup and catch our collective breath twice along the way. A tremendous variety of cars, twenty-four in all, were in attendance. A 912, a Cayenne, a 997 turbo all played nicely together. Everyone brought their Porsche except for me, the leader, in a Z06. There were quite a few turns which tested the limits of some cars.

We arrived on time for the Winery tour and were treated to an interesting explanation of the inner workings of the winery and a wine sampling by our guide, Othmar. Many people shopped in the store, bringing home more wine.

Lunch at the winery allowed for a lively conversation when I asked for suggestions on how to make tours even better. Some participants said the routes were too twisty and others said they weren't twisty enough! One couple recounted their experience with the Wrangler club who used "extreme" ratings to help people judge what kind of tour to expect. Thus, my tour rating idea was born. What do you think? So far the feedback on the Forum has been positive. This tour also resulted in a few participants vowing to take the Performance Driving School to learn how to get even more performance from their cars. If you have not been on a San Diego tour yet, it is time you joined in the fun.



Porsches line the road



No tailgating here!



One of the twisties



Tour ratings



Driver's meeting



Tasting notes



We class up the parking lot at the winery

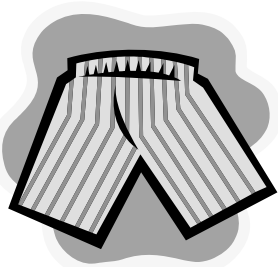


Looking backwards

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Sock and Underwear drive to support Monarch School.

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17. Signature and Title of Editor, Publisher, Business Manager, or Owner Susan Brown		Date 10-1-08	

I certify that all information furnished on this form is true and complete. I understand that anyone who furnishes false or misleading information on this form or who omits material or information requested on the form may be subject to criminal sanctions (including fines and imprisonment) and/or civil sanctions (including civil penalties).

PS Form 3526-R, September 2007 (Page 2 of 3)

Fiesta Time at Casa de Pico

September Last Tuesday Social

PHOTOS BY ANGELA AVITT

From right to left:

Pat and Bill Allen

Mike Gagen and Jim Monday

Ruth Young

John and Monique Straub

Happy Camper!

Bill Behun and Gail Dana



October 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.

The October 1st meeting of the board of directors was held at the home of Carl Scragg and Pat Seitas. Martha, Jim, Jennifer, Kim, John and Dave were present. Christy was on a family trip. The minutes of the September meeting were approved.

President's Report

The Board had a unanimous email vote to approve additional funds for the Coronado Speed Festival for lunches.

Congratulations to Neil Heimborge, Rikki Schroeder, Chuck Sharp and Curt Yaws who were elected as your 2009 board members. I would like to personally thank John Komer, Jan Mellinger and Don Middleton for agreeing to run for the board. I appreciate that you were willing to put your time and efforts into the management of SDR.

158 ballots were cast, however 7 were not valid. The amendments to the Bylaws were approved.

Treasurer's Report

The money market, checking and charity accounts reconciled. Expenses in August were higher than income. Additional income is pending from September.

Payments were made for the Coronado Speed Festival, the PDE raffle refunds, a major upgrade of the forum, quarterly taxes, Witness printing expenses, the Concours facility rental, and the stadium rental for the Performance Driving School.

September sources of income were the September 13th AX and Witness advertising. However, there will be additional September Witness income posted after this board meeting.

Autocross. A reconciliation for the September 13th AX was submitted. A budget request for \$150 for snacks at the David and Goliath AX was approved.

Charity. The book drive received over 600 books. The Sock and Underwear

drive takes place in November. Underwear is needed mostly for teens. Pioneer Porsche is providing food for the family dinner at Monarch School. Donations are being accepted for the installation dinner.

CDI. The PDS has 50 students so far.

Goodie Store. A re-stocking inventory budget request was approved.

Insurance. All insurance certificates are in place and/or have been applied for in regard to upcoming events.

Membership. There are 1456 primary, and 1156 secondary, for a total of 2581 members.

Region Rules. The amendments to the Bylaws were approved.

Social. A budget request for the Driver's Dinner was approved. The Progressive Dinner is in the final stages of planning.

Time Trial. A budget request for an Instructor training and safety dinner at Buttonwillow was approved. Uniform changes recommendations regarding safety on big tracks were submitted to Zone 8 for approval. The log book will be changed for more detailed safety awareness.

Tours. A new tour rating system will be implemented. This will serve to rate the type of road course the tour will follow.

Vintage Racing. 275 Corral passes for the Coronado Speed Festival were distributed. This was the largest attendance at any San Diego Region event. John thanks everyone who helped to make this event a success.

Witness. There are 2 past due accounts.

Unfinished Business

Research on the AX timing display and lowest cost for accommodations at the Monterey Historics event is still being done.

New Business

Links will be added to the forum to advertise the new online registration system for Autocross events. A minor fee for cancellations may be forthcoming.

A budget request for the incoming board to meet informally to discuss Officers for 2009 was approved.

Adjournment/Next Meeting Announcements

The meeting was adjourned at 9:17 p.m. The next meeting will be held on November 5, at the home of Joe Hofmann and Jim Monday. Social at 6 p.m., meeting at 7 p.m.



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. All members are welcome to attend.

Directions to the November 5th meeting at the home of Joe Hofmann and Jim Monday appeared in the October *Windblown Witness* (page 44).

The December meeting will be held on Wednesday, December 3rd, at the home of John & Monique Straub, 9215 Brier Rd. La Mesa, CA 619-667-3826

Directions:

Take I-8 East toward El Centro

Exit Severin DR/Fuerte DR

Turn Left on Severin Dr

Left on Murray Dr

Right on Brier to house

New Members

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

Alexander Ang

San Diego, CA
1996 911 COUPE

David Ball

San Diego, CA
2006 Boxster

Peter Bartoli & Jim Bartoli

San Diego, CA
2004 911 40th

Patrick Berryessa & Vanessa Berryessa

San Marcos, CA
2004 911 4S

Greg Bohnet & Lorraine Bohnet

Fallbrook, CA
1967 911 COUPE

Frank Bourbeau & Faye Bourbeau

Oceanside, CA
1983 944

Carol Brand

San Diego, CA
2006 911 CAB

Tony Chen & Angie Theis

La Jolla, CA
1998 911

Adam Gill & Lana Gill

San Diego, CA
1997 Carrera 4S

Malcolm Hargrave & Samantha Hargrave

San Diego, CA
1980 911 SC COUPE

Vicente Islas

Chula Vista, CA
1973 911

Bradley Keiller

San Diego, CA
2006 Boxster S

Andrew Kemal

San Diego, CA
2006 911 997

Chris Nguyen

Spring Valley, CA
2002 Boxster

Michael Perry & Patrick Miller

Rancho Santa Fe, CA
2003 Carrera

Harry Powell & Kimberly Williams

San Diego, CA
1984 Carrera TARGA

Armando Saucedo & Jessica Saucedo

Oceanside, CA
2000 Boxster

Paul Tatalovich

San Diego, CA
1986 944 COUPE

Shawn Youngman & Angela Youngman

Murrieta, CA
2002 996 C2 CAB

Anniversaries

Five Years...

Kurt Bicknell
Francis Bockman
Christopher Cassidy
Silverio Kaeg
Trevor Myrus
Stewart Ortiz
John Payne
Steven Scates
Loren Spiegel
Tom Steiger
Frank Velasco

Ten Years...

John Lusti
Dick Schroeder

Fifteen Years...

Carlos Cortez
Dean Cummings
Marvin Evans
Rocky Kuonen

Twenty Five Years...

Keith Bridge
John Colwell

Royce Myrick

Thirty Years...

Michael Hinnens

Thirty Five Years...

Louis Butler
Margie Smith-Haas

Members Count

San Diego Region's membership currently stands at 1461 primary members and 1130 secondary members, for a total of 2591.

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.

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

Your blood is important to others



The San Diego Region has made a commitment to supporting the San Diego Blood Bank. Your support of this important need helps many people in our area.

To donate blood, just call the San Diego Blood Bank at 619-296-6393 to set up an appointment. When you go in to donate, tell them you are there to donate to the Porsche Club of America account (group code: PCOA).

If you need further information, please visit www.SANDIEGOBLOODBANK.ORG or call Tom Golich at 858-755-4986.

Rentals

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

RACE CAR RENTAL Local AX arrive and drive 944 spec rental. \$250 w/ instruction from 20 yr PCA driver. 944's also available for big track DE's & TT's. Tim Comeau 619.994.0919 www.comeauracing.co (619) 582-1913

Street Cars

\$8,000. 911 CARRERA RS or RSR 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 \$8,000. (if you supply the donor car). How about a '73 911RS, in white with red scripts? Or an RSR in Martini Racing trim? We specialize in inexpensively, quickly, and beautifully back-dating 1978 to 1989 SCs, Carreras, and cars from that same period with Turbo flares. 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. Ask for our FREE e-brochure. Or email us at larry@gtmotorsportusa.com or jason@gtmotorsportusa.com

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

1986 Porsche 944 162k mi blk/blk. Rblt motor@129k. Religiously maintained. Great daily or track car. please email for details thestig944@gmail.com or call Andy (619) 952-0534

1987 924S black on black. very nice original condition. bilsteins, re-sealed engine. new timing belts. falken azenis tires. M030 options intalled rescently \$3300 (760) 717-3821

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

1989 Porsche 928S4 1989 Porsche 928S4 Red/ tan 113,000 miles. Well maintained. Recent engine work - new clutch, head gas-kets, brakes, radiator, rear side panels, etc. Regular maintenance and records. Very clean body & interior. Recent smog. Second owner. \$16,000. ochs@cox.net

1990 Porsche 944 Cab, well maintained, new clutch, Koni's rear, strut brace, Weltmeister bars, 2 sets rims, 108k miles, \$14,500 or trade down 914 or 944. (619) 861-3035

1991 Carrera 4 White w/tan soft leather. Excellent condition, new Bilsteins and H&Rs, rear tires, H4s, 30K service. 180K miles, all records. \$21,900 OBO (619) 997-7552

1993 968 CAB Midnight Blue, 138Kmi, rblt, records. Runs excel, looks good. ABS, cold A/C, air bags, CD. 6sp/3.0L/4CYL/236HP, ZERO cup holders. \$10K (858)472-0458

1997 Porsche 993 Carrera Stock excellent condition 1997 Carrera. 73K miles, all service at Pioneer. Title in hand Making room for Cayman S \$30,500. (619) 697-5937

1997 PORSCHE CARRERA All stock. Excellent condition. Black Forest maintained. Leather interior. Premium sound. Factory sport suspension. Zenith blue. 43,000 miles \$38,000 Hugo Schreiner (858) 688-3651

2001 996 Cab. 14,200 miles, Tiptronic, Seal grey/ Grey leather/ Black top. All factory including tires. \$46,000. Curt 760-420-8306.

2002 Boxster S Meridian Silver. Low 37, 600 miles. Garaged and babied. Near flawless. Bose CD, heated seats. Must sell! Way below blue book: \$22,900 or best offer (619) 889-0668

2003 Porsche 911 Cabriolet Lapis Blue/ bluetop/ savannah beige interior,18" Turbo wheels, 6K miles(really),6-speed, newcondition, upgraded stereo, \$45K, (760) 433-0676

2004 Special Edition Boxster S Limited Edition Boxster. Great Condition, Many Extras Special Paint, only 1953 of these were made! Cocoa Interior, Bose High End Sound Package, Cruise Control, Front Center Console, Call for more info (760) 535-7444. 37k miles

930 Turbo, White 1987 For sale: 1987 930 white coupe with dark blue leather interior. Maintained by Black Forest in San Diego since we bought it in 1995. Engine: top end with SC cams about 12K miles ago, Power Haus oversize long neck intercooler that ELM-INATES ALL turbo lag, HKS electronic boost controller that can dial in 1.25 bar of boost for 10 seconds (+40HP), new clutch and pressure plate several months ago and B&B stainless muffler. Stock intercooler and pop off valve are included as is stock muffler and cat for smog check time. It will pass smog easily! Suspension: Kenesis black custom wheels wwith 245x17 front and 275x17 rear Mich Pilot Sport tires, Koni Sport shocks and front strut brace. Stock Fuchs and Bridgestone tires are included. Sony steror with 10 disc CD changer that plays MP3 home made discs. Sorry do not have the stock stereo. Momo Competition steering wheel and stock wheel is included. Factory certificate of authenticity is included. This is one of the 4 speed Turbos and will get to the speed limit in 1st gear, over 100 in 2nd, locked up in 3rd and only John at Black Forest knows how fast in 4th! Price is \$30,000 with the original parts included. Contact John or Rosie at this number of email oldracer@att.net (619) 691-8640

2005 997 Carrera (MUST SELL) EXCELLENT 16,500 mi OBO. \$59,500. Silver / black interior. WPOAA29975S716078, Heated Seats, 19" S Wheel, PASM, 3M Bar. (858) 414-9315 harrisgrp@cox.net

For Sale 1974 Porsche 914 2.0 Yellow w/ Black Interior. New Wiring Harness and Motor Mounts. A nice, clean example. \$10,500 call Clark. (760) 603-8593

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 1999 Carrera 996 Silver/Blk, 64k miles, tiptronic, loaded, 6 CD, everything original \$26,500 Call for Pics (619) 520-2303

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

Track/Race Cars

1973 914 2.0 Race car Fresh mechanicals.. Oil coolers.. Accusump.. Spares.. Eligible SCCA, Historic, PCA & POC classes.. Rod Susman 858-484-1111 or e-mail R8Susm@aol.com.

85 Carrera street/track, rebuilt trans with low ring and pinion and limited-slip. Rebuilt motor with headers and custom 2 into one exhaust. Dyno'ed at 225 hp to wheels.2450lbs. Roll bar and race seat. Big torsion bars. Built to run in top-ten. \$24k Mark Kinninger, kinninger@cox.net 619 733-5500

911 Rear Wing and Deck Lid fiber glass rear deck lid and wing for 1974 911. In addition, have original 1974 rear deck lid for sale. \$100 for original deck lid and \$400 for rear wing and fiber glass rear deck lid. (949) 548-2625

914 2.4 RS Modified 1974 914 2.0, coil-over 911RSR front suspension w/930 brakes, reinforced trailing arms with double adjustable Koni shocks and 930 brakes. Black Forest built 2.4ltr four cylinder less than 500 miles 901 trans with short gears and factory limit slip.

225x45x17f 275x40x17 r Kumo Ecsta ASX tires with less than 500 miles. 7.5x17F 9x17r Turbo twist(replica)wheels. custom wheel flares. Multiple TTOD Wins, great training car for all types of speed events. It also is a wicked fast street legal car. Call for additional information. (951) 314-3600 (951) 314-3600

944 Turbo Race Car Steal it for \$8,900, bought 944 Spec car must sell. Two pages of mods and upgrades. (619) 454-9035

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

Blue Car for sale Built on 81 SC chassis. 3.6 motor that passes smog.275hp to wheels. Carillo rods. 2270lbs. Weld-in cage. See May 2008 Excellence article for more info. TTOD car at 14 auto-x in SDR. 3rd overall at Parade. One time trial at Streets finishing 2nd overall. Lots of grip and easy to drive. Great hot-rod for street. Less than 2k miles since built. \$55k obo. Building 85 911C for time-trial and POC racing in orange group. One of these cars must go. Mark Kinninger, kinninger@cox.net (619) 593-4053

Other Vehicles

2008 Nissan Titan 3600mi \$28K Pro-4x model; Grey/grey; tow pkg; looks and smells new. Been garaged since purchase. Just don't need so am selling. (858) 456-2480

Parts

997 Factory Car Cover Original Porsche 997 Cover (probably fits 996 also). Zippered for

good fit (zipper repaired). Good Shape \$50, OBO. Paul (619) 449-1768

SPARCO Steering Wheel Model 345, Leather. 350mm Deep-Dished, which is great for Porsches. Used but excellent condition. W/O adapter/hub. \$239 New. \$100 OBO Paul. (619) 449-1768

964 rear drop links. Pair of lightly used drop links from rear of 1990 C2 (964). \$20. Call Kris @ (858) 775-8744

4 DESIGN 90 RIMS For Sale - 4 design 90 (9 spoke, flat) original factory rims. 7" wheels, 16" diameter, \$100. Please call Martha at (619) 265-8377

Porsche Parts: 944 and 912 Heads, 912 and 911 Crankshafts e-mail promach@motorworks.sdcoxmail.com or call us (619) 233-8875

Raderwerks GT10-P 18" Wheels Set of 4. Fronts 8.0x18 offset ET50 Rears 8.5x18 offset ET40 5X130 bolt pattern. Genuine colored crest center caps. \$500 (858) 581-6516

993 Sport Cats German made by HJS Motorsport Sport. They are 100 cpi and weight approximately 15 lbs. Asking \$750 OBO Glenn (858) 592-1760

Colgan Custom 2-piece bra for 2006 Cayman S. Black, hood piece used on one drive. Free to club member. Ralph (951) 704-5876

HRE Wheels 6 spoke chrome rebuilt by Mirage Int'l 2006. 17X8.5 et 50, 17x10 et 70. With Hankook 245/40ZR17, 275/40ZR17 tires with 4 heat cycles. Fitment for 993 NB. Asking \$1400 Glenn (858) 592-1760

911 Turbo wheels Complete set of perfect 911 Turbo wheels taken off a 2001 Turbo. Brand new condition, with crests. Best offer. (858) 410-8900

964 spring plates. Pair of used spring plates from rear of 1990 C2 (964). Free to PCA member. Call Kris @ (858) 775-8744

Schroth harness pads Set of four used Schroth racing harness shoulder pads. Black with yellow logos. \$10. Call Kris @ (858) 775-8744

996 2003 Carrera Targa wheels two front 8J x 18 H2 50 mm offset, two rear 11JX18 H2 63 mm offset. \$800 tartanstar@earthlink.net (760) 643-9495

ROOF BOX AND RACKS 996/997, Brand new. \$400 (760) 845-9273

FUEL PUMP 1975 came off a 911s, oem, works great, \$150.00. # 619-952-3663.

1990 Carrera 4 stock wheels 17" set \$200.00 obo (619) 266-2025

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

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 stopper. 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

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

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

944 Turbo or NA long block I'm looking for a running or rebuildable engine to put in my street/ time trial car. Please email Chris at lunasea@ieee.org

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

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

Two 8 x 16 Fuch Wheels Looking for rears to match 7 x 16 fronts for '86 Carrera. 858 356-7325

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

WTB 16x8 Fuchs Am looking for a pair of reasonable condition 16x8 Fuchs for an 87 911. Black center or polished petals OK. (760) 944-9576

wtb BBS 16" 3 pce rims. For 911, 5x130 pattern, any width. Mike (619) 660-8000

WTB-15x7&8 Fuchs track wheels. Not necessarily pretty. Steve (619) 733-5697

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

EZ-UP frame. 10x10 EZ-UP frame with side panels. Needs new top. \$20. Call Kris @ (858) 775-8744

I/O Port Video Camera Mount Great Camera Mount for roll bars 1.25" to 2" inches dia.. See it on the web www.ioportacing.com \$80 George (858) 248-0898

Pano/Witness collection: Complete (almost) collection of Panorama and Windblown Witness from 1986. Free! Also a A. Holbert, Lo-

wenbrau 962, 3-D cardboard model (48"x21"). Ken (760) 941-3066

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 In-door, safe, secure. Monthly / Yearly. San Diego (858) 581-1101

Announcements

RESTORATION PROJECT LEADER We're looking for a Project Leader with experience in, and knowledge of, the early Porsche 911RS and RSR. We back-date SCs and Carreras (see our ad in "street cars"). Relationship is part-time leading to full-time as work load increases. Compensation will be commensurate with what you bring to the table. Call Jason at 619.867.6637 or jason@gtmotorsportusa.com

Business Directory

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

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

Classified Ad Policies

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

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

All classified ads must be placed through the club's web site: www.pcasdr.org.

The classified ads service is managed by the AD2AD Network (www.ad2ad.com).

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 lap-ping 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 week-end. 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, and the Zone 8 web site, 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

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Display Advertising

For display advertising contracts and billing information, please contact:

Bob McLaughlin
Business Manager
858 337-4907
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. To start, cancel, or inquire about an ad, contact the Windblown Witness Business Manager, Bob McLaughlin at WITNESSBUSINESS@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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To:

Margi Knight & Susan Brown,
Editors

MOVING? Send change of address for the *Windblown Witness* to:
PCA Executive Office, P.O. Box 5900, Springfield, VA 22150 or submit change via WWW.PCA.ORG.

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PERIODICALS



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