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The official publication of the San Diego Region Porsche Club of America
March 2017



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Features and Pictures



Driver Awards Party **23**



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On the Cover



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Up Front- Where the Engine Belongs



I hate deadlines. And since February is a short month, the deadline comes even quicker. So I find myself finishing this issue on the 25th, but with only 4 days before the March Board meeting at the Mike Brown home in Santee, yes we had back to back Brown meetings.

March should be a busier month than February. Starting with the March 1 meeting, then a March 4 autocross and then the next weekend is another DE/TT event at Chuckwalla Valley Raceway. The following weekend is a Progressive Dinner on the 18th and then a TSD Rally on the 19th. On the 25th is the start of the second Porsche & Parks Tour which will last for 9 days this time. And on the 26th will be the Cars & SDR in Escondido and then on the 28th will be the Last Tuesday Social at Alfonso's in La Jolla.

I am looking forward to being back at CVR for the next event as we had a good first event with my new 944Spec car, the Pumpkin (see page 32). The car ran well and handled great and at CVR I did not miss the horsepower (much). It should be fun going the other direction as well and I have started the process for getting my provisional club race license and hopefully will use the CFOS in April as my rookie event. First step is to download the application and medical forms and then get a letter of recommendation from our CDI. Next will be the medical exams and then assuming all is well I should have a provisional license.

At Fontana I will need to attend an orientation meeting with any other rookies along with other invited drivers. Next I will need to keep my nose clean through the practice starts and then make it through 2 race starts without incident. At least at Fontana there should be plenty of room on the front straight for the green flags, although it does seem to get busy at turn 3!

Besides the Club Race at the CFOS in Fontana, there will be the TT on the track. Off the track will include swap meet, Porsche Corral, Porsche for Sale, Porsche Timeline Display along with a Vendor Row and Food Court. And don't forget the track tours at lunch each day. Attendance is free although there is a parking fee. And volunteers are needed for all 3 days as well as the Thursday before it opens. So start plan-

ning now for April 21-23 at Auto Club Speedway in Fontana, the closest track to San Diego!

Speaking of local track events, don't forget that the Long Beach Grand Prix will be April 7-9. Along with the Verizon IndyCars there will be the IMSA Weather Tech SportsCars and also Pirelli World Challenge racers. And to top it off will be the Stadium Super Trucks jumping over ramps and Motegi Racing Super Drifters around the street course. This will be the easiest chance to see the new Porsche GT3 RSR in action. They won't be back in California until September 22-24 at Laguna Seca Raceway.



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Juha Matinmaki

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Jae Lee, 20 years - Markus Schnell, 10 years

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*Karen Garcia Raines,
SDR President*

Volunteer Driven

PCASDR is truly Volunteer Driven. Here are a few ways you can participate with your friends:

Our **Time Speed Distance Rally** is coming up March 19. The Rally team needs volunteers to help work checkpoints, each with a timer and someone to complete the time sheets and direct cars. Contact Craig Fenstermaker and Eric Marc-Aurele at ral-ly@pcasdr.org for questions or to sign up.

Our Region is one of the car clubs at the **La Jolla Motor Car Classic at the Concours**, April 9.

This is a free display event outside of the La Jolla Concours. If you are attending, or plan to be nearby, and have an hour or two to staff the club table, contact Cara Lynn Greco and Robert Schweizer at concours@pcasdr.org.

The **California Festival of Speed (CFoS)** April 21-23, at the Auto Club Speedway in Fontana, offers volunteering with perks. This is a great weekend of great Porsche racing, a terrific vendor's row; Parade Laps, a Porsche Corral, a swap meet, food trucks, simulators and so much more. The CFoS is organized, managed and operated by members of Porsche Club Regions. However, volunteers don't have to be a PCA member to help. Bring your non-PCA, Porsche-fan friends to volunteer with you. Volunteers get free parking, a volunteer shirt and lunch money. Before and after your shift you can enjoy the festival and the exciting PCA and POC racing on this great track. Your work benefits the Region, too. Each region gets a subsidy, based on the number of region volunteers. There are many opportunities available including

supporting traffic control, corral and autocross. Please volunteer by sending an email to Janice Wittered at volunteer@calfestival.org with your name, cell phone number, email address, which day(s) you are available, and availability for the morning or afternoon shift.

The Region needs a **co-Military Liaison**. The current liaison, Rick Richardson, is an Army guy who would love some help from the Navy and Marines. The **Sponsor Liaison**, Jim Binford, is looking for committee members who live in different parts of the county to visit potential advertisers. The committee vets potential advertisers to make sure they represent what we want for our members. The com-

mittee also scouts new advertisers for potential tech sessions and sponsors of our events.

Volunteering has many paths. Thanks to John and Monique Straub for displaying a car at the **San Diego Automotive Museum**. Thanks to Katie and Mark Kinninger, Tom Brown, Bob Hallett, Martha McGowan, Keith Verlaque and Andrew Raines for loaning items for the accompanying display case. The staff at the museum is very appreciative of the support from our region.

This was a great way for



Karen with Rachel Mills

our Region to support the community. Be sure to visit the Museum before the exhibit ends at the end of May.

Don't forget to bring your 60th anniversary attendance card to events. And remember, for many events during our Anniversary year, the 60th entrant gets in free.

This Region is great because you make it great. Let's keep working together.



California Festival of Speed



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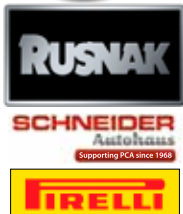
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Where: Camarillo Airport. Take the Los Pinos exit at the toll on Camarillo Blvd. Turn right on Pleasant Valley Road. Turn right on Airport Way to the intersection. Turn right and follow the signs.

Schedule (Times approximate):
8:30 a.m. Registration Check-in at Airport Club
9:45 a.m. Tech Inspection begins
10:00 a.m. Mandatory Drivers Meeting
10:30 a.m. Practice Runs begin
2:00 p.m. Official Timed Runs (to 4:30 p.m.)



**ENTRY FEE: \$85.00 PER DRIVER,
INCLUDES A BARBECUE LUNCH.**

- Extra BBQ lunches can be purchased with registration for \$20 each.
- Enrollment limited to 65. Registration **MUST** be done online (see below).
- Course work is mandatory in order to run this Autocross.
- Porsche drivers: **THIS IS A ZONE 8 SANCTIONED EVENT FOR POINTS.**
- More than one person may drive a car, but each driver may drive only one car.
- Non-driver volunteers please register at: <http://msreg.com/March2017AX>
- Questions? E-mail STEVE FERRARI at: SteveFerrari@outlook.com

Registration and payment must be
made online via MotorsportReg.com.
Please visit the registration site at:
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Please read Zone 8's Autocross rules
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Parade participants will enjoy Driving Tours and a Gimmick Rally to explore eastern Washington's mountain vistas and high desert, the Concours at Riverfront Park, an Autocross, and a Time-Speed-Distance Rally to test your competitive spirit.

When you want to step away from driving, Spokane is a walkable city with award-winning eateries, the Cork District tasting rooms, craft breweries, and boutique shopping. Bring the kids, too, as they'll be kept busy with activities such as model Porsche Concours, RC Car racing, and an ice cream social (well, adults can join in the ice cream, too).



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February Board Meeting

Call to Order at 7:09 p.m.

Board members present: Karen Garcia Raines, Tom Brown, Tom Gould, Keith Rampmeier, Matt Schiller, Sara Gengler, Bob Hallett, and PP/Advisor Dan Carusillo. Absent: none

Old Business:

Secretary (Keith Rampmeier): Approval of January meeting minutes. M/S/P. One E-vote between BoD meetings to add the Fall Napa Wine Tour (Oct21-29) to calendar. eM/S/P.

Treasurer (Tom Brown): Presented new QuickBooks reports with lots of info. Reconciliations for Drivers Award Dinner, Chuckwalla DE/TT, Winter formal. Need improved audio for inside events like Drivers Awards; turns out, Club has a small PA. Tom will retrieve it so it can be used.

President (Karen Garcia Raines): Updated 2017 Chair list. M/S/P.

60th anniversary (Tom Brown): Request for 60th Anniversary artwork setup and giveaways. M/S/P. Doing an all-SDR-member raffle every 60 days. Request for 2 Progressive Dinner entries for next raffle prize. M/S/P.

Autocross (Mark Curran): Reconciliation for 1/7/17 AX. 83 drivers. Next AX is 2/18, insurance in place. Other upcoming dates: 3/4, 4/1, 4/15.

Discussion of search for alternative AX venues, due to Chargers move to LA. Need to coordinate with SCCA, BMW, SD Karting Association, SDPD (uses Q for training). Potential sites: small airports, casino parking lots, SouthBay port locations, Oceanside PD trains in a N. County lot. Mark Curran & Juliann Billings-Riordan will start the scouting effort.

Social (Matt Schiller): Winter Formal had 142 attendees. Next event is March 18 Progressive Dinner. Need 2 more host homes. 2 spots still open on Porsche & Parks. Proposed new event at Poway Polo for 6/17 at 6pm. M/S/P.

Rally (Eric Marc-Aurele): TSD event on 3/19/17. Submitted budget request. M/S/P. Need volunteers to staff the checkpoints. MotorsportsReg should be up soon.

CDI-Q (Rick Richardson, Keith Verlaque): Budget/request submitted to cover May 5-7 event plus Instructor Dinner beforehand. M/S/P.

Tech Session (Tom Gould for Tech Chairs): Proposed 6/10 Panamera Tech Session at Hoehn. M/S/P.

Historian (John Straub): Completed Past President's travelling plaque and delivered Region Charter to new President. Requested budget for a new travelling plaque for Enthusiast of the Year. M/S/P.

Automotive Museum (Michael Harris): Member John Straub's '67 911 "Voodoo" is on display until 6/1. Need Club related items for the glass case nearby and several members agreed to provide.

The new exhibit at the Automotive Museum is entitled "First Responders." Emergency Vehicles have been provided by SDPD, Lifeguards, The Fire Museum, Camp Pendleton, and others. Art work and films help tell the stories of First Responders, their equipment and mission. The display runs from February 1 through May. An Opening Reception will be held at the Museum Wednesday, 15 February from 5:30 to 7pm.

The Museum's Annual Gala and fundraiser will be held at the Museum Saturday evening, 18 March. Tables of 8 will have a 9th chair for a First Responder at each table. The main live auction items are a fully restored 1949 MG TC roadster, the imported English sports car that helped create America's interest in sports car. Also auctioned will be a red AMC Pacer. Other desirable auction items include a trip, interesting art works, and a lot of auto related items. Dinner, drinks, and lots of fun come with the price of admission to help a worthy cause.

Web (Greg Bartley): Updates before March for

National Web competition. Still getting email bounce back from addresses using ISPs ATT & Pac-Bell (pacbell.net). Greg is taking over classifieds and will research software update. Merchandise link goes to National site, which needs fresh content. Site had 27k unique visitors and 63k total visits in 2016, with monthly numbers growing through the year.

Sponsorship (Jim Binford): Jim & Karen have been visiting potential sponsors & advertisers for 60th anniversary & other events.

Concours (Bob Schweizer): Motor Car Classic at La Jolla Concours event originally was for 15 cars, but now able to take 10 more!

DE/TT (Tom B. for Robert Baizer & Jack Miller): Reconciliation submitted for Chuckwalla. High attendance numbers and lots of new DE participants. Thanks to volunteer instructors that enable us to have new DE students! Need method of paying "day-of" expenses at tracks without handing out blank, signed club checks. Treasurer proposed a separate, limited checking account for event costs that can't be pre-paid or paid later via invoice. M/S/P with Treasurer abstaining.

Membership (Karen Garcia-Raines for Chairs): Board clarified intention of new member gift certificates to encourage participation, thus event registration fees, not Goodie Store items. Need to change title of certificate to "Event Certificate". Membership numbers as of 2/1/17: 1631/958/2589 (primary/affiliate/total) members, up 9 from last year.

Other Committees: No report submitted for this month.

New Business:

(Rick R): Budget request submitted for PCA-SDR Car Show at the Village Walk at Eastlake in Chula Vista on Sunday June 18th. M/S/P. A free and informal event, like a "cars and coffee", so all cars/drivers are welcome. Parking near Pho Hiep Grill for PCA-SDR. Show up between

Goodie Store (Bob Hallet): Request for funds to add inventory, including 60th Anniversary items. M/S/P.

Announcements:

THANK YOU to Tom & Susan for hosting!

The next board meeting will be hosted by Mike & Carmen Brown on 3/1/17:

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Adjournment: 9:37 p.m.



Past Presidents of PCA-SDR -- If you still have your club yearbook from your year as president, I would like to borrow it for use in our 60th Anniversary celebration. (If you want to clean out the garage and donate to the club, all the better!) Please contact Tom Brown, tb911@tb-software.net

Save the Date
Performance Driving School
May 5, 6 & 7



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Time-Speed-Distance Rally

March 19th, 8:30 AM. 2.5 Hours on beautiful roads

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**Driver's meeting: 8:30 AM at River Village Plaza, Bonsall, at the corner of HWY 76 and Mission Rd
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March 2017 - April 2017

Mar 1 Wednesday Board & Member Meeting

Time: Dinner starts at 6:00PM. Meeting starts at 7:00PM.

Place: Mike Brown home in Santee. 7261 Ocotillo Street, Santee, 92071 Santee, 619-596-9246

Details: Bring your own beer and wine. Meet the board and see how the club operates and decisions are made.

Mar 4 Saturday Autocross Qualcomm SE Lot

-You will be required to show your PCA member card and driver license in the tech line.-Autocross fee is \$60 pre-registered, Walk Up fee is \$90 (not available to PCA members with "student" status).-

No Show/Cancellation fee is \$20 if not cancelled online the Wednesday prior to the event by 11:59 PM.

Tech Inspection opens at 6:30 am and closes at 7:30. If you are not in line by 7:15, you will be charged a \$20 late fee

Mar 4 Saturday LA Lit & Toy Show

Time: Starts at 9:00AM-5:00PM

Place: Airport Hilton, 5711 W. Century Blvd., Los Angeles

Details: 2017 will be the 34th year of the Lit Meet. In 2016, almost 2,000 people attended the annual Porsche and Vintage VW Literature, Toy/Model, & Memorabilia Swap Meet at the Los Angeles Airport Hilton Hotel. The meet had over 300 tables with tens of thousands of collectibles—posters, sales brochures, toys, models, factory gift items, press kits, technical literature, small trim items, and accessories for Porsches and vintage VWs. The public is admitted at 9:00 a.m. for \$10 each at the door. "Earlybird" shoppers are admitted with the vendors at 7:00 a.m. for \$30 at the door. The weekend also includes Driving and Shop Tours, Parties and the So Cal All-Porsche Swap and Car Display in Anaheim. This is not a PCA-SDR sponsored event.

Mar 5 Sunday So Cal All-Porsche Swap and Car Display

Time: Starts at 8:00AM ~ NOON.

Place: Phoenix Club, 1340 South Sanderson, Anaheim, CA 92806

Details: The 356 Club is once again hosting the So Cal All-Porsche Swap & Car Display! If you've been there, you know it's a terrific site. See www.thephoenixclub.com for

details on this German-American Club. As before, they will have the FestHalle of 11,500 feet under one roof, plus lots of outside room for more vendors/swappers and a large grass soccer field for car corrals. Walk-in gates open at 8 a.m and admission is \$10. As before, swappers will make a \$40 donation per space and car displayers will get rock star parking for a \$20 donation, with a part of the proceeds going to the Orange County Cystic Fibrosis Foundation!

Mar 11 Weekend Chuckwalla DE/TT

-In March we return to the newest track in Southern California, running CCW for a novice DE and experienced driver Time Trial!

Registration opens January 30 at 9:00 am at <http://pcasdr.motorsportreg.com>

Mar 18 Saturday St. Patrick's Progressive Dinner

Time: Starts at 5:00PM .

Details: Join us for a fun filled Day-After St. Patrick's Day Progressive Dinner in North County San Diego. You don't want to miss this night of great food and drink, a tour of north county, and fantastic company! Wear your best green... or you just may get pinched. Our progressive dinner will begin at 5:00 p.m. at a secret location (to be announced closer to the event date) for appetizers and wine. We will then caravan over to our next location for a delicious St. Patrick's Day themed dinner with more wine (drivers please drink responsibly, or designate a driver) The cost of the event is \$45 per person, which includes a 4 course meal with an open wine bar. Non alcoholic beverages will also be available upon request. Registration fee is non refundable for catering and planning purposes. Should you need to cancel, you can transfer your tickets to someone else who is willing to take your place. We are requesting that all attendees register no later than March 10th, but act fast as these events do SELL OUT.

Mar 19 Sunday Time-Speed-Distance Rally

Time: Starts at 8:30AM-NOON.

Place: Daniel's Market, Bonsall at Hwy 76 & S. Mission

Road End in south Fallbrook/Bonsall area

Details: Cost: \$0.00 – free You must have a driver and navigator for each car. Any car is welcome, you don't have to use your Porsche. Registration: Here on motorsportreg.com Questions: email rally@PCASDR.org

Mar 26 Sunday

Back Roads Tour

PCA San Diego Region offers you another opportunity to enjoy driving your Porsche on some great backroads (which is probably the reason you bought a Porsche in the first place).

NEW! PLEASE NOTE: PRE-REGISTRATION IS REQUIRED –

CLICK ON <http://pcasdr.motorsportreg.com/> to sign up.

This FREE non-competitive tour on Sunday March 26 will start from TBD

08:00 Meet/greet (and sign the waiver)

08:15 Mandatory Drivers meeting

08:30 ... SHARP!! Tour Departs

Mar 26 Sunday

PCA-SDR Cars & SDR (Escondido)

Time: 10:00AM to 12:00PM.

Place: Vinz Wine Bar, 201 E. Grand Ave, Escondido, CA

Details: Vinz is an upscale wine bar with an exquisite menu and eclectic beer and wine selection. They offer boutique cigars for their outdoor patio or bring your own with no cut fee! Join us on the last Sunday of the month starting at 10am for a mimosa, a glass of wine, or a relaxing cigar and check out some of the best cars in the region. Plenty of parking and non-smokers welcome to the tables inside the restaurant.

Mar 28 Tuesday

LTS - Alfonso's of La Jolla

Time: Starts at 6:30PM.

Place: 437 Highway 101, Solana Beach, CA 9207

Details: Meet up with your Porsche club social friends. Cocktails at 6:30, dinner at 7pm

Apr 2 Sunday

Autocross Qualcomm West Lot

-You will be required to show your PCA member card and driver license in the tech line.-Autocross fee is \$60 pre-registered, Walk Up fee is \$90 (not available to PCA members with "student" status).-

No Show/Cancellation fee is \$20 if not cancelled online the Wednesday prior to the event by 11:59 PM.

Tech Inspection opens at 6:30 am and closes at 7:30. If you are not in line by 7:15, you will be charged a \$20 late fee

Apr 5 Wednesday

Board & Member Meeting

Time: Dinner starts at 6:00PM. Meeting starts at 7:00PM.

Place: Victoria Varon home. 5859 Ranch View Rd, Oceanside, CA 92057, 760-481-5212

Details: Bring your own beer and wine. Meet the board and see how the club operates and decisions are made.

Apr 8 Saturday

PCA-SDR Cars & SDR (Escondido)

Time: 10:00AM to 12:00PM.

Place: Vinz Wine Bar, 201 E. Grand Ave, Escondido, CA

Details: Vinz is an upscale wine bar with an exquisite menu and eclectic beer and wine selection. They offer boutique cigars for their outdoor patio or bring your own with no cut fee! Join us on the last Sunday of the month starting at 10am for a mimosa, a glass of wine, or a relaxing cigar and check out some of the best cars in the region. Plenty of parking and non-smokers welcome to the tables inside the restaurant.

Apr 9 Sunday

La Jolla Concours d'Elegance

Time: 8:00AM to 5:00PM.

Place: La Jolla Cove Ellen Browning Scripps Park, 1133

Coast Blvd La Jolla, CA

Details: Join car enthusiasts for the La Jolla Concours d'Elegance. World class cars, World class experience. PCA-SDR Porsche cars will be on display. This is not a PCA-SDR sponsored event but all members are welcome

Apr 15 Saturday

Autocross Qualcomm SE Lot

-You will be required to show your PCA member card and driver license in the tech line.-Autocross fee is \$60 pre-registered, Walk Up fee is \$90 (not available to PCA members with "student" status).-

No Show/Cancellation fee is \$20 if not cancelled online the Wednesday prior to the event by 11:59 PM.

Tech Inspection opens at 6:30 am and closes at 7:30. If you are not in line by 7:15, you will be charged a \$20 late fee

Apr 21-23 Weekend

CFOS TT & Club Race

While not an SDR event per se, the Time Trial at the year's biggest Southern California Porsche event, PCA Zone 8's California Festival of Speed, is part of our TT series.

The Festival website is <http://CalFestival.org>

TT Registration opens at 9:00 am on March 5 at

<http://cfos.motorsportreg.com>.

Apr 25 Tuesday

LTS - Grub Burger Bar

Time: Starts at 6:30PM.

Place: 12045 Carmel Mountain Rd #303, San Diego,

Details: Meet up with your Porsche club social friends. Cocktails at 6:30, dinner at 7pm

Apr 30 Sunday

PCA-SDR Cars & SDR (Escondido)

Time: 10:00AM to 12:00PM.

Place: Vinz Wine Bar, 201 E. Grand Ave, Escondido, CA

Details: Vinz is an upscale wine bar with an exquisite menu and eclectic beer and wine selection. They offer boutique cigars for their outdoor patio or bring your own with no cut fee! Join us on the last Sunday of the month starting at 10am for a mimosa, a glass of wine, or a relaxing cigar and check out some of the best cars in the region. Plenty of parking and non-smokers welcome to the tables inside the restaurant.





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10th Annual Porsche Driver Awards



by Katina Rondeau

Fed up of having to attend such a fancy event to collect their trophies, the Drivers of PCASDR organized to establish an event of their own; and it was about ten years ago that both Jackie Corwin and Jennifer Reinhardt helped to establish a separate event for Drivers to come and party. They wanted to party in jeans and a t-shirt; to bench race, and to collect their trophies for the Time Trial and Autocross Series.

Thereafter Katina Rondeau and Tami Ibbetson have hosted the party for the last nine years. January 22, 2017 was their last, as they both are moving on, and what a great event... their best ever!

Common Theory was the venue. This place has wicked good food and plenty of awesome brews on tap. Wings, flatbreads, tamales, tacos, caprese salad, chicken pesto sandwiches, you name it- it was all pretty damn good.

Most folks had driven down from Orange County, having attended the Zone 8 Awards Banquet the night before. Thank you to James Buck for representing the "O.C."

Driver of the year, Rookie of the year, Instructor of the Year, and that coveted trophy (well not

really) John Deere, awards were given. Winners received custom embroidered hats for their accomplishments.

Time Trial Driver of the Year, Jad Duncan, also received a shirt that read: Gas. Clutch. Shift. Repeat (An advertisement shirt really, teaches everyone what it takes to be Driver of the Year!) and Time Trial Rookie of the year, Ricardo Olimon, received a pair of socks. One sock read: Gas and the other sock read; Clutch (this will help him to remember there's no braking allowed if you are going to attempt to raise your status of Rookie to becoming SDR's Driver of the Year.

Prizes given were ridiculously over the top: Discount Tire Certificates for both \$500 and \$300, a Razor E325 Electric Scooter, Cool Shirt System with mounting tray and additive fluid, several Suaoki portable Car Jumper plus Air Compressor and LED flashlight, Common Theory gift cards, and Maxima racing Lubricant / Care products. To our buddy Jae Lee of Mirage International; mad love, thanks, and appreciation to you.





Tami Ibbetson and Sean Flanagan accepting the
John Deere Award for Randy Schreckhise



Tami Ibbetson and Dave Hockett presenting the
Time Trial Awards to Steve Grosekemper



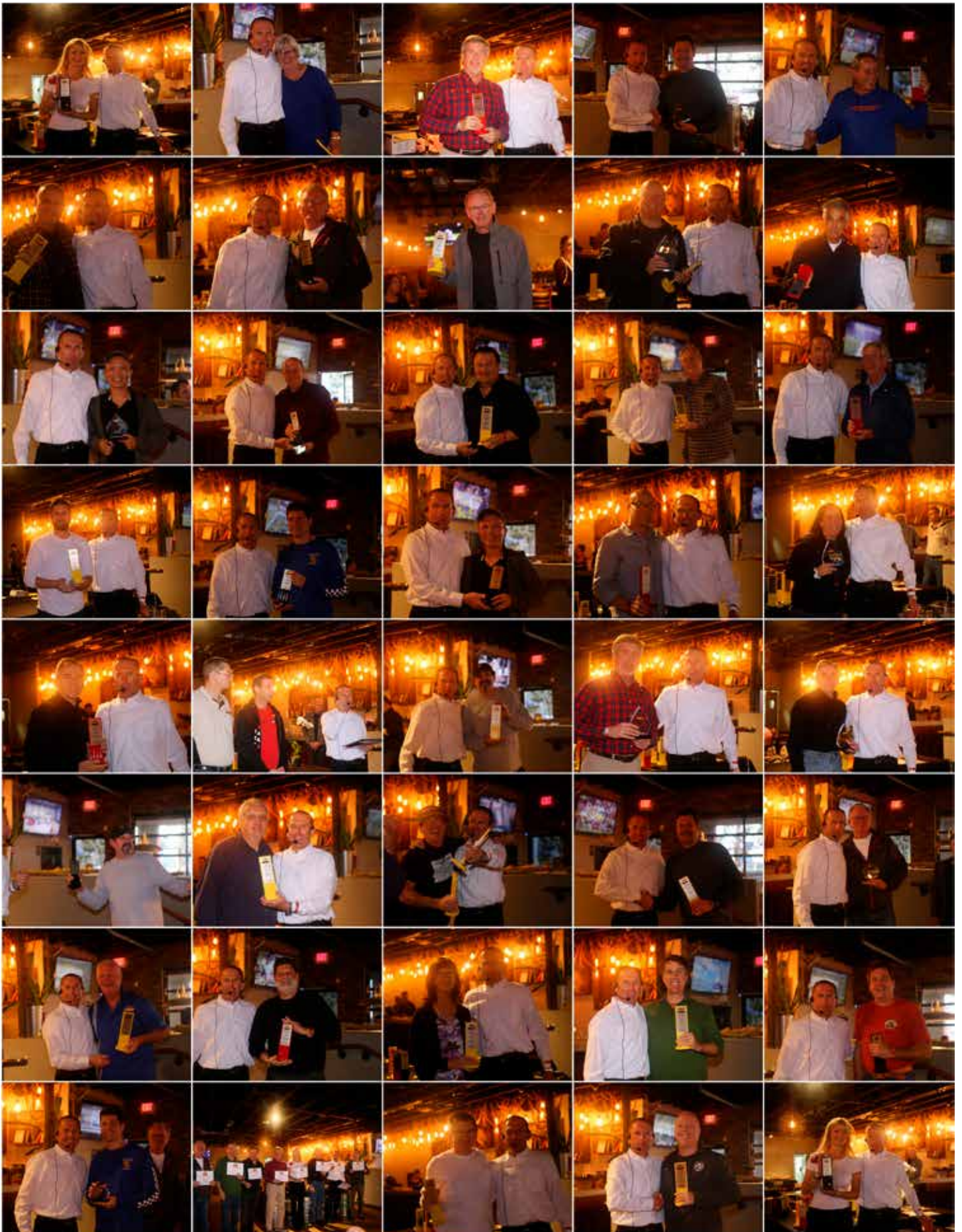
Katina and Lydon Rondeau



Katina Rondeau & Tami Ibbetson







PCASDR 60TH ANNIVERSARY DISPLAY AT THE AUTOMOTIVE MUSEUM

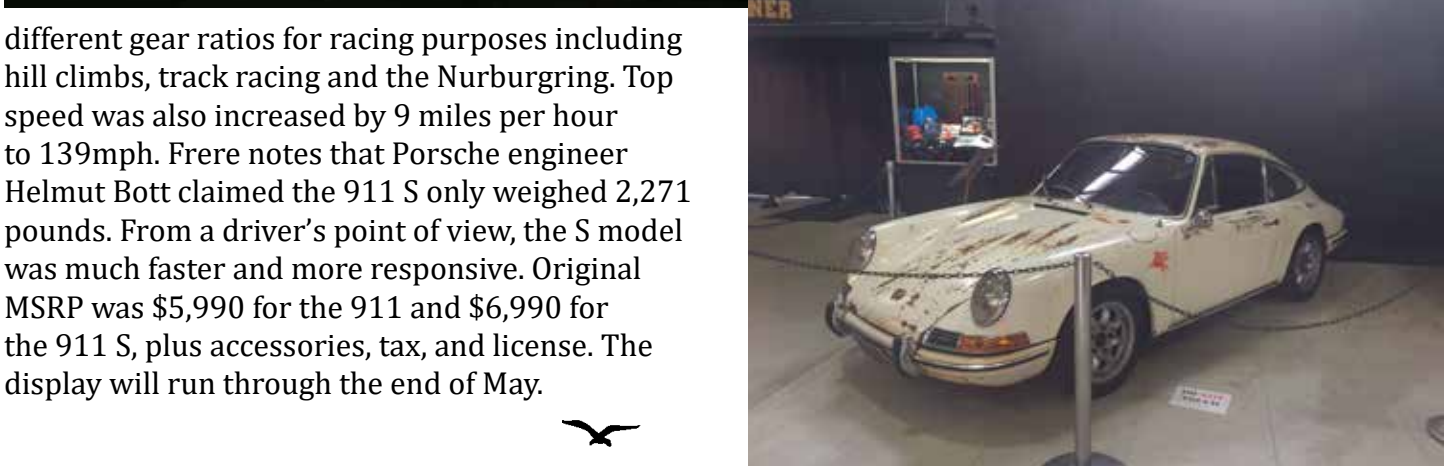


By Michael Harris

The Automotive Museum features a display case full of Porsche Club memorabilia with clothing items, a plaque naming current and past SDR Club Presidents, Porsche book and an original 1967 911 coupe Barn Find owned by John and Monique Straub. John Straub states he learned about the car in 2008. The owner had parked the car in a shed in 1974. "Barn Finds" are old cars that have been stored in sheds or barns and left in original and unrestored condition. John's car is an original low mileage, original paint and interior 911 with a numbers matching engine and transmission. Numbers matching vehicles bring premium prices as do cars in original condition. For collectors, cars in good original condition may bring more money than a fully restored vehicle. John describes his vehicle as being "in a suspended state of beautiful deterioration" and that "all the nicks, scrapes, and peeling paint . . . all told of a life well lived." John chose to retain the original "patina" but all the mechanicals were rebuilt or replaced to original condition.

In 1967 Porsche built three models of the originally designated 901 model (changed to model 911 due to a trademark dispute with

French car builder Peugeot), the 911, S and R. The 911 was the base model and the R version was for racing. The 911 S was a hotter version of the base model and sold at a premium price. The base 911 engine displaced 2.0 liters and produced 130 horsepower. The 911 S engine retained the same displacement but contained domed pistons increasing the compression from 9:1 to 9:8, had forged not cast pistons, had modified camshafts with larger valves and ports, larger Weber carburetors, and improved exhaust ducting all resulting in 160 horsepower. John's car is a base 911. The only options on the car as delivered were a radio and chrome steel wheels. The original wheels were 4.5 inches wide by 15 inches. With such narrow tires and wheels the combination enhanced the feeling of oversteer. John added Minilite mag wheels with wider tires thus enhancing the handling. John's car has a four speed transaxle rather than a five speed which was a cost saving measure for 1967. A five speed was also offered by Porsche. According to Porsche expert Paul Frere, the 911 and 911 S transaxle was the same as offered in the base 911 with slightly different gearing. Porsche also offered



THE VIEW FROM THE BACK



by Steve Eisler

Photo by Adriano Bortolin

On January 7 Kathy and I started our third year of PCA San Diego Region auto crossing. Our Boxster Spyder, with a good driver, is capable of being in the top ten times of the day (TTOD) category. We are both still trying to learn the AX skills that most of the other drivers have mastered and are usually in the bottom ten times of the day! Hence the title of this article.

Auto crossing, like almost everything else in life, is a competition and for every winner there must be someone who comes in last. Whether you are playing Musical Chairs in kindergarten, taking an Algebra test in high school or competing for the NFL Championship, someone has to be the first one who cannot find a chair, someone gets the lowest score on the test and some poor team finishes the season with just one or two wins and the first draft choice.

My purpose is to highlight the problems and setbacks that all of us encounter at the track and to encourage PCA members who have never tried an AX or who have tried once or twice and given up to join us at the back of the pack. You will see how much fun it can be, what great people you can meet, and how much you can improve your driving skills.

This AX was a special one for us because Adam Gill, a regular on the TTOD list and an expert on suspension setup and tire pressures, was going to drive our car

and make recommendations for changes to improve the handling. In December I sent Adam a copy of the results of the wheel alignment that we had done several months earlier. I also questioned him about the excessive wear that I noticed on the outside of the left front tire. We decided to flip right and left front tires so the worn area would be on the inside of the right front wheel. When I took the car to Discount Tires to swap the tires, there was a small spot where the cord was showing. We had had a problem with chunking on the left front tire before so I knew that, even though I had driven the car less than 60 miles since I first noticed the wear, we needed new front tires! There are added costs associated with auto crossing but the rewards are worth the cash outlay.

I arrived at Qualcomm at 6:30 am and got ready for Tech Inspection. Our SDR Tech Team is excellent. All you have to do is get in line and they take care of everything. If you have any questions you can look for our red Boxster Spyder. We may be slow but we can definitely answer your questions and help you get ready to drive.

After the drivers meeting we did the track tour, about 4 laps at a slow speed with the cars following a leader like ducks in a row. Kathy drove the first 2 laps and I drove the last 2. As usual, the track was very well

laid out. There were a few areas where you had to look carefully to stay on the track but after a few laps it became easy to follow the proper path. We also identified one area where you really needed to slow down in order to negotiate a turn that was much more difficult than it looked.

Practice runs started promptly at 9:00 am. Adam drove his car in the first run group and then rode with Kathy as her instructor in a later group. Kathy did well and improved her time on every one of her 6 laps. We rested for one session and then it was my turn to drive. Adam drove the first 2 laps to determine how the car was handling and what we needed to adjust to improve our times. Riding with Adam for those two laps was the first time I had been a passenger on the track in over 3 years. When we started driving events I was plagued with carsickness when I rode with my instructors. It grew progressively worse and began to bother me when I was driving. Since I was also having some stomach problems not related to driving, my doctors ran a series of tests and prescribed drugs that prevented most of the symptoms. Although I had opportunities to ride with some excellent instructors I always deferred which probably contributed to lack of consistent improvement over the years.

I was expecting a very violent ride with a lot of sliding and g-forces but Adam was surprisingly smooth. His steering inputs were very quick but the car seemed steady and under control. His braking was so smooth I had to ask him if he had braked for some of the faster corners. He was probably driving a 7/10's of his ability and still turned times of 1:21.92 and 1:21.90 in a car that he had never driven before. If he would have done those times at the end of the day he would have finished eleventh over all! With more time in the car he probably would have reached the 1:18's and challenged for the Top Time!

We switched seats and I went easy on my first lap to learn the course and then tried to pick up the pace. My best time of the 4 remaining laps was a 1:33.46, 12 seconds slower than what a good driver could do. After the session we checked tire pressures and determined that I should try to run at 34 psi in the front and 36 in the rear tires when they are hot. Since Adam was corner working, Kathy drove her second set of six practice laps by herself and cut another 4 seconds off of her best time in the first session.

As we waited for the start of my second practice

session, Adam explained that I was using the traditional method of turning the car. I was breaking hard, in a straight line, before the turn and then turning when the breaking was done. He suggested that I try to use "trail braking" which involved continued braking into the turn. This method would keep the car more balanced and allow for smoother and faster turns. We worked on this technique and I eventually got my best time of the day at 1:32.83.

We had a long break before our timed runs. Both of us were experiencing upset stomachs by this time of day and decided to take it easy and see how we felt for the timed runs. My 4 timed runs were all slower than my best practice time. On the third lap the rear end got a little loose and the PCM came back on and over-corrected for me. That sent me 4 wheels off of the course and gave me a DNF for that lap.

When I finished we changed the car number for Kathy's runs and put the valve stem caps back on the tires. As Kathy came up to the starting line, she suddenly pulled out of line and drove toward the event trailer. Since I was working as the starter I could not see what the problem was. She got out of the car and told me that the tire sensors said that she had a flat tire. Roger Bush relieved me at starter and Jerry Bumpus, Herb Meeder's daughter and I went to check on the tire. As I rolled the car forward, Jerry was looking for a puncture. They could hear the air escaping but could not see the cause. Finally they determined it was from the valve stem. We took off the cap and saw that the new cap had an o-ring that was deformed and was pushing on the valve stem. By that time Kathy had left and did not get a chance to do any timed runs.

Final accounting: Kathy was listed as Did Not Run and received 1 point. I was 5th in my class for 8 points and had the 61st time out 64 times recorded for Porsches that day. Adam had verified that our car was setup perfectly and was the fastest driver of the day in the Bench Racers Index. We both had a fun day, lots of fresh air, did some bench racing when we got home and went to bed early. We may be last on the timing charts but we are way ahead of the people who do not learn how to handle their cars properly and miss out on the opportunity to test themselves in an arena totally different from their everyday challenges.

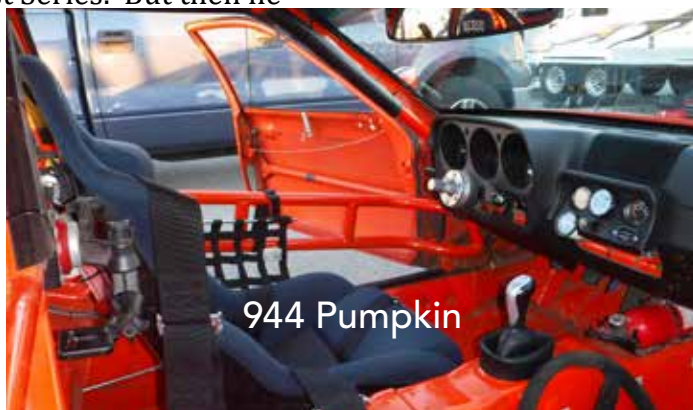


Chuckwalla Season Opener



Text & Photos by Greg Phillips

Although this has been a wet winter, the trip to the desert arrived with clear and dry but windy weather. Although we were trailering my 911SC out to the track, it was planned just to be the backup machine. If things went well, we would be driving my new track car; an orange 944Spec, the “Pumpkin”. Originally built by Sean Steele from Autobahn, it had been raced last year by George Taylor in the PCA West Coast Series. But then he decided it was time for a change and put the car up for sale and on Steve’s advice we worked out a deal and the Pumpkin was mine. But in a complicated bit of planning, John Rickard was bringing his 944Spec for Jim Abbott to drive and Jim was trailering out the Pumpkin.



944 Pumpkin

After leaving Black Forest, the convoy met early Friday morning at Gopher Canyon with Dan Chambers and Mark Rondeau, all with 911SC’s in tow. We had little traffic out to Indio but the wind made for an interesting drive and we were happily

stopped at the El Campanario Restaurant for the wonderful Mexican food and corn tortillas. Ethan Dahlkamp also arrived in time for lunch with the FrankenBoxster in the back of his toy hauler which would also be our accommodations for the weekend.

After lunch we stopped for gas at the Love’s station and headed into the wind for the track. There was no competing event for Friday so we were able to roll into the paddock shortly after checking in. The track is still in a transition phase. The 4 trailers that they had been renting out were now gone, but the new guest cabins were not quite ready for our January event. So while we were

staying with Ethan, Dan and Mark were camping in the back of their trucks. Dan would be staying in his Taj Ma Haul fold out tent cabin and Mark in his pop-up tent. We set up the compound next to Robert Baizer’s RV and near the restroom and show-



Jack Miller

ers and unloaded the trucks and trailers, although my 911SC stayed on the trailer for now.

The paddock started filling up quickly as the campers rolled into get ready for their track weekend. Along with the new cabins, there were also more paved areas behind the paddock along with new hangar/garages as the facilities continue to improve. The 944 arrived and we got it off the trailer and started setting it up for the weekend. Registration and tech were set up in the evening and then Mark set up the grill to prepare dinner with steaks, salad and grilled peppers in the Casa Dahlkamp out of the wind and cold before everyone turned in for an early Saturday start.

Drivers started showing up early for tech and registration as Steve got the tech line open and Robert at his RV for registration before the drivers meeting. The instructors had a short meeting and then the regular meeting started with Jack and Robert. After reviewing the track and safety procedures we were then introduced to our students and I met Alain Stad and his new GT3 for the Green group.

Steve was out first in Red and drivers started quickly in the cool air and clean track. Martin Ma-



Ethan's FrankenBoxster

nia and Rick Levenson led the group in their CC15 GT3's at 1:59.33 and 1:59.53 respectively. Steve had a few laps and was down to 2:10 for his best laps and his left arm was only a little tired. Ethan started well at 2:01.35 in his CC11 Boxster and Mark Rondeau was at 2:04.47 in his CC08 SC and Dan turned a 2:06.66 in his CC10 SC.

Steve came in early to check pressures and reported the car was handling well with the new springs and alignment and the old tires were working well. I buckled in and got ready for my first drive in the 944. The first big difference was I now had no passenger seat and I would not be able to take my student out with me. We were soon flagged on and I headed out onto the track. The car felt good and had a light feel but with very good grip and turned in well. The power steering was nice



944 Pumpkin

and the brakes had a good feel. There was a little traffic to start and I pointed a few cars by as I was getting used to the Pumpkin and slowly increased my speed and had a best lap of 2:11.59 and at least for this session I was ahead of Chuck Sharp's 944. Rich Gildersleeve led the group in his CC14 GT3 at 2:03.52 and Ralph Linares did well on his CC07 Boxster at 2:07.97.

I had a short break before going out with Alain for the first Green session. He did well as we played follow the leader and learned is way around the track. The GT3 is a very nice machine and with PDK he was allowed to concentrate on just driving and not worry about shifting. He was new to road courses but had experience with drag racing in his past and was comfortable with the acceleration the GT3 could produce.

Rick Levenson's GT3



Before his next session, Steve adjusted the shocks as we were having easy brake lockup coming into turn 8. He ran a few laps and improved his time to 2:09.39. The rest of the group had also improved and there were now 6 drivers under 2 flat with Rick Levenson still leading at 1:56.81.

I was up next in Orange and the brakes did feel better into turn 8, but I did have more traffic this session and my best lap was at 2:12.10 with Dave Hockett just ahead at 2:10.37 in his CC09 Cayman. The X-man Alexander Marmureanu was the leader of the pack at 1:59.02 and Ralph Linares was nipping at the heels of the CC11 Caymans of Andrew Raines (2:07.12) and Ricardo Olimon (2:06.81) in his CC07 Boxster at 2:07.23.

After a short break Green was back for DE passing exercise. Although we had a little trouble keeping our pack close enough, for the most part it went well. People still are enamored with several confusing point-bys. Most common is the wagging finger. The driver puts his arm out and then wags their finger several times until they think all of the cars have passed them instead of a single clear point for the first car, bring their arm in and then another clear point for the second car and then



Robert Bazier's Lotus Exige Cup

repeat for each passing car. The goal is for the passing car to know that he has been seen and is being pointed by for a pass without confusion. Unfortunately, it is still a work in progress for many point-bys (rant off).

Red was up next and Dwain Dement brought out his turbocharged 996 Cup and dropped a 1:51.52 to lead the group, with 7 other drivers again below 2 flat! Steve was again at 2:10 with Mark Rondeau down to 2:04.54 and Ethan Dahlkamp at 2:02.48. Jack Miller's Lotus Elise was down to 2:00.56 and Robert Baizer's Lotus Exige Cup was at 2:02.43. My next session was shortened as they had to tow out another car and I only had 1 timed lap before lunch.

After the lunch break Green was up first and Alain was finally able to run without following a leader. He did very well and kept the GT3 on the racing line and did a good job hitting his marks on his laps. We had the Chatterbox communicators and he was able to follow instructions and had a fun



Mark Rondeau's Silver Bullet

time passing cars although he was caught by one car on the lap and still did well with handling traffic.

Steve was up first in Red but only did a few laps before coming in early and then I was up in Orange. The 944 was running well but the grip seemed to be worse with increased temperature and the wind blowing more dust onto the track and my best lap was only 2:15.40. Andrew Raines was figuring out how to adjust his new suspension system on his Cayman R and dropped to 2:05.69 and Chuck Sharp was turning a 2:08.66 in his 944 Spec car.

Next up was Alain in his GT3 and along with his GoPro he had added a lap timer to try and get a better feel for his lap times. I warned him to be careful chasing lap times and to concentrate on



Dan Chamber's Black Pearl

still hitting his apex and driving a good line as he continued to do well. He had a good chase with a Cayman GTS before finally getting a point-by. He was surprised at the end of the session how tired he was but also pleased with his progress.

In the next Red session Steve was turning a 2:09, but was still near the bottom of the group as the top 9 were now under 2 flat with Jad Duncan's CC13 996 fastest at 1:57.54. Dan Chambers at 2:04.92 was now right behind Mark Rondeau at 2:04.26.

I was up next in Orange and although the grip seemed OK at the start of the session, it seemed to be slipping away as the session went on. When Chuck went by on the back straight I tried to hang with him through the bowl but could not carry enough speed to keep up and he pulled away. When I checked the times after the session, it became clear as my best was a 2:13.28 and Chuck turned a 2:08.81. Ralph was having no problem with his grip as he turned his best lap of the weekend at 2:04.99. Unfortunately that was also his last

lap as he lost drive on the next lap and needed to be towed in with what turned out to be a broken axle. As I drove in Jad pointed out why my grip was down as my driver's side front tire was corded and it was time to put on the new tires.

While Steve was swapping tires, I was out for the last Green session. Alain continued to do well and I was the one getting tired from the core work-out holding on as he drove his laps. He continued to do very well with good car control as well as traffic management. He did have a couple of small bobbles, a combination of a long day, low sun and fatigue but he ended the day with a clean car and a big smile.

I skipped my last session so Steve took the car out to heat cycle the tires in Orange. The grip of the new tires allowed him to turn a 2:08.02, even though he was taking it easy to avoid sliding or overheating the tires. Caymans were leading the



Mark Foley's Spec Boxster

pack with Dan Hockett's CC12 at 2:04.36 ahead of the Andrew Raines at 2:04.72 and Ricardo Olimon at 2:06.41. The low sun did limit the number who went out as the last 3 groups only had 12-13 drivers.

As the track went cold, it was time to start preparing for dinner with the tri-tip "Cardiff Crack". Although originally planned for the grill, Mark and Ethan instead prepared it in an iron skillet. After searing it on the stove top it was then placed in the oven and roasted there until it reached the proper temperature.

While the tri-tip was cooking, Steve was checking over the 944 and getting it ready for the next day and I was downloading video from the Contour and RoadHawk HD cameras. Mark and Dan were



944Spec of Chuck Sharp



checking their cars while Ethan was also prepping for Sunday. The roasted tri-tip turned out great and was enjoyed along with the salad and side dishes along with some fine beers.

After dinner there was the band jam. This time it was in one of the hangars in the new paddock area with lights and electricity and a little warmer inside than outside. With Robert Bazier on drums, we had Jack Miller, Dan Chambers and Dave Hockett on guitar and Mike Mulligan on bass with assorted vocalists through the evening. It was a fun evening even though we turned in before the jam was officially over and headed back to the RV for the night.

Sunday morning was less windy but still cool as we headed out for the Green session with Alain. With a full tank of gas he picked up where he left off and continued to enjoy the performance of his GT3. With the PDK snapping off shifts, it sounded great and he did a god job of following the line and using the grip from his steam roller tires.

Steve was out first in the 944 and took advantage of the new tires to improve his time to 2:06.60. Mark Rondeau was also enjoying the cool air and dropped to 2:02.41, just ahead of Ethan at 2:02.72, Ryan Saylor was quickest in his CC15 911 Turbo at



1:58.08 with Jad Duncan close behind at 1:58.15 and Jae Lee's CC16 911 at 1:58.24.

I was up next in Orange and was enjoying the added grip of the new Toyo RR tires. The gear box was also a nice change from the 911SC. Even with a WEVO shifter and good linkage, the 915 is not a slick shifting gearbox. Although we did not need to do a lot of shifting as the track was done in 3rd and 4th gear, it was comforting to be able to confidently shift up and down through the gears without concern of missing a shift. I was trying some different lines after video discussion with Steve and Mark and also trying a higher gear in turn 7 to try and carry more speed through that corner. It was probably mainly the grip but my best lap did improve to 2:09.78 and close behind Chuck at 2:09.37. Jim Duncan was leading the group at 2:02.85 with Paul Tortadella close behind in his SS07 C4S at 2:03.61.



The rest of the morning went quickly as I did my core workouts in the Green sessions with Alain as his times improved and then my Orange sessions in the 944. Between the warmer temps and more dust on the track and aging tires my times slowly dropped to a 2:10 in the 8th session and then 2:11 in the 9th session. Ethan had decided not to run timed laps and was using the morning sessions for his new tires and was quite pleased to have several 2 flat laps and finally a 1:59.46 for his best lap of the event in the 8th session!

Over lunch we had our final drivers meeting to review timing procedures after another trip to the on-site grill for a cheeseburger. Steve and I discussed strategy to conserve the tires and I just did a couple of laps like the timed runs and came



Chris MacDuff's Boxster Spyder

in and Steve skipped his session. Green still had a final session and Alain continued to do well and his GT3 finished the weekend in a clean condition.

Next the fast dogs were lining up for timed runs and the times started dropping as the new tires made their appearance. Jad Duncan had another TTOD, turning a 1:54.57 in his CC13 996 followed by Rick Levenson's CC15 GT3 at 1:55.87 and then Chris MacDuff's 1:57.66 in his street Boxster Spyder when his CC13 Boxster S had mechanical issues! Next was Mike Avitt's CC15 GT3 at 1:59.28 and then Robert Forrester's 911 GTS at 2:00.16 just ahead of Mark Rondeau's CC08 911Sc at 2:00.40. Rounding out the top ten were Jim Duncan at 2:01.61, Justin Saltzman's CC13 GT3 at 2:01.85 and then the Lotus brigade of Robert Baizer at 2:01.90 and Russell Shon at 2:02.39.

Steve ran first in the Pumpkin and turned a 2:07.07 which was good enough for top spot in 944Spec with Chuck Sharp next at 2:08.24. When it was my turn to run, I felt I had a good run and my best lap was a 2:10.48 but Dave Diamond turned his best lap of the weekend (new tires?) at 2:10.39 to nip me for 3rd place.



Steve Grosekemper

In CC04 Bill Behun enjoyed his new wheels and suspension on his 911SC Targa and turned a 2:12.88 to beat Mike Miller's Boxster. In CC05 it was Diane Cafferata who switched from GT3 to Boxster and turned a 2:15.65. In CC06 Mark Curran improved in his 911 SC to a best of 2:07.82.

In CC07 Dave Benton's Cayman at 2:12.49 finished ahead of Jay Gedanken's Boxster S and the Caymans of Mark Huxhold and Glenn Orton. In CC08 Cathy Young improved to 2:08.51 in her Boxster S to finish behind Mark Rondeau.



Bill Behun's 911 SC

In my old CC09 class, Aspasia Zouras turned a 2:06.46 in her Cayman S to nip Henry Lee's 997 at 2:06.88 and Dave Hockett's Cayman at 2:07.79. In CC10 Bob Rychlik's 997 S took top spot at 2:03.71 ahead of Vinh Ly's 997 S. And in CC11 Ricardo Olimon's Cayman S was the winner at 2:07.99. In CC12 Don Middleton made his return to the track after mechanical and orthopedic issues and turned a 2:03.43 in his 1985 Carrera to beat Dan Hockett's Cayman S at 2:04.48 and Angela Avitt's 991 C2S. CC13 and CC15 were all in the top ten and in CC14 Rich Gildersleeve ended up 3rd at 2:03.32 behind other top ten finishers.

We loaded up the truck and trailer at the end of the weekend and were pleased that the 911SC stayed on the trailer and the 944 ran well the entire time. Steve figures there I still a little more work on tuning the engine to improve the air-fuel ratio across the RPM range and hopefully improve the power slightly but the suspension worked well with the changes and overall a success. Now back to Chuckwalla to run the other direction and some finer tuning. We already have over 90 drivers signed up so it should be a great weekend and our first test of the new cabins.



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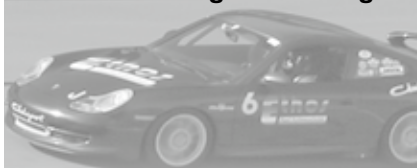
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(REG)

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Mar 11-12	Chuckwalla Valley Raceway (cc/w)	DE/TT Jan 30
Apr 21-23	AAA Speedway (CFOS) (cc/w,roval)	TT/CR Mar 5
May 20-21	Streets of Willow Springs (c/w)	TT/DE Apr 9
Sep 30-Oct 1	Willow Springs 2.5 mi (c/w)	TT/CR Aug 20
Oct 21-22	Chuckwalla Valley Raceway (c/w)	TT/DE Sep 10
Nov 11-12	Buttonwillow Raceway (c/w, config1)	TT/CR Oct 2

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For display advertising contracts and billing information, please contact:

Tom Gould

witnessads@pcasdr.org

Rates

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

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

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

Submissions

We prefer that materials be submitted in .JPG, or .PDF formats. Please send files to editor@pcasdr.org. We reserve the right to edit or refuse to print any ad.

Deadline for submitting new ads or changing existing ads is the 15th of the month preceding the issue date.

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Zone 8 website: zone8.pca.org/

National website: www.pca.org/

AX & TT Results: results.pcasdr.org/

Online registration: pcasdr.motorsportreg.com/

Forum: forum.pcasdr.org/forum/

National Calendar: www.pca.org/calendar/pcacalendar.aspx

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National Classifieds: www.pca.org/themart/themart.aspx

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CalFestival.org



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SPRING 2017 - MAY 5TH, 6TH & 7TH

FRIDAY, MAY 5TH
"CHALK-TALK" CLASSROOM INSTRUCTION

6:00 - 9:00 pm at Black Forest (Engineer Rd. Kearny Mesa)

SATURDAY, MAY 6TH
DRIVING EXERCISES, INCLUDING SKID PAD

7:00 am - 5:00 pm at Qualcomm Stadium's West Lot

SUNDAY, MAY 7TH
NON-COMPETITIVE AUTO CROSS

7:00 am - 5:00 pm at Qualcomm Stadium's West Lot
Includes full-day of instruction

Register at www.pcasdr.motorsportreg.com

No prior performance driving experience required, but you must be a PCA member to participate.

858-292-1192

BlackForestAutomotive.com

Service@BlackForestAutomotive.com

**Call John or Jeff
to Schedule an Appointment**



MON-FRI: 7:30am - 6:00pm

SATURDAY: 8:00am - 12:00pm



8066 ENGINEER ROAD, SAN DIEGO, CA 92111

WINDBLOWN
WITNESS



Greg Phillips, Editor

To:

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