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The official publication of the San Diego Region Porsche Club of America
September 2018

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Features and Pictures



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On the Cover



Porsche typ 64 nee VW 60K10 1939
photo by Eric Hanauer

WINDBLOWN WITNESS

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Tom Gould
SDR President

From the Co-driver's Seat

It's election month (at least for us). This month you will see a ballot inserted in your Windblown Witness. We have 5 candidates looking to fill 4 positions on the 2019 Board of Directors. San Diego Region Board members serve a 2-year term, and we rotate 3-4 members of the 7-member Board every year. Please take some time to read the candidate's statements and then fill out your ballot, find a stamp, and mail your ballot before due date (stated on the ballot).

The people you vote in will be on both the 2019 and 2020 Board of Directors and will be part of the group that is responsible for managing San Diego Region and overseeing our great group of dedicated volunteers that run our fantastic events. Please take the time to cast your ballot.

An official, but disappointing, announcement. We have had to cancel our Fall Performance Driving School (commonly known as our PDS). The Stadium was unable to let us keep our scheduled dates in November, and with no other weekends available on their schedule we were forced to cancel the event. We will re-group and put on a Spring PDS, but we won't know the dates until the Stadium releases their 2019 schedule, which will be sometime in December.

Thanks to Keith Verlaque, Rick Richardson, and Andrew Raines for their time and awesome work

making the PDS one of the best around, for both students and instructors.

How often do you see people volunteer for a job, and then continue that job for 15 years?

For 15 years, Jack Miller and Robert Baizer have been managing our Time Trial and DE program. These events and this series are one of the best run events in all of PCA. They run smoothly, drivers have a great time, and they always sell out. I don't think people realize how much work goes on behind the scenes and during the weekends to make these large events happen. And to do it for 15 years! Thank you both for all the work you have done for this club!

Going to Rennsport Reunion at the end of September? The largest 'everything' Porsche gathering in the World. Porsche overload (if that could actually happen). It only happens once every 3 years, so I hope you get a chance to head up to Laguna Seca the end of September and see this event. Don't miss it! We are going to try to have a casual social hour for our region members attending Rennsport – we'll send out a notice when we get some details.

Enjoy the drive, and please be safe out there!

Tom Gould

2018 President, PCA-SDR



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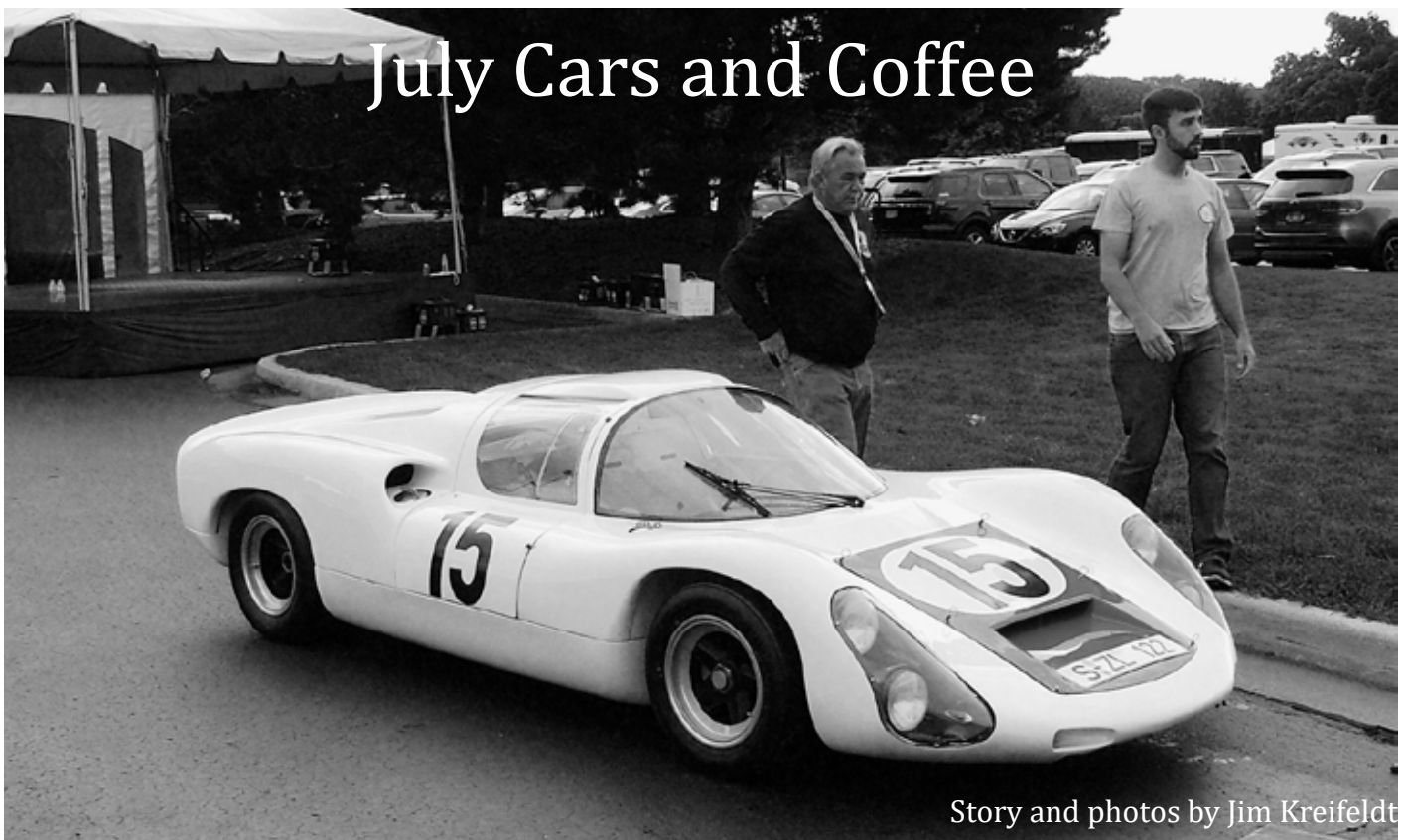
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Story and photos by Jim Kreifeldt

OK, full disclosure, I was not actually at Jessies Bakery Cars and Coffee on July 29th. But, I did make it to a Cars and Coffee, in Michigan! It was a huge turn out as part of the 40th Annual Coucours d'Eegance Of America at the Inn at St John's in Plymouth Mich while there on vacation. Turns out the 40th was a big deal and they were recognizing of all things, the 70th anniversary of Porsche! Attending the actual Concours was not in the cards for me because of time constraints, but the Cars and Coffee, now that was possible. While there, I learned that this was the largest Cars and Coffee turnout they had ever had with over 800 cars! Walking into the Cars and Coffee area, after parking my rental car in the north 40, the first thing I stumbled upon was the Porsche enclosed car carrier where they were in the process of unloading a 910 with the front of 550 Spider visible through the front access door.

Far to intent on what they were doing, so as not to screw something up with the unloading of course, I didn't dare try to engage them. I took some pictures of the process and watched to see the precision with which they unloaded it. Here is the bumper, I walked around for a bit

intending to come back to talk to someone and maybe see the 550 come off as well, now the 910 was now nowhere to be found, plus the truck was closed up tighter than a drum with nobody around to even talk to! I was now out of time.

I really knew nothing about a Porsche Carrera 10 or Porsche 910 as it is known today. I now feel very fortunate to have happened upon the 910 because it made me to want to know more. Only 29 (depends on the publication 28-34) were produced in 1966 and 1967 and they were only factory raced for about one year. The 910 was the offspring of the 906, being lighter and shorter than a 906. Hopefully I have wet your appetite and I'll let you do some digging from here, but there was a lot of changes made to this car. Estimates range in the \$1 mil range for value now.

Hope you take the time to come out to the PCA Cars and Coffee at Jessies Bakery in Carmel Mountain Ranch, the last Sunday of the month, where it seems something new and different shows up every time.







Porsche Club of America-Santa Barbara Region
And Rusnak Westlake Porsche Proudly Present

Our 42nd Annual Concours d'Elegance Sunday, October 14, 2018

at Sherwood Country Club

320 W. Stafford Road, Westlake Village, CA 91361

All entrants must pre-register by October 8.
No "day of event" registrations will be accepted.

Car placement 7:00 a.m. Judging begins 10:00 a.m. Awards presentation 2:15 p.m.

CONCOURS - Pre-registration \$80, includes one buffet lunch

DISPLAY ONLY - Pre-registration \$60 - includes one buffet lunch

Extra lunches may be purchased for \$50 each

PCA/SBR 42nd Annual Concours d'Elegance Registration Form

Name: _____

Address: _____ City/ST/Zip: _____

Phone: _____ Email: _____



Concours Class Entered: _____ Porsche Model: _____

Model Year: _____ Body Type: _____ Color: _____

PCA Member? Yes: _____ No: _____ Region: _____

Additional Lunches: _____ TOTAL AMOUNT ENCLOSED: _____

For rules and complete concours class definitions visit:
<http://www.zone8.org/assets/docs/2014/2014Z8Rules.pdf>

Concours Questions? - Tara Brundrett at tarabrundrett@gmail.com or (805) 405-5733
To register: Fill out the registration form (also available at pcasb.org), make **check payable to PCA/SBR** and mail to: Tara Brundrett, 1064 Burtonwood Ave., Thousand Oaks, CA 91360
Cancellations after October 8, 2018 will not receive a refund.

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August Board Meeting

PCA-SDR BOD Meeting 8/1/2018

Wendy Gillespie's Home,

720 Golden Park Avenue, San Diego, CA

Attending Board Members: Tom Gould, Victoria Varon, Tom Brown, Keith Rampmeier, Mike Miller, Jeni Noerenberg Bartley, Marc Matanza, Karen Garcia Raines (advisor).

Call to Order: 7:10pm

President (Tom Gould): No new members present. Recap of PCA National Board Meeting held on July 30.

Porsche Parade Recap (Tom, Tom): There were 29 entries from Zone 8 with 9 cars from SDR. At Parade, SDR received an Honorable Mention for the PCA National Service Award with a cash award of \$250. The BoD thanks Karen for preparing the submission.

SDR members were very successful: George Alspaugh & John Straub – 1st in Class Concours, Paul Young - 2nd in class Autocross, 2nd in class Rally, 3rd in class Tech Quiz, xPat Corona - 3rd in class Tech Quiz, Bill Thorp - 1st in Class Autocross, Kathy Thorp - 1st in Class Autocross.

Future Parade locations: 2019 Boca Raton, FL (4th week of July), 2020 La Quinta, CA (3rd week of June). Future Treffen locations: April 2019 Santa Barbara (1st week of April) and Vermont (1st week of September).

Nominating Committee (Sara Gengler): Candidates for 2019 Board are Mike Thibodeaux, Ulrich Matsunaga, Stephen Tierney, Michael McGowan, Gisele Gonzales, and John Straub. Thanks to the committee for the hard work finding a full slate of excellent candidates.

Secretary (Keith Rampmeier): Approval of July Meeting minutes. M/S/P. E-vote on 7/26/18: Approve Oct 6 for Volunteer and New Member Party at Rancho Bernardo Winery. M/S/P.

Treasurer (Tom Brown): July financial report submitted. M/S/P.

Reconciliation from Rick Richardson for Eastlake (CV) Car Show 7/1/18: 16 cars participated. Encourage several non-club members to join.

Concours (Tom Brown): 9/8/18 at Spanish Landing. Budget submission. M/S/P. Volunteers of all kinds are needed to help make this awesome event run!

Charity (Lori Chesley): Monarch School Dinner will be Friday, Aug 10. Thanks to members who have donated to the Sock & Underwear Drive.

Poker Run (Carmen Brown): Event is Saturday 8/18/18, sign up on MSR. Budget submitted. M/S/P.

Tech Sessions (Jim Mullady, Ulrich Matsunaga): We had 45 people attend and over 12 signed up for discounted service at the last 5-Point Auto Detail Tech Session! Next tech session is Saturday September 15 from 2-4pm at Hoehn Porsche...the topic will be the all-new Cayenne!

Membership (Gisele Gonzales): PCA-SDR Membership (Primary/Affiliate/total): 1713/990/2703, YoY: 7/-5/2. New Member Party will be combined with the Volunteer Party on 10/6/18 at Rancho Bernardo Winery.

Tours (Keith Verlaque): Tour planning underway for a Fall tour to Borrego Springs. Informal tour up to Rennsport Reunion will be lead by Keith on the Wednesday before the event (9/26/18). M/S/P.

Off Road Tours (Garrett Guess): Request for Saturday 12/8/18 for Cayenne/Macan Off Road Adventure Tour. M/S/P.

CDIsQ (Keith Verlaque, Andrew Raines): Fall PDS planning update.

AX (Jerry Bumpus, Eric Marc-Aurele, Scott Leslie): July 21 AX had 69 drivers. Reconciliation submitted. The upcoming August 19 AX is a Zone 8 event. PCA-SDR would like to thank our retiring track designer Andrew Simmons for his diligent work and challenging tracks over the last few years.

AX Relocation Committee: (Jim Binford and Julieann Billings-Riordan): A test event with SCCA will be held at Cal State San Marcos on Sunday 8/26/18.

Sponsor Liaison (Karen Garcia Raines): Balboa Park Carousel event 8/5/18 had to be cancelled.

Social (Victoria Varon, Genette McGowan): Recap of La Mesa LTS with 21 attendees at Farmer's Table. Next LTS is Aug 28 in Del Mar at Cucina Enoteca. Encinitas Cruise Night starts at 4pm 8/16/18 at Charlie's Foreign. Then hop on the train and head downtown to join SDR at the Padre's game later that night on the Pacifico Porch, with catered food and beverages.

Tom G offered a recap of last Sunday's Cars and SDR gathering, which had 40+ cars. The Fallbrook Car show was well attended and the SDR dinner following was a success.

DE/TT Chairs: Due to our retiring DE/TT chairs, Jack & Robert, we are on the hunt for a team to replace them. DE CDI, Bill Behun, has requested that Murk Curran be confirmed as a co-CDI. M/S/P.

Auto Museum (Michael Harris): The San Diego Automotive Museum's display in Balboa Park features retro "Steampunk." This genre combines Jules Verne & H. G. Wells imaginative things with more modern technology. Instead of steam or air power to drive your 19th century conveyance, some have added an internal combustion engine. There is a Time Machine, a V-12 aircraft engine powered dragster, rocket cycle, and more in the "vehicle" section. There also is a lot of artwork created with wood, aluminum, copper and brass. The display art work surrounding the exhibits is worth the price of admission alone. This Retro Steampunk exhibit is one of the most imaginative, artistic, and fun exhibits the Museum has ever had. For those members interested in helping out the museum financially the Annual Gala is 20 October at the Museum.

WW (Susan Brown): Deadline this month is August 31.

Other Committees: No report submitted for this month.

New business:

Big-Euro event 9/2 at the Stadium has requested the Club to invite members to participate (Not a PCA-SDR event). Marc Matanza will coordinate. M/S/P.

Announcements: Thank you Wendy for hosting!

Next Board Meetings:

September 5: The McGowan/Verlaque residence

October 3: Noerenberg/Bartley residence

November 7: Porsche San Diego

December 5: The Varon's in Oceanside

Adjournment: 9:01pm



DAY AWAY FROM WORK



October 15, Monday Streets of Willow

Grand Prix Region Drivers ED & Zone 8 Autocross

— **On-Line Registration** —
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Skip Carter, Event Chair
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Morning practice — 20 minute continuous lap DE sessions

End of Day — Autocross timing (3 timed laps)

Run groups determined by experience and performance

Instructors available and required for all novices

Entry level event — no special equipment needed for stock classes

Open cars without built-in rollover protection need rollbar

Required Sunday afternoon Ground School for novices (4-7 pm at hotel)

Registration and Tech Inspection available at hotel Sunday afternoon

Helmet required (available for rent) Snell 2010 and newer (M or SA)

Breakfast & Lunch: coffee, donuts, breakfast & lunch available at concession stand



INSURANCE NOTE: Liability insurance is provided by PCA's traditional insurer. A copy of the Certificate of Insurance is available at registration. PCA insurance does NOT cover damage to your car or damage that YOU cause to the facility or other cars. You are responsible for this. Please see the PCA website (www.pca.org) and go to the insurance page for more information. Please review your personal car insurance to verify what coverage it provides, if any.

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September 2018 - October 2018

September 5 - Wednesday Board & Member Meeting

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

Place: John Noerenberg, 11025 Vivaracho Way San Diego, CA 92124

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

September 8 - Saturday PCA SDR Concours by the Bay

Time: 7:30 – 2:30 PM.

Place: Spanish Landing Park East, 3900 N. Harbor Drive San Diego, 92101

Details: Join us as our Club celebrates its annual Concours at the San Diego Bay with a grand display of Porsche cars. Over 140 beautiful Porsches were on display last year. This will be a unique experience not to be missed by car enthusiasts! We want to see your pride and joy at this event and invite you to enter the Concours or put your Porsche in our "Display" Porsche Corral.

September 15 - Saturday Tech Session

Time: – 9 AM - 12:30 PM.

Place: Hoehn Porsche, 5212 Car Country Drive, Carlsbad, CA 92008

Details: Check website for details.

September 16 - Sunday PCA-SDR Autocross

Time: 6:30 – 5PM.

Place: SDCCU Stadium West Lot, 9449 Friars Road San Diego, CA 92108

Details: PCA-SDR Autocross participation is limited to PCA Members Only. Up to 10 current members of either the BMW or SCCA club's will also be permitted under certain conditions. See BMW/SCCA section below.– There is an event limit of 25 PCA members driving a car other

than their Porsche.-You will be required to show your PCA member card and driver license in the tech line.-Autocross fee is \$60 pre-registered, 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.

<https://pcasdr.motorsportreg.com/>

September 22-23 - Saturday-Sunday

Willow Springs 2.5 mile Time Trial

Place: Willow Springs, 3500 75th Street West Rosamond, CA 93560

Details: To start the second half of the season we make our annual pilgrimage to Southern California's reference track, the 2.5mi 9-turn Willow Springs International Raceway for an exclusively Time Trial event! Registration opens August 12 at 9:00 am PT at <http://pcasdr.motorsportreg.com>.

September 25 - Tuesday Last Tuesday Social

Time: 6 – 9 PM

Place: Riviera Supper Club La Mesa, 7777 University Ave La Mesa, CA 91942

Details: TMeet up with your Porsche club social friends at Riviera Supper Club in La Mesa . La Mesa's DIY Steakhouse and bar brings you outstanding Choice steaks, deluxe side dishes and desserts, and strong,classic cocktails. Cocktails at 6:30, dinner at 7pm.

September 30 - Sunday Cars and SDR

Time: 8 – 10 AM

Place: Jessie's Bake Shop in Carmel Mountain, 12075 Carmel Mountain Rd, San Diego, CA 92128

Details: This is a San Diego Region event where members meet informally to socialize, check out each other's cars, and discuss all things Porsche. Come out to socialize and hang out with other SDR members.

October 3 - Wednesday

Board & Member Meeting

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

Place: Bartley/Noerenberg Home

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

October 13-14 - Saturday-Sunday

Chuckwalla DE and TT

Place: Chuckwalla Valley Raceway, 25300 Rice Rd, Desert Center, CA 92239

Details: In October we return one last time this year to the newest track in Southern California for another novice DE and experienced driver Time Trial running clockwise again!

Registration opens September 2 at 9:00 am at <http://pcasdr.motorsportreg.com>.

October 21 - Sunday

PCA-SDR Autocross

Time: 6:30 – 5PM.

Place: SDCCU Stadium West Lot, 9449 Friars Road San Diego, CA 92108

Details: PCA-SDR Autocross participation is limited to PCA Members Only. Up to 10 current members of either the BMW or SCCA club's will also be permitted under certain conditions. See BMW/SCCA section below.— There is an event limit of 25 PCA members driving a car other than their Porsche.—You will be required to show your PCA member card and driver license in the tech line.—Autocross fee is \$60 pre-registered, 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.

<https://pcasdr.motorsportreg.com/>

October 28 - Sunday

Cars and SDR

Time: 8 – 10 AM

Place: Jessie's Bake Shop in Carmel Mountain, 12075 Carmel Mountain Rd, San Diego, CA 92128

Details: This is a San Diego Region event where members meet informally to socialize, check out each other's cars, and discuss all things Porsche. Come out to socialize and hang out with other SDR members.

October 28 - Sunday

Fusion Glass Art

Time: 12 – 2 PM

Place: Fusion Glass Co, 8872 La Mesa Blvd, La Mesa, 91942

Details: Interested in art? Curious about fusion glass? Look no further! Join fellow club members in La Mesa and craft your own works of art out of glass.

October 30 - Tuesday

Last Tuesday Social

Time: 6 – 9 PM

Place: Ignite Bistro Carlsbad, 6996 El Camino Real, Carlsbad, CA 92011

Details: TMeet up with your Porsche club social friends at Riviera Supper Club in La Mesa. La Mesa's DIY Steakhouse and bar brings you outstanding Choice steaks, deluxe side dishes and desserts, and strong, classic cocktails. Cocktails at 6:30, dinner at 7pm.



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Photos by Fidel Gonzales



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2019 Board of Director Candidates



Gisele Gonzalez

Thank you for the opportunity to run for the Board of Directors of the PCA San Diego Region. If elected, you have my promise to bring my full energy to SDR. This region has been wonderful to me since I became a member in 2013, and I want to give back to it and help it continue to be the best region in PCA.

Love of Cars

Cars have been a passion since I can remember. I drove my first car when I was about 3 years old – went with Dad to visit some of his friends, he stepped out of the car, stood next to it, but left me in the front seat. I walk across the front seat, got behind the wheel, and pressed the start button (reminiscent of today's technology??). Next thing my dad knew, the car was moving – I was behind the wheel with a huge smile. I had several other incidents like this as a child, learned to drive at 12, got a restricted license at 14, and my real license at 16 – you could do this in Florida!!!

In 1990 I went to work for Ford Motor Company and, in 2002, worked at Honda. This experience just fueled my car enthusiasm even more as I

got the opportunity to see the business from the inside and meet several race drivers, including Danica Patrick. While not Porsche, these two companies have long and storied histories in car racing.

In 2007, a new job took me to Carmel where I discovered Laguna Seca and Car Week. I volunteered at Laguna Seca, met tons of enthusiasts and drivers – including Patrick Dempsey aka McDreamy, got to hang around the pits, and learned lots about cars and racing.

In 2010, I finally decided it was time to feed my passion with a sports car of my own. I will admit, Porsche was not first on my list – had lots of friends with Ferraris, some with Maseratis, and a small few with Lambos. The more I researched and drove, the more convinced I became that Porsche was the brand for me. The quality, engineering, and performance of the car was unparalleled, but the real selling point was the Porsche Club of America. I wanted to be in a Car Club with people who loved their cars and the sport of driving, not just looking for a status symbol. The Porsche Club of America was that organization for me.

Involvement

I joined the Monterey Bay Region in 2011 when I bought my 2001 Turbo and actively participated in most of their events – drives, social events, concours. I also volunteered in the Region's events including when it manned the Porsche Corral for Rennsport the first time at Laguna Seca. It was with Monterey Region that I did my big track event – a four day performance driving school at Laguna Seca – what an experience and what a track!!!!

In late 2013, I moved to San Diego and transferred my PCA membership to the San Diego Region. My involvement with SDR has included:

- Serving as SDR Membership Chair or Co-Chair since 2014
- Very active in SDR events -- Porsches and Parks (all 3 years), Last Tuesday Socials, Cars and Cof-

fees, Mystery Weekends, Sunday Tours, Tech Sessions, and Concours

- Performance Driving School and some Autocross

SDR has great events and I love participating in them. This coming year, I plan to take the Performance Driving School again, do some autocross, and hopefully get on the big track.

What I Bring to the Board

There are several skills I can offer SDR and its members:

- Familiarity with SDR's activities, members, plans, and goals. I have attended most Board meetings since being involved with Membership.
- Familiar with the National PCA office and staff.
- Prior board experience – HOA boards, charity boards, and corporate advisory board. I have held positions of president, vice president, treasurer, secretary, and director at large depending on year and board.
- Collaborative and team oriented
- Time – I recently retired from my corporate job in the financial services business
- Love of Porsche and SDR.



Ulrick Matsunaga

Hello fellow PCA SDR Members! I am truly humbled and honored to be nominated for the PCA SDR Board.

I travelled the world guiding my clients through their toughest endeavors that required expertise, dedication, and reliability to successfully navigate. I have recently joined a hospitality start-up as the San Diego market's master of operations to delight guests and establish processes that are the foundation for our growth. I will bring the same enthusiasm, principles, and skills to my time on the PCA SDR Board.

I joined the San Diego Porsche Club three years ago when my wife, India, and I settled into Oceanside. This is my third year as Tech Session Co-Chair. We were the guys that organized the exclusive HRE Tech Session for PCA SDR last year, annual Makellos open house, Griot's Garage detailing sessions, and annual sessions with Porsche San Diego and Hoehn Porsche.

My daily driver is a Speed Yellow 986 S. I have driven it to the Monterey Porsche Parade, and I just can't get enough of it. I have had the opportunity to take the PCA SDR Performance Driving School, I'm still learning how to carve apexes, and have visited the Porsche Museum and Factory in Stuttgart, Germany.

San Diego Region is a group of dedicated, selfless individuals that foster a sense of family amongst new and seasoned club members. Despite the amazing efforts of our region members to offer a variety of experiences to the San Diego Region Porsche enthusiast, out of our more than 2,600 members we see the same approximately 200 members at our events.

My board member mission is to make our region even more inclusive and provide members with opportunities to connect in and outside of club events. As directors of the board we serve a variety of enthusiasts, and we should guide them into driving, social, or learning events that best suit their interests. By doing so, we'll boost member engagement, see more new faces at events, and show region members that it's not just about the cars, but it's the people AND what our cars are capable of!



continued on next page



Mike McGowan

I have been a bit of a motorhead most of my life and have had the Porsche bug since the mid 60's when a friend acquired a 1957 Speedster. I bought my first Porsche in 1968 from the legendary Vasek Polak dealership in Hermosa Beach, which at the time was a converted furniture store. Over the years I have owned 11 Porsches, 9 motorcycles and various other car brands.

My wife Genette and I have enjoyed being members of PCA-SDR since 2011. We regularly participate in various activities that provide opportunities to meet other members and Porsche enthusiasts. I semi-retired at the end of 2017 after 45 years in the tuna industry and since I no longer have a heavy travel schedule I plan to stay close to home and enjoy all that San Diego has to offer.

We are very fortunate in SDR to have such a dedicated leadership group and a club that includes activities for every Porsche enthusiast whether it is concours, AX, track, progressive dinners, mystery weekends, movie nights, last Tuesday socials, road trips with Porsches and Parks, back roads San Diego tours, cars & SDR, and more.

I believe I can be a positive force in continuing to move our club forward. Thank you for your consideration.



John Straub

As a fifty-year member of San Diego Region, I've experienced many exciting changes to our club and the members that volunteer their time to bring the Region to where it is today. Many of you I know, and many of you I have yet to meet, and I look forward to that day. When asked by members what I think of the club, I always reply, "It's not really the cars, but the members that make the region special."

I have had the pleasure to serve as President in 1980, and 2000. I've been on the board numerous times, serving as Vice-President three times. I've held many regional chair positions; Autocross, Concur, Rally, Tech Session, Safety, Chief Driving Instructor, Historian, and Nominating Chair, in addition to chair positions in three San Diego Region Porsche Parades. I was the Windblown Witness editor for five years, winning the "Best Newsletter Award" in PCA three of the five years and first in class two years. A true highlight was being selected as Region "Enthusiast of the Year" three times. I guess you could say if there has been a position in our region, I have done it. As far as PCA National positions, I served as the "Newsletter Committee Chair" for 13 years and the "National Register Coordinator" for 11 years

I spend my days as a “Fine Art Automotive Photographer,” selling photography on-line, and doing shows such as Barrett-Jackson and Monterey Car Week, in addition to representation at several Art Galleries.

I am honored to be asked to serve on the board again, as it’s been 18 years since the last time I’ve held a position. I ask for your vote in that capacity.



Stephen Tierney

I followed my father’s footsteps in his love of cars and racing. From a Ducati motorcycle enthusiast to a Porsche fan and the proud owner of a GT-4, I have nothing but high-octane fuel running through my veins!

Though I graduated as a cognitive neuropsychologist, I am now the President of a life sciences IoT company that just bought out a Dutch company, and we are pleased to be headquartered in lovely San Diego!

My entrepreneurial experiences, which have reached throughout Europe, to dealing with high-end South Korean production companies, to working with the Dutch government in India, to now being based in San Diego, have given me a broad international perspective. I have always been able

to create a positive atmosphere as a moderator that gently moves people into a position of comfort, and thus, creating a multi-faceted win-win situation. Boards of directors should focus on serving the best interests of its members by listening, learning, adapting, and executing to improve the experiences of the region as a whole. I have served on boards for many organizations, and the most important thing I’ve learned is that it’s ALWAYS about the people!

Porsche focuses on the drive, the car, and the people, which is why I love Porsche. The members of PCA SDR have been wonderful, kind, interesting, and focused on likeminded goals, which is why I love PCA SDR. PCA SDR is fortunate to have the greatest people, the greatest cars, and the best weather for enjoying our Porsches!

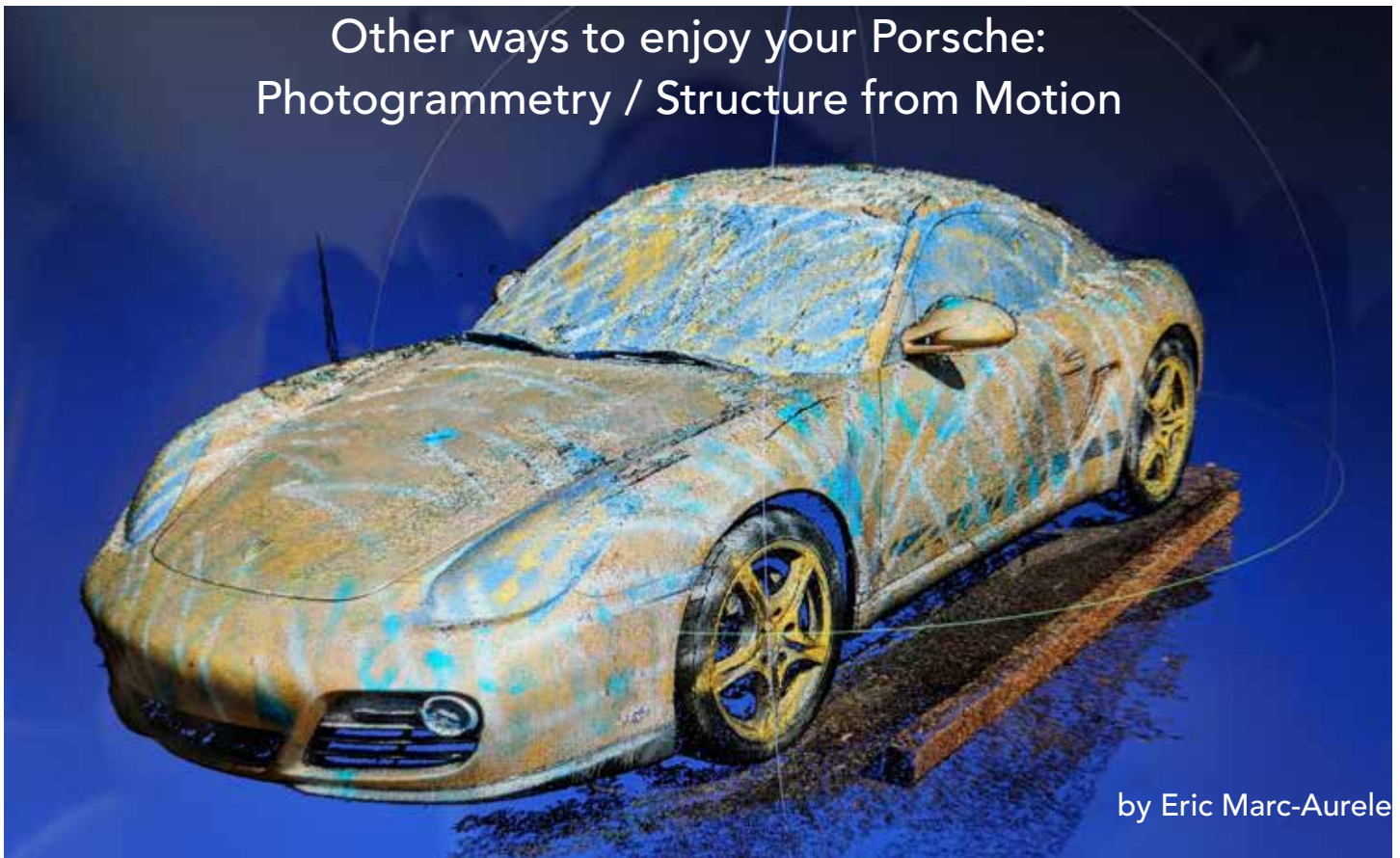
My wife, Frieda Meurs, and I have been involved with PCA SDR since moving to San Diego two years ago. You may remember that we hosted the desert portion of a progressive dinner in Carlsbad a couple years ago, and I am an accomplished bagpipe player who you may remember performing at the PCA SDR 60th Anniversary Winter Formal at the Hotel Del Coronado and in front of a Porsche 959 in a member’s incredible garage at the main course of a recent progressive dinner.

It would be my honor to serve our region’s members on the board of directors, and I promise to bring energy, experience, and a resolute determination to continue to develop a bright future for PCA SDR!



Don't
forget
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Other ways to enjoy your Porsche: Photogrammetry / Structure from Motion



The best thing about PCASDR is the people, the second best are the activities. There are tons of things to do with your car, driving it around the back-country roads on tours and rallies, learning how it performs at the driving school, testing it at autocrosses and time trials, displaying it at concours, and even racing it.

And then there's what I did with my car a few days ago, photogrammetry (the use of photography to measure distance.) using a structure from motion analysis. Our eyes detect depth with stereographic information from our two eyes separated in space, structure from motion instead uses one camera, moving it around the subject. As long as your subject doesn't move the effect is the same. Unfortunately, cars are one of the hardest objects to use this technique on. The glossy paint and clear windows have moving reflections and transparency that throw the computer algorithms for a loop, so the first step is to make your car really dirty. I started by putting painters' tape over the transparent surfaces. Fig 1



Figure 1 Painters' tape on clear and translucent areas

Next, I mixed talcum powder in rubbing alcohol, and sprayed this on the car, several layers left the car nice and chalky. Following that I applied contrast patterns, the computer figures out how the camera moved in space by matching features from one image to the next, but a smooth dusty car needs some surface patterns to work with. I used Testor's spray chalk, first putting on some stripes then going back and using a sheet of perforated shelf liner to put a checkerboard pattern down.

The nice thing is you don't have to be particularly careful with the pattern. My masterpiece looked like this: Figure 2



Figure 2 Glorious, isn't it?

I then ran around the car taking pictures, both of the whole car and of every nook and cranny I wanted in my model. If there's no pictures of an area you don't get information there, so be sure to take pictures from down low and up high. Also be sure you have exposure set so there won't be any over or under exposed areas in your photos, whether you're on the sunny or shady side of the

car. Also, this method won't give you a real distance unless you have a way to calibrate the images. I put down an eight-foot board next to the car to use as a length scale. High precision here folks! You could also use the wheel centers or some other known distance.

After all the pictures are taken it's time to get out of the sun! Inside I spent a little time cropping the photos so they were just the car with little background. This will prevent you from having extra useless data in the point cloud and will save the computer a lot of processing time.

I use free and open source tools, Changchang Wu's VisualSFM and Yasutaka Furukawa's CMVS tool to do image matching and dense pointcloud creation. After that it's into Meshlab for cleanup of the point cloud then into your CAD tool of choice to make surfaces.

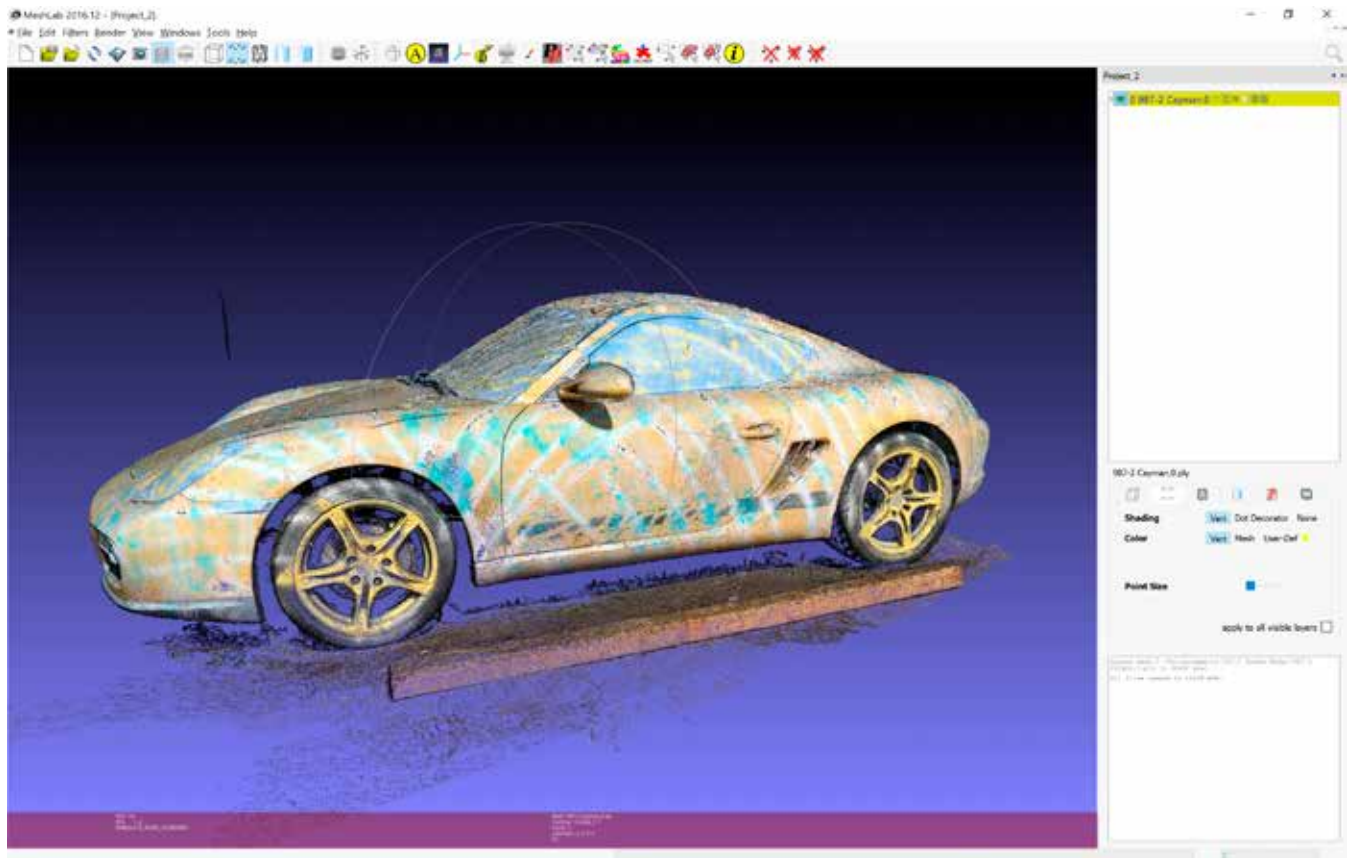
Here's the points before cleanup, all 33,826,117 of them: Fig 3

Now all that's left is washing my car.

Eric Marc-Aurele



Figure 3 Sweet, sweet, points



THE VIEW FROM THE BACK – The Experience



By Steve Eisler, Stu Eisler and John Cacioppo

Last month TVFTB focused on the three excellent instructional programs offered by the San Diego Region of PCA. Accompanying the description of these programs was a list of pros and cons for each. This month, with the help of two other PCA-SDR members, we are going to review a fourth driving instruction program available in Southern California. We want every member and associate member to try one of these programs at least once with the goal of learning how to handle your wonderful Porsche in a variety of situations and road conditions and becoming better drivers in any car! And, don't forget, have a lot of fun, meet some great people and, perhaps, take up auto crossing or racing as a new activity.

The Porsche Experience Center (PEC) – Los Angeles is located in Carson just off of the 405 freeway. Its 53 acres contain eight different driving modules designed to simulate everyday driving conditions and provide more challenging environments to experience the thrill of driving a Porsche sports car. These modules include an Off-Road course, a Low-Friction skid pad, a polished concrete Handling Course and a 1.3-mile Handling Circuit. Also, an Acceleration Straight with a 33 percent banked curve at the end, an Ice Hill, a Dynamic Area for dry traction exercises and Kick Plate to teach handling when driving in inclement weather. The PEC also has a great restaurant, a simulator lab and a retail store, but our reason for going and the focus of this article is The Porsche Experience! Joining me in The Experience and

contributing to this article are our son, Stu, and John Cacioppo, both PCA-SDR members.

The Porsche Experience is 90 minutes of driving instruction with your own private instructor in a new Porsche model of your choice. Your instructor moves you through the different modules based upon what you want to learn, the progress you are making at each exercise and his or her choice of modules that will help you learn the most in the allotted time. They will demonstrate how to do each exercise, but after that you are doing all of the driving!

Stu has recently moved back to San Diego. His perspective is that of a new or prospective Porsche owner who has had limited sports car driving experience but is eager to learn. Although he did log many fun rides from school in the 911 when he would beg, "take the twisty-twisty way home," this is how he describes his first extended Porsche driving experience.

"Ironically, driving a Porsche may be a great equalizer. I realized this at the Porsche Experience Center in Los Angeles. Hear me out. Driving – no, "operating" is better – this refined piece of engineering, most view as a status symbol, puts each motorist on the same path. Porsche owners often are accomplished, successful in their sphere, hence the status perception of ownership. Life seems to challenge them less on a day to day basis. Now, I'm a rookie when it comes to racing, while my dad has had a Porsche in the garage my entire life, and I have

driven it only a handful of times, I never truly appreciated the engineering in the manner its specs allow. This is true for most who get behind the wheel of a Porsche, and even if you have approached the manufactured limits before it's probably fair to say you do not do so the majority of the time. And this is the genesis of my initial statement.

At the Porsche Experience Center a dozen or so people spin (sometimes literally) around eight different courses during each session. The Low-Friction Handling Course provides an opportunity to practice sustained, controlled oversteer – drifting. I was thrilled to link a couple turns, those with more experience made it nearly around the course in a single slide. Same for the Low-Friction Circle where you can manage understeer and oversteer on a wetted surface and try to reach a few more degrees to close the arc.

The Acceleration Straight lets you test your nerves chasing a faster fast, quicker. You collect these skills one by one also at the Ice Hill, the Kick Plate, the Dynamic Area, even an Off-Road course if you choose, and then you turn them loose on the full track, the Handling Circuit.

Whether you autocross every weekend, spend a day at a big track monthly, or are a complete novice like me; you learn to push the barrier-the barrier of the machine, but more importantly the barriers of your comfort zone and your reactions. The Porsche cannot control itself. It becomes an extension of you, and for ninety minutes at the guidance of a well-trained instructor your performance becomes its performance. The experience holds something for everyone, and we all walk away fuller, better, more complete. And, I think as you look around the lobby on your way out of the Center, you see this on the face of each of that day's operators. We were all equal for this experience and now we are all better."

Kathy and I met Wendy and John Cacioppo on the first Porsche's and Parks tour 3-years ago and we have become great friends. John had done the SDR Performance

Driving School and convinced Kathy and I to try our first PEC last September. John is an active duty USMC attorney with a very analytical mind. Following is his analysis from the view of a Porsche Experience veteran.

"It is no secret that I am a big fan of the Porsche Experience Center (PEC). I have booked experiences at their state-of-the-art automotive playground more times than I would like to admit. To the casual observer driving past on the 405, the PEC appears to merely be an ostentatious test-drive showcasing all things Porsche, but to those willing to part with their hard-earned money to book a 1.5-hour adventure with a personal driving instructor, they will quickly learn that the PEC is a multi-use area with purpose-built sections designed to safely isolate and teach specific driving skills to drivers of all skill levels and interests.



I started my first session at the PEC as a relative novice hungry to absorb whatever the instructor could teach me during our limited time together. Prior to our session, the instructor took about ten minutes to ask me about my interests and driving experience, oriented me to the different parts of the facility, and discussed with me the basic driving concepts that we would be applying in the car. After a quick pause to adjust the seat and get familiarized with the con-

trols and features of the 911 Carrera S that I chose for this session, we took off for the Dynamics Area to work on some basic acceleration and braking tests and emergency lane change maneuvers. The instructor reinforced the importance of keeping my vision outward as well as smooth inputs on both the throttle and the brake pedal.

We then moved to the concepts of oversteer and understeer. The PEC has two modules which can safely and reliably induce these situations at slow speeds to help the driver not only understand the concepts, but also practice managing them. The Kick Plate is a continuously wet and slick area that "kicks out" your rear tires in a random direction as your car passes, causing the rear of the vehicle to rotate. I experienced the "seat of the pants" feel of the car rotating, but also learned to react to the rotation by counter-steering. If I failed to re-

act in time or made a mistake, I simply held on for the ride while waiting for my tires to hit non-slick pavement which immediately stopped the car. I believe my record on one attempt was three full rotations before stopping. (A personal best for my instructor).

Understeer is replicated on the Ice Hill. Driving down the downward-sloping, slick surface and making a tight turn overloaded the grip on the tires and caused the unnerving sensation of having the wheel turned while the car continued forward. Although my instinct was to keep the wheel turned, desperately hoping that the tires would grip, my instructor taught me the valuable lesson of quickly but gradually unwinding the wheel, feeling the tires grip, and reengaging the turn.

Confident that I had a firm understanding of the preceding concepts, we moved to the Low Friction Circle to see if I could combine my newfound knowledge of throttle control, oversteer, and understeer to drift the car around the circle. Unfortunately, incorporating all of those elements proved to be too much for my budding abilities, and after multiple failed attempts, I moved on, humbled but undeterred, to do some laps on the handling circuit. The handling circuit is a 1.3 mile stretch of road where my instructor and I expanded upon the concepts learned in the Dynamics Circuit at real world speeds. I learned to keep my eyes up, to look through the turn, and the continued importance of smooth inputs to the steering, throttle, and brakes. Being new to such spirited driving, I noticed a newfound apprehension at approaching corners at much higher speeds than I was normally accustomed in my everyday driving, and applied the brakes before it was necessary. My instructor explained that the apprehension would dissipate as my skill improved and I developed confidence in my skills and the car.

After multiple laps, my time was coming to a close. We concluded with a dramatic launch down their Acceleration Straight which was a great adrenaline rush and perfect cap to an excellent session.

In my subsequent sessions, I have been able to exponentially expand upon the skills and lessons learned in my first session. As my skills have increased, my instructors have consistently provided me with new and exciting challenges to further my development as a driver. In my most recent trip to the PEC, I chose to drive a 911 Carrera GTS and requested my favorite instructor, Armen, to guide me. Armen is a full time instructor at the PEC and also a trainer to the other staff members. He is calm, patient, and pushes me to excel while always making sure that I am having a great time. Due to my familiarity with the PEC and my established

relationship with my instructor, we went straight to the Low Friction Handling Circuit to dust off the cobwebs. The Low Friction Handling Circuit is the PEC's most advanced module, a polished concrete track with linked curves which allows, if done correctly, the driver to link curves while drifting. Accomplishing this feat requires the driver to apply all of the lessons learned on the other modules. Although rusty at first, muscle memory quickly took over. "Turn into the corner, apply power to the rear wheels to break traction, counter steer while modulating the throttle, wait for the weight to fully shift to the other side to reestablish grip, then add power to break traction and swing around the other corner."

As other drivers began to line up to take a crack at testing their skills at the module, Armen and I decided to tackle my original nemesis, the Low Friction Circle. However, unlike my first attempts, I had since become quite adept at drifting around the circle. After drifting four complete circles in one attempt, Armen decided to increase the difficulty by challenging me to not only drift the car around the circle, but also adjust the placement of the car from the inner portion of the circle to the outer portion on his command. It took some time, but I am happy to say that I was able to do it, a huge improvement from my first session. Not wanting to waste the extra power of the GTS, we used the remaining time rocketing around the handling circuit. The initial apprehension I had with high speeds and corners during my first session was a distant memory. I wasn't afraid to really push the car, and I felt much more confident in my abilities.

The PEC, though, is not just about driver development. For the prospective Porsche owner, it is also a great way to test out different Porsche models and specifications. For example, a friend of mine from the Los Angeles PCA Region who is in search of his first 911 discovered after a couple sessions at the PEC that he preferred the driving mechanics of 4-wheel drive cars over their rear wheel drive counterparts. In addition, where else can you test out the Porsche Carbon Ceramic Brakes on a track without shelling out \$10,000? Overall, though, what I find so attractive about the PEC is its ability to adapt to the client. Your instructor listens to your wishes and works with you to get what you want out of your time. Every time I have gone, I convinced friends to come with me. One of my favorite parts of the experience was seeing the smiles after their session was complete and hearing about how they used their time. Some learned basic car control, some worked on their racing skills, some just wanted to go fast, but all have loved the experience."

For you drivers who have been to many AX events and/or DE/TT weekends and are probably faster than I am, be assured that there is still much to be learned at The Experience. My instructor, Robert Fuller, listened carefully to my goals for the session and added some additional suggestions. Therefore, we spent the whole 90 minutes on the 1.3-mile Handling Circuit, the Low-Friction (polished concrete) Handling Course and Low-Friction Circle (skid-pad). We worked on shifting, slower corner entries in order to get faster exit speeds, trail braking and a little left foot braking on the Circuit. On the polished concrete I worked on feeling what the car was doing, when the front wheels were “biting” and weight transfer. We visited the skid pad twice. Once to feel the weight transfer and the affect on the car and, later in the session to tap the brakes to induce a spin and try to recover. The whole Experience was created for me and my abilities and goals and was followed with an extensive debrief reviewing what we had done, what I had done well and what I needed to work on in the future. I wish I had recorded this conversation for future reference.

In last month’s article we described each training program (although not in the great detail used here) and then looked at the advantages and caveats. To maintain this format, here are the pros and cons.

ADVANTAGES – You don’t have to drive your own car! No tire wear, brake pad worries, rock chips on the paint, engine wear or damage due to an off course excursion. The training areas are permanently built to

teach the desired skills and are consistently wet or dry, as needed. The instructors are professionals who teach driving every day or at least every weekend and can tailor your experience to your specific needs, and you keep the same instructor for the whole experience. In just 90 minutes you will receive more information and instruction than can be totally absorbed. Finally, you get to drive the latest Porsche technology and select whichever model fits into your budget.

CAVEATS – You don’t get to drive your own car! If you have an earlier model car it will not react exactly like the newer models but the lessons will be the same. Each experience is only 90 minutes long. I always leaving wishing I had more time to practice what I had just learned. Finally the traffic to Carson can be bad, particularly on the way home. Be sure to give yourself extra time to arrive early because if you are late you will lose part of your driving time.

You have paid a premium price for a superior automobile. Please take advantage of one of these 4 driver instruction programs, an Autocross at the stadium, Driver Education at a race track, The Performance Driving School in November, or the Porsche Experience in Carson. Learn to be a superior driver, experience your Porsche in the manner that it was built to be driven and get introduced to some of the touring, social and community service events hosted by your PCA-SDR. It’s not just the cars, it’s the people!



GGR Battle by the Bay Laguna Seca Club Race



Text & photos by Greg Phillips

With the summer heat keeping the SoCal tracks quiet, it was time to head north to Laguna Seca for my next PCA Club Race. While most of California was under red flag warnings and fires, Monterey was a comfortable 72 with wind chill into the 60's. But it was a long tow up with my SP1 944Spec. I broke it up by driving to my sister's home near Fresno on Wednesday night before driving on to the track on Thursday afternoon.

Since this was a 3-day event we hoped to get into the paddock early on Thursday, but we had to wait until the SCCA was able to mark the paddock and then they released us after 5PM to set up. Bruce Wing was one of the early birds and was kind

enough to save a spot for Peter Czjakowski (GT4) and me. Also attending from San Diego were Dan Carusillo (GT4) and Frank Powell (GT4) who had a garage, Roland Schmidt (GTA2), Chris Pedersen (GTA1), John Ball (GTA2) and Sohaib Koreshi (GTA1).

This was primarily an SCCA race weekend and PCA had just one run group. There were over 50 cars registered from PCA and apparently over 200 for SCCA for the weekend. It was going to be a busy track. After unloading the trailer and setting up in the paddock I then headed back to Salinas to check in and then had dinner before turning in early.

Friday was our early start as we needed to get checked in with PCA and SCCA before having our drivers meeting. There was still fog as I drive up the hill into the track, but it lifted quickly, and the sun was nice but still cool. Although we had 3 days at the track, we did not have a lot of track time at this event. We were scheduled for a pair of 30-minute practice sessions on Friday, a qualifying session Saturday morning and our first race in the afternoon and then 2 more sprint races on Sunday for 6 sessions in total. Yes, about what we usually get on a single time trial Saturday.





Of the 50+ cars in the PCA group, I was the only SP1 and yes, I would be at the back of the pack and looking over my shoulder and in my mirrors for the faster cars. I have driven the track, now officially Weathertech Raceway at Laguna Seca before, but this would be the first time in the 944 and my first race there.

When we gridded up for the practice session, I stayed near the back and followed most of the cars onto the track. After a yellow flag lap, we got the green and I was quickly passed by the rest of the field. I just concentrated on trying to learn the track in a 944 and slowly worked up to speed. The car felt fine in the twisty bits and Corkscrew and coming down the hill, but the long front straight and climbing the hill made the lack of power obvious. Not everyone was taking it easy and we were black-flagged on my 4th lap and after a short wait in the hot pits we were sent out again. A couple of cars had already found walls. Looking at my results later I saw my best lap was a 1:55.23 on lap 10, which left me plenty of room for improvement.

The next practice session went a little better and I was able to improve to 1:53.57. People were a little more careful and there were no black flags and the track stayed cleaner. I was kept busy watching for the faster cars as the leaders were running 1:35's.

After I was done driving I did take out my SLR and went up to the Corkscrew to shoot some of the SCCA action. There was quite a variety, with Spec Miatas, sports racers, BMW's and Mustangs in the groups I was shooting. At the end of the day it was back to Salinas for dinner and then to get ready for another day.

Saturday we were able to sleep in as our qualifying session was not until 10:30. We were originally scheduled to go green from the start, but the steward looked at the large number of cars and figured they would not get all the cars off the grid before the first cars came around and so we started under 2 yellow flag laps and then went green. People were pushing harder, and I did improve my best to 1:52.23 on my 13th lap, but we also had a couple more cars into the walls.

The first sprint race was in the afternoon and although there had been some attrition, 47 cars were on the grid. Unfortunately, the CHP car was off at the top before the corkscrew which cause the first start to be aborted and on the second lap Jeff Urnes pulled off in his SP3 944. So, the field of 45 cars was spaced out and I was still not to turn 11 when the green flag was dropped. The track was clear with just a Spec 911 and Spec Boxster hanging in front of me to chase. It stayed quiet for a few laps until the big dogs, led by Andy Kwitowski's GT3 911 started to lap me and the parade started.



The good news was that there was no one else in my class and I could afford to stay out of the way and let the faster cars through without any penalty to my standings, just to my pace. In the lead pack the top 4 were in GT3 and further back in the pack there was some tight racing going on with GT4, Sp911 and the SPB cars.

The excitement for my race came on lap 10 as I was coming down the front straight into turn 2. Dan Carusillo was coming up quickly, so I stayed wide to give him plenty of room and just as I was

getting ready to turn in for the corner a black and blue Cayman went flying by sideways between us. Jan Sussman's brakes had failed in his GT4 Cayman and he was able to shoot the gap and miss both of us but ended up in the fence outside of turn 2.

The rest of the race was uneventful by comparison and I finished 37th overall with a best lap of 1:53.26. Andy Kwitowski (1:35.98) held on to beat Dan Aspesi (1:35.88), Rich Walton and Tom Weber in GT3. Roland Schmidt was first in GTA2 and 6th overall ahead of John Ball in 9th. In GT4 Peter Czajkowski was 14th and nipped Bruce Wing in 15th with Dan in 19th overall. Carl van Austen led the SP911 in 13th and Heath Spencer was the leading SPB in 23rd.

After the race the car was fine, and I added 5 gallons of gas and checked the tires. Since there was no competition in SP1 I was just using up a set of tires and would not be changing them unless there was a wear issue (or flat spot) and so far, they were wearing fine.



The social event of the weekend was a buffet dinner in Monterey at the Turn 12 restaurant with GGR. So, after cleaning up in Salinas it was back to Monterey for the evening. Traffic was not bad, and I was able to find convenient parking. The draft beer menu was excellent, and the buffet was also very good. GGR also had some door prizes and Dave Quesnel was the big winner of a race weekend at Thunderhill with GGR. We were able to compare notes and excuses along with video clips of the race highlights. Roland had an exciting moment as he came around turn 4 and into a pile of dust where a SPB had spun and was facing him as



the dust cleared. He was able to steer through and miss everything, but just a reminder that you can never be sure what is inside of those dust clouds.

Sunday would be the last 2 sprint races, and these would be the points races for the event and new tire stickers were visible for several cars on the grid. The pace car lap went smoothly, and the pack was much tighter when we got the green flag this time. There were a few cars gridded behind me and they were quickly past on the front straight but there was still a tight group at turn 2 and I was able to chase the pack for the first lap until they started pulling away. Then I had a clear track for a couple of laps before Dan Aspesi and Andy's GT3 Turbo showed up to lap me, flowed by Sohaib Kureshi's GTA1 GT3 Cup car and then Roland Schmidt's GTA2 GT3 Cup. Further back in the pack the GT4 contingent were racing hard with Frank Powell just behind Peter and Dan just ahead of Bruce. Sometimes the passing cars would come singly but often it would be a tight pack that was racing hard and I needed to be more careful letting them through.



At the checkered flag, I was 36th and had a best lap of 1:52.66 on old tires. Andy Kwitowski was again the winner and had the fastest lap at 1:35.04. Sohaib was 2nd overall and had a best lap of 1:35.56 and took GTA1 with Rich Walton (GT3) 3rd and Roland was next and took GTA2 with John Ball in 8th overall. In GT4 it was Peter in 14th, Frank in 15th with Dan in 18th and Bruce in 19th overall. Robert Murillo took SP911 in 17th with Sean Neel next in that class in 21st. Matt Kehoe took the SPB class ahead of Heath Spencer in 24th and 25th respectively.

Before the last race, I just added the rest of my gas and checked the tires and they were still fine. The grid was slightly smaller with the attrition but there were still 36 cars at the checkered flag. It started out very similar to the previous race as the field slowly pulled away over the first few laps. Andy was again the first to lap me with Roland close behind.

My excitement for this race came on lap 11 as I was climbing the hill to turn 6 I was passed by Tom Weber's GT3 car. Unfortunately, at turn 6 he spun and I had to try and figure out where he would end up. I went left, and he stayed right and everyone was able to avoid his car. At the finish I was 34th with a best lap of 1:53.16. The winner was Tom Mueller (GTA1) who came from the back of the field to pass everyone and take the victory over Andy Kwitowski with Roland Schmidt in 3rd. Tom also had the fastest lap of 1:34.27 In GT4 Frank Powell was the winner in 13th, just behind Chris Pedersen (GTA1) in 12th. Bruce Wing was next in 16th with Dan Carusillo in 19th and Peter Czajkowski in 20th.

The SP911 winner was Robert Murillo again with Sean Neel again in 2nd. In SPB it was Heath Spencer back for the win in 22nd ahead of Matthew Robinson. At the end of the day the San Diego contingent did well and all the cars went home in good condition. I loaded up the 944 onto the trailer and started the trip back home. After another overnight near Fresno I was able to roll back into Black Forest Monday afternoon. Now I have to decide if I want to trailer all the way to Thunderhill for the next race in the West Coast Series.



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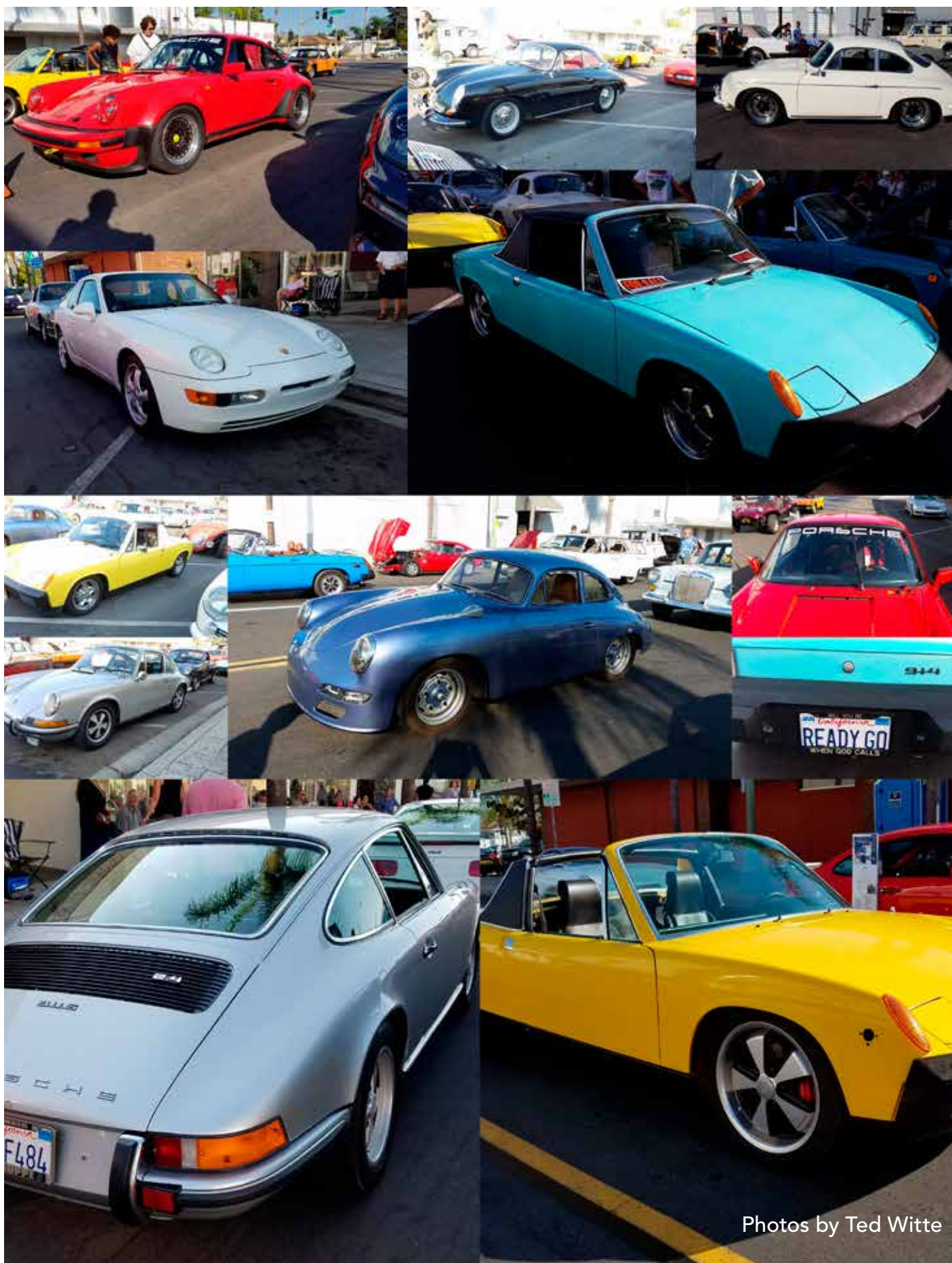


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Display Advertising

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.

Link Index

PCASDR website: www.pcasdr.org

Zone 8 website: zone8.pca.org/

National website: www.pca.org/

AX & TT Results: results.pcasdr.org/

Online registration: pcasdr.motorsportreg.com/

Forum: forum.pcasdr.org/forum/

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

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To:

Susan Brown, Editor

PERIODICALS



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

PCA National Headquarters P.O. Box 6400, Columbia, MD 21045 or submit change via www.pca.org.

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