

WINDING ROADS

CALIFORNIA INLAND REGION - PORSCHE CLUB OF AMERICA

MARCH 2018



CAI Board/



President
Alex Helyer
president@cai.pca.org



Vice President
Ian Anderson
vice.president@cai.pca.org



Secretary
Sam Thurman
secretary@cai.pca.org



Treasurer
John Quick
treasurer@cai.pca.org



Past President
Lori DeCristo
past.president@cai.pca.org

Committee Chairs/

Lori DeCristo **Membership Events**
past.president@cai.pca.org

Ian Anderson **Social Media Autocross**
vice.president@cai.pca.org

Mike Forest **Awards**
mid4mike@att.net

John Quick **Region Historian**
treasurer@cai.pca.org

Ian Anderson **Insurance**
vice.president@cai.pca.org

Herman Rijfkogel **Concours**
concours@cai.pca.org

Joel Browning **Newsletter/Webmaster**
CAI.Winding.Roads@gmail.com

On the Cover/

Chatting in parking lots, one of the many enjoyable activities we do!

Photo by Ian Anderson

Contents/

Volume XXIX/No. 1/March 2018

Features/

- The First Track Day with a 718 5
- CAI Installation Dinner 8
- Vasquez Rocks Tour 12
- The Death of a Turbo..... 13
- The Zone 8 Awards Banquet 18
- Birth of a PCA Region..... 20



Things To Do/

- California Festival of Speed 4
- The Gimmick Rally..... 7
- CAI Concours in the Canyons..... 10
- Las Vegas Tour and Gimmick Rally 15
- 2018 968 West Coast Gathering.... 19



Departments/

- CAI Board Members 2
- CAI Committee Chairs 2
- Upcoming Events..... 3
- CAI Board Meeting Minutes 21
- Zone 8 Staff 23



Advertisements/

- License Plate Frames 22

Welcome to our New Members/

Damon Davies	Christian Davies	Eric Hyon	John Carter
Timoteo Marania	Lolita Marania	Bruce Keeler	Roel Amara
Mary Ann Amara	Dale Riedel	Jennifer Riedel	Carlos Oneto
Ronnie Samano	Michael Dula b		

Writers & Contributors/

Mike Forest Jim Gude
Sam Thurman

Photography & Artwork/

Ian Anderson Mike Forest
Jim Gude Jimmie Mitchell
CaliPhotography



Upcoming Events/

Be sure to check out the CAI website (<http://cai.pca.org>) for all the latest info.

April

7 SAT – CAI – Monthly Breakfast Meeting and Drive, Lancaster, CA
7-15 – SDR – Porsches and Parks Tour [[information](#)]
8 SUN – OCR – Autocross [[information](#)]
14 SAT – LAR – Mount Wilson Observatory Tour & Lunch, La Canada Flintridge, CA [[registration](#)]
14 SUN – SDR – Autocross, San Diego, CA [[information](#)]
21 SAT – AZR – Autocross, Arizona Motorsports Park [[information](#)]
20-22 – PCA – California Festival of Speed, Fontana, CA [[information](#)] [[ad](#)]
[22 SUN – N/A – Luftgekühlt 5](#)
[25-29 – PCA – Treffen Tamaya, Santa Ana Pueblo, NM](#)
27-29 – SDR – Performance Driving School, San Diego, CA [[information](#)]
28 SAT – SBR – The Gimmick Rally, Westlake Village, CA [[information](#)]
29 SUN – CAI – Concours, College of the Canyons, Valencia, CA [[registration](#)]
29 SUN – SAR – Cinco De Mayo Autocross, Tucson, AZ [[registration](#)]

May

3 THU – SAR – Cinco de Mayo Golf Event, Tucson, AZ [[registration](#)]
5 SAT – CAI – Monthly Breakfast Meeting and Drive, Lancaster, CA
5 SAT – SAR – Cinco de Mayo Concours, Tucson, AZ [[information](#)]
6 SUN – SAR – Cinco de Mayo Landmark Rally for Charity, Tucson, AZ [[registration](#)]
12 SAT – SDR – Autocross, San Diego, CA [[information](#)]
19 SAT – LAR – Wheels to Water IV, Los Angeles, CA [[registration](#)]
20 SUN – GPX – Concours, Lakewood Country Club
20 SUN – OCR – Autocross [[information](#)]
25-28 – SBR – Gold Chain Highway Tour, Central Valley, CA [[information](#)]
26 SAT – SDR – Autocross, San Diego, CA [[information](#)]

June

1 FRI – OCR – Driver Education Event, Big Willow, Rosamond, CA [[information](#)]
2 SAT – CAI – Monthly Breakfast Meeting and Drive, Lancaster, CA
[2 SAT – N/A – The Friends of Steve McQueen Car and Motorcycle Show, Chino Hills, CA](#)
3 SUN – OCR – Autocross [[information](#)]
8-11 – LVR – LVR's Northern Arizona Tour and Rally [[registration](#)]
9 SAT – SDR – Autocross, San Diego, CA [[information](#)]
[9-10 – NA – San Marino Motor Classic Events, San Marino, CA](#)
16 SAT – OCR – Concours, Mile Square Park, Fountain Valley, CA [[information](#)]
17 SUN – SDR – Father's Day – Back Country Roads Tour, San Diego, CA [[information](#)]
29-JUL 2 – AMR – 2018 968 West Coast Gathering, Sonora, CA
30 SAT – SDR – Autocross, San Diego, CA [[information](#)]

July

7 SAT – CAI – Monthly Breakfast Meeting and Drive, Lancaster, CA
8-14 – PCA – Porsche Parade, Osage Beach, MO [[information](#)]
20-29 – LVR – Glacier Park Tour
21 SAT – SDR – Autocross, San Diego, CA [[information](#)]
21-22 – SBR – Drive on the Wild Side, Tour of California [[information](#)]

August

4 SAT – CAI – Monthly Breakfast Meeting and Drive, Lancaster, CA
16-26 – N/A – Monterey Classic Car Week
18-19 – N/A – Monterey Pre-Reunion, Monterey, CA [[information](#)]
23-26 – N/A – Rolex Monterey Motorsports Reunion, Monterey, CA [[information](#)]
26 – N/A – Pebble Beach Concours d'Elegance Events, Monterey, CA [[information](#)]

September

1 SAT – CAI – Monthly Breakfast Meeting and Drive, Lancaster, CA
[12-16 – PCA – Treffen Banff, Banff, AB Canada](#)
22 SAT – AZR – Autocross, Arizona Motorsports Park [[information](#)]
22-23 – SDR – Time Trial, Big Willow, Rosamond, CA [[information](#)]
23 SUN – LAR – Concours, TBD location
29 SAT – RED – Timeline Event, Lake Arrowhead, CA
[27-30 – PCA – Rennsport Reunion VI](#)

October

6 SAT – CAI – Monthly Breakfast Meeting and Drive, Lancaster, CA
6 SAT – AZR – Autocross, Arizona Motorsports Park [[information](#)]
13 – SAT – Driver's Education & Time Trial, Chuckwalla, Desert Center, CA [[information](#)]
14 SUN – SBR – Concours, TBD Location
28 SUN – SGVR – Concours, TBD Location (Pasadena, CA)

November

3 SAT – CAI – Monthly Breakfast Meeting and Drive, Lancaster, CA
3 SAT – AZR – Concours, TBD Location
10 SAT – AZR – Autocross, Arizona Motorsports Park [[information](#)]
23 FRI – OCR – Driver Education Event, TBD, CA [[information](#)]

December

1 SAT – CAI – Monthly Breakfast Meeting and Drive, Lancaster, CA
8 SAT – AZR – Autocross, Arizona Motorsports Park [[information](#)]

If you have any ideas or suggestions for events, do not hesitate to contact any of the board/committee members!!!



"THE" PORSCHE

EVENT IN

SoCal



Porsche Riverside
A Walter's Automotive Company



PARKING CORRAL

VENDOR ROW

TRACK TOURS

SWAP MEET

FOOD TRUCKS

CAR DISPLAYS

KIDS PITS SAT. 10-2

RACES

Time Trial

registration opens
March 11

cfos.motorsportreg.com

CLUB RACE

registration opens
March 5

register.pca.org

VOLUNTEERS NEEDED

CONTACT:

volunteer@calfestival.org




Special Note for Minors:

Minors under 18 must be accompanied by Parent or legal Guardian

APRIL 20-22

FREE ADMISSION

\$15 PARKING FEE
(\$10 WITH PCA CARD)

www.calfestival.org



The First Track Day with a New 718 Cayman S

Story by Sam Thurman
Photos by CaliPhotography

Track Weekend at Buttonwillow, December 16-17, 2017

As all PCA Members know, Porsche sports cars are designed and ready to be driven hard on a race track. After several months getting to know Porsche's latest variant of the Boxster/Cayman, the 718 model, I wanted to get this marvelous machine out for a track weekend to experience what it can do and to work on my driving skills. I was fortunate to do this with a good friend, fellow PCA member, and seasoned track veteran Jeff Srinivasan, whom I first came to know professionally at NASA's Jet Propulsion Lab where we both work. Later we discovered our mutual interest in sports cars; more recently he was also very generous in allowing me some seat time in his impeccable Cayman GTS (981) while I was thinking through the "how" and "when" of getting into a Cayman myself. Having not been on any track for six years, I felt lucky to visit Buttonwillow with Jeff who has been there several times and provided me with a wealth of good advice and guidance on getting started.

This particular event was put on by the *Speed Ventures* organization, attracting a variety of different driving enthusiasts—we saw cars ranging from high-end exotics such as Porsche 911 GT3's, a Ferrari 458 Italia, a couple of Corvette Z06's, and a McLaren 570S, to a large group of modified BMW M3's, Honda S2000's and many track-prepped Honda Civics. During both Saturday and Sunday, we witnessed a wide range of skill levels and

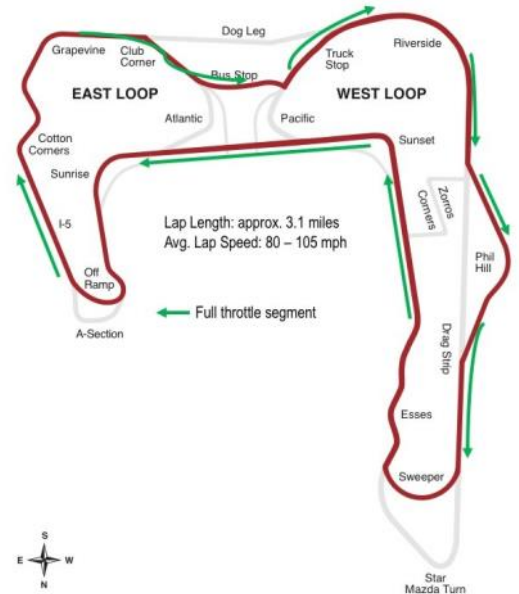
lap times from this diverse group of cars and their drivers.

Buttonwillow sits in a flat, dusty area just west of Interstate 5, northwest of Bakersfield. There are over 30 different track configurations that can be used, but one of the most popular is the "13-clockwise" or 13CW layout. This variant, used in our track weekend, combines a few tight corners, esses, and chicanes with several straight and sweeper sections that can be taken at relatively high speeds as shown by the green arrows in the figure. There isn't much elevation change (< 50 ft.) around the course, although "Phil Hill" is one exception involving a blind crest followed by a downhill plunge towards another apex that can spell trouble for drivers coming over the crest with too much speed. At 3,800 ft. (0.72 mi.) in length, the front straight allows top speeds approaching 150 mph for the fastest cars that were there.

Aside from the other potential hazards of track driving, one that often occurs here is poor visibility caused whenever a car gets off-track into the surrounding dirt. The resulting dust cloud can be quite intimidating, especially in situations where a car right in front of you has just spun. This leaves you headed into the dust blind, not knowing where the other car is located

and often with other cars close behind! While visibility can be an issue, the flat area combined with this soft dirt reduces the risk of injury or car damage for drivers testing their limits. As is typical for driving events, drivers and cars

Buttonwillow Raceway Park: 13CW Configuration



were organized into run groups seeking to roughly match skill level and car capabilities within each group. With Jeff's experience and ability, he slotted into the top ("red") run group on both days. Being new to both Buttonwillow and the 718 Cayman I drove in the beginner's ("blue") group on the first day, and moved to the lower intermediate ("purple") group for the second day. In addition I paid for instruction on the first day in hopes of a better learning curve and a lower likelihood of making serious mistakes. There were six groups in the morning and five in the afternoon that cycled through 20-25 minute sessions, such that each run group was able to get on track four times per day, plus a less structured session at the end of the day, providing an additional opportunity for more track time. It was fairly cold (32°F) when we arrived early in the morning on both days so all drivers were admonished by the *Speed Ventures* staff to start slowly, allowing their cars, the track, and themselves to warm up.

Jeff came well equipped with his 981 Cayman GTS including the right performance goodies for track duty, such as the PDK transmission, Sport Chrono package, and PASM suspen-



Jeff Srinivasan and his Cayman GTS in action – full throttle down the front straight

sion. By afternoon of the first day, he was already pushing on his all-time best lap times. Along with Jeff, several of the other “red” group drivers were at, or near, 2:00 minute lap times (approaching 95 mph avg. lap speed) in the afternoon sessions with warmer track temps. At the top end the faster cars were reaching 1:50 laps, such as at least one of the 911 GT3’s present.

I headed out with my instructor, a veteran club racer named Tom Kim, for the first couple of sessions looking to get familiar with both car and track. Like Jeff’s car, I had my 718 Cayman S equipped for track duty, including Sport Chrono, PDK transmission, PASM Sport suspension, and the Porsche Torque Vectoring (PTV) package. I quickly realized that having an experienced instructor is a tremendous advantage! In these first sessions I got to know the track, made a start at learning the proper line, and most of all, began to develop some comfort with the 718 S’s capabilities. Buttonwillow allows several extended periods of full throttle acceleration, interspersed with short, heavy braking prior to various corners and curves. In particular I was impressed with the car’s braking ability—through every session on both days the brakes held up without any fade even with repeated heavy braking. My instructor patiently talked me through where and how to push the car more and to believe in its capabilities.

Having not been to Buttonwillow before and recognizing that some of the faster cars were on racing slicks, I went crazy with painters’ tape prior to the weekend trying to minimize any damage to the car’s finish. With the benefit of hindsight, I overdid it! After the weekend was over the car cleaned up nicely after removal of all the protective tape, subject to a lot of dust and the usual rubber bits that collect in the wheels and front radiator air inlets.

I went and watched Jeff out on track when I wasn’t lining up for my own sessions and to watch the faster cars in the “red” group. After each session Jeff would evaluate his driving and lap times, including use of a smartphone application that recorded

GPS-derived telemetry throughout each lap, with braking and acceleration levels, speed and cornering accelerations. I noticed many of the other faster drivers doing similar things seeking that extra bit of speed.

Near the end of the day Tom, my instructor, offered me a seat in his 1998 spec. Boxster race car for the open passing session. It was a real eye opener to observe his line, braking points, corner entries and exits relative to my own! This Boxster racecar had the base 2.7-liter engine, with about 240 hp. (vs. 350 in my 718 S), so Tom really worked to keep his momentum up in the corners to the point where his



The author heads out for 1st beginner session, with lots of protective painter’s tape

lap times down near 2:10 by mid-afternoon, while avoiding several off-track incidents by other drivers. As predicted by the event staff, such incidents increased as the day progressed with tired drivers spinning out and having other off-track excursions, each creating the inevitable dust cloud. Jeff’s front brake pads were looking pretty thin so he wisely elected to wave off his last session of that day. I was



Cayman GTS in hard cornering – note the body roll as Jeff pushes his car

worn Toyo summer performance tires were beginning to give out near the session’s end, leading to some interesting slides that he controlled with some (very) rapid steering inputs. Jeff and I had newer summer performance tires on our cars, which provided good grip and held up well to the heat cycling of repeated on-track sessions.

On the 2nd day I drove with the “purple” intermediate group and, with more seat time, was able to whittle my

somewhat surprised to see how much apparent wear my own car had on its rear brake pads, thought to be an artifact of the Porsche Torque Vectoring system’s operation (Jeff’s car didn’t have PTV). In the “green” run group a bona fide accident occurred, with two cars colliding while trying to get through “Sunset” corner leading onto the front straight, after which I decided to sit out my own last session for safety’s sake.

I left having had a terrific first on-track experience in a Porsche. My top objective—don’t damage the car—was fulfilled and I started to learn how to be a better driver, thanks in part to my friend, Jeff Srinivasan, and my instructor, Tom Kim. Many an enthusiast has been told that track driving is addictive, and I’m a believer—one looking for that next chance to do it again! 🏁



The author with instructor Tom Kim on board, looking for more cornering speed

I THINK
WE'RE LOST?
WHAT DO YOU
THINK?

I DUNNO?



THE GIMMICK RALLY

SATURDAY, APRIL 28, 2018

We'll begin at Rusnak Porsche Westlake at 9:00 a.m. (don't be tardy) 3839 Auto Mall Drive, Thousand Oaks, CA 91362.

Bring with you: Pad and pencil, a navigator and fortify your patience with a sense of humor.

Then, get set for a thrilling ride through eastern Ventura and western Los Angeles counties. Your sense of direction and intellectual prowess will be challenged as you will answer questions based on sights and locations in city and rural areas.

Our drive will end at Dos Vientos Community Park in Newbury Park. There, we'll be treated to a great BBQ lunch. Prizes to the top three finishers based on number of correct answers.

The cost is \$40 per person, including lunch and SBR activity fee. This is always a popular event, so don't be left out. Please R.S.V.P. by filling out the form below. You'll receive driving instructions a couple of days before the drive.

Questions? Contact Mike Kurreck mkturek1@hotmail.com or Nick at nicolasliakas@gmail.com.

NAMES: _____

EMAIL: _____ CELL PHONE#: _____

#OF PARTICIPANTS: _____ AMOUNT ENCLOSED: _____

MAKE YOUR CHECKS PAYABLE TO PCA/SBR AND MAIL THEM TO NICHOLAS LIAKAS BEFORE APRIL 5, 2018.

NICHOLAS LIAKAS
5910 GRAY ROCK ROAD
AGOURA HILLS, CA 91301



Photos by Ian Anderson and Michael Forest

On January 27th an installation dinner was held for our new officers



John—Treasurer, Ian—Vice President, Alex—President, Sam—Secretary





Ian and Alex, our new Vice President and President with their new name tags





PCA California Inland Region Presents the Zone 8

CONCOURS/CAR SHOW IN THE CANYONS

Date: Sunday, April 29, 2018

Location: College of the Canyons
26455 Rockwell Canyon Road, Santa Clarita, CA.

Exit 15 at Valencia Boulevard proceed eastbound to the first driveway (W Rd.) and follow the signs.

Come on out with your friends and family to our annual all-new Concours/Car Show. All cars will be displayed on grass in a beautiful park-like setting at the College of the Canyons in Santa Clarita. In addition to those Porsches in the Judged Categories, we will also present a "People's Choice Award" in the Display Category for the Porsche you would most likely want to have in your garage.

If you have one or more friends that have a Porsche and are not yet members, we invite them to register and display their cars in this beautiful setting. Many local visitors will be attending so let's get prepared to show off our Porsches!

The Concours will be in a tree-lined area adjacent to the campus stadium. Placement will begin at 8 a.m., Judging begins at 10:30 a.m. and awards at 2 p.m. Complimentary lunch (with entry) and bottled water will be available. Additional lunches will cost \$15 each.

Registration: <http://cai-pca.motorsportsreg.com>

Questions: Contact Herman Rijfkogel at herman_rijfkogel@yahoo.com or concours@cai.pca.org
Telephone: 661-810-7054

FULL CONCOURS DIVISION

- C-1 All Closed 356
- C-2 All Open 356
- C-3 911-912 (1965-1973)
- C-4 911, 911 Turbo, 930, 912E (1974-1983)
- C-5 911 Carrera & Turbo (1984-1989)
- C-6 911 Carrera & Turbo (964, 993, 1989-1998)
- C-7 911-Carrera & Turbo, GT2, GT3 (996, 997, 1999-2012)
- C-8 914-4, 914-6
- C-9 All 924, 928, 944, 968

STREET DIVISION

- S-1 All Closed 356
- S-2 All Open 356
- S-3 911, 912 (1965-1973)
- S-4 911, 911 Turbo, 930, 912E (1974-1983)
- S-5 911 Carrera & Turbo (1984-1989)
- S-6 911 Carrera & Turbo (964, 993, 1989-1998)
- S-7 911 Carrera & Turbo, GT2, GT3 (996, 997, 1999-2012)

- S-8 914-4, 914-6
- S-9 All 924, 928, 944, 968

UNRESTORED DIVISION

- UR-1 All Closed 356
- UR-2 All Open 356
- UR-3 911, 912 (1965-1973)
- UR-4 911, 911 Turbo, 930, 912E (1974-1983)
- UR-5 911 Carrera & Turbo (1984-1989)
- UR-6 911 Carrera & Turbo (964, 993, 1989-Y-20) *Current year minus 20 years, Y-20*
- UR-7 *Reserved for future use*
- UR-8 914-4, 914-6
- UR-9 All 924, 928, 944, 968

UBERGANG DIVISION

- UG-1 Boxster
- UG-2 Cayman
- UG-3 911 Carrera (991, 2012-On)
- UG-4 Cayenne
- UG-5 Panamera
- UG-6 Macan

WASH & SHINE DIVISION

- W&S-1 All Closed 356
- W&S-2 All Open 356
- W&S-3 911, 912 (1965-1973)
- W&S-4 911, 911 Turbo, 930, 912E (1974-1983)
- W&S-5 911 Carrera & Turbo (1984-1989)
- W&S-6 911 Carrera & Turbo, (964, 993, (1989-1998)
- W&S-7 911 Carrera & Turbo, GT2, GT3, (996, 997, 991, 1999-On)
- W&S-8 914-4, 914-6
- W&S-9 All 924, 928, 944, 968
- W&S-10 All Boxster, Cayman
- W&S-11 Cayenne, Panamera, Macan

SPECIAL CATEGORIES DIVISION*

- SC-1 Special Interest
- SC-2 Current Competition
- SC-3 Limited Production

* See rules book for definitions of Unrestored Stock and Special Categories Divisions

Areas Judged	Division					
	Full	Street	Unrestored	Special	Ubergang	W&S
Exterior	X	X	X	X	X	X
Interior	X	X	X	X	X	X
Storage Compartment	X	X	X	X	X	
Engine Compartment	X	X	X	X		
Chassis Half (w/o engine)	X					
Chassis Half (with engine)	X					

----- Cut Here -----

Name _____ Phone _____ City _____

Address _____

State _____ Zip _____ E-mail _____

Region _____ Porsche Model _____ VIN # _____ Year _____

Body Type _____ Color _____ License No _____ Class _____

Concours, \$45 per car, **Display**, \$30 per car, + \$10 if registration is post marked after April 11th or at the event. Make checks payable to "PCA-CAP".

Extra Lunches: _____ x \$15 **TOTAL \$** _____

Send registration form with payment to:

Herman Rijfkoogel, 111 Clearview Ct., Tehachapi, CA 9356

Story and photos by Alex Helyer

CAI and GPX regions tour Vasquez Rocks



Soledad Canyon Rd. Again, we were surprised that there was hardly any traffic.

The rain was holding out for us and I had contacted Jack again to see where they were. They too had a small group and were well on their way to the rocks. We followed Soledad Canyon Rd. all the way out to Agua Dulce Canyon Rd. and then stayed the course out to the rocks. To be honest, I

“Are we still doing this?” asked Jack, the San Gabriel Valley Region President. The weather forecast for the morning tour wasn’t looking too promising and he had called me up to see what I thought. “Oh yes!” I exclaimed. “Those who want to go will show, those who don’t, won’t.”

After waking up early we saw the rain had stopped, the roads were a little wet, but drying and things were looking good. Naomi and I headed out to the first meeting spot expecting nobody to turn up, but to our surprise there was another couple waiting. Sweet! We stuck around for 10 more minutes just in case a few others would show and then headed out to the Santa Clarita meeting spot.

After a short jaunt along the surface streets of Lancaster we got out onto Godde Hill Road and headed out to Bouquet Canyon. Most of the roads were dry, but I was cautious around the twisties as I didn’t know what to expect around the next corner. It was just as well too, as we came around a bend there was a police car on the side of the road with flares out marking off an upside-down SUV in a ditch. Someone’s day was off to a bad start.



We arrived at Margarita’s and another couple of cars were waiting for us. We stood around and chatted for a bit before heading out. The weather remained overcast and we had spots of rain, but for the most part it was behaving.

We headed on down Railroad Ave onto Newhall Ave, turning onto Sierra Hwy. The traffic wasn’t too bad and we all managed to stay together. Once we got onto Placerita Canyon Rd, the fun began. We got up to a fun pace and the scenery, as expected, was

wasn’t sure what to expect when we arrived. Was the park water logged? Is everyone going to make it out to the picture spot? I wasn’t too worried about clearance, as I had driven the course the day before, but it was nice and sunny then.

We got to the park and it was bone dry. The rain had helped to keep the dust down and the drive into the rocks area wasn’t bad at all. Even our brave, lowered 996 turbo owner navigated the terrain without an issue.

Jack and his band of merry members were already there and posted in formation in front of the famous rocks. We rolled in, pulled up alongside them and blocked the entrance...

After taking pictures and repositioning the cars for more pictures, we watched some rescue helicopter action and then went back down to Soledad Canyon Rd. to grab some lunch in Acton. The food was great, the company was great and the weather managed to stay dry until we were inside the restaurant eating.

All in all, another great Porsche day. 🚗



Story and Jim Gude

Photos by Jim Gude and John Quick

Back From the Brink; the Life, Death and Resurrection of my Porsche 944 Turbo

In my previous installment I was passing through Sacramento traffic blessed with a very noisy exhaust. The rest of the trip from Sacramento was uneventful and pleasant, the weather was nice and the car purred along down the highway. This is the sort of drive I hoped for during the first part of the trip. Nice conditions aside, one thing I had noticed during this leg was that the engine seemed to stumble on deceleration. I thought it was simply the turbo losing its boost. I learned later that this also might be a sign of a failing head gasket. If that was the case, the stumble was caused when coolant was sucked into the cylinder.

Once home the fun began: I had a Magnaflow muffler welded onto the stock exhaust system. It has a nice mellow tone but the car was noticeably slower. Only three excruciating trips to the DMV were required to secure a California registration. For my smog check I went to Protech Automotive in Tehachapi. The owner, Richard, is a fellow PCA member and willing to do an older Porsche (not everyone is).

Sitting on a shelf, I had M030 coil-over front struts as used in the Turbo Cup car. I also had a M030 adjustable rear antiroll bar as used in the 968. I installed these parts as well as a new

set of Konis. I then took the car to R2 Racing who performed a racing alignment and took care of my broken window regulator. The handling was much improved but the big 968 antiroll bar on the rear was a bit much even when adjusted to its most mild setting. I swapped it back to the standard 944 Turbo rear antiroll bar and the result had just the right balance (at least as I like it). I started making mental plans for a future pairing of the 968 rear bar with a 968 M030 front bar.

Even though my car was running well, the great guys at R2 Racing recommended as a precaution replacing the head gasket with a better after market head gasket. It seems that Porsche used the same head gasket on both the normally aspirated and Turbo engines. I suspect this decision was made by the same engineer that designed the IMS bearing on the later Porsche liquid cooled flat six. The stock gaskets had a reputation for failing on high mileage engines. Although head gasket replacement was good advice; I decided to postpone the head gasket until after the upcoming DE session at Streets of Willow. I began preparing for my first driving event with this car, seeing Doug Hoffman for a tech inspection. He is a diehard early 911 guy, but admitted to loving the handling of the 944 Turbo as it excelled at his favorite test—driving fast through a local off camber curve that was blessed with a crest and a significant



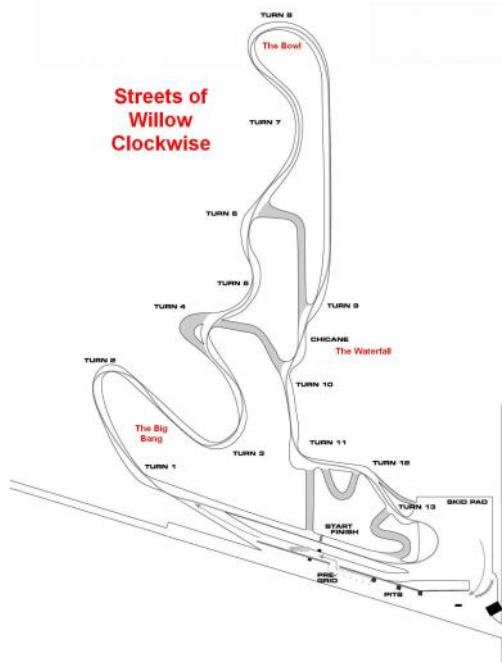
Wayne Watching Jim Preparing for the First Session



Jim's 944 Turbo in the Pits

cant bump.

My first track day with the 944 Turbo was at Streets of Willow (clockwise) on March 13, 2013. It was a great day as I filled in as a driver instructor; my student was a fellow with a 911T. The venerable 911T suffered from worn rear bushings, giving it sloppy handling with a disconcerting over center feel on each turn—his car was tired. For my first session in the 944 Turbo, I had my student along and he loved the experience. During the second session he asked how I reacted so quickly in applying opposite lock when



we had a bit of oversteer, which was something he struggled with in his first session. I explained that with practice it would become second nature, an automatic reaction that you do not think about.

My good friend Wayne very much likes PCA DE events even though he drives a Subaru WRX STI. We were both participants in the previous October's DE at Streets and chased each other during our group sessions, making for a great video. I did not have the Turbo then and was running my less powerful 944 S (Not the 944 S2 I now have, confusing isn't it?). When following Wayne in the 944 S his little Subie would show me its heels on the straights. I was looking forward to the rematch in my newly acquired Turbo. Unfortunately, during the second session Wayne blew the engine on his little Subie. Such things are a rare occurrence at a DE event.

As for my 944 Turbo, it was not as fast as the newest Porsche's, but was fast enough to have good pace on the straights and to make your bottom pucker. I noticed that I had butterflies and my student was pushing both feet hard against the floor during the funny little kink at the bottom of the waterfall. The car performed great! The gearing was a bit wrong for the bowl. I was in need of a second to third gear shift at the apex of the turn. If I used only third gear I would lose my boost and bog on the straight. I played with different combinations in the first two sessions. During the third session I no longer

had my student so I experimented with how deep I could go into the turns. This was difficult as I always seemed to catch a line of cars being held up by an early braker.

The car was running oh-so-good when on the little straight between turns 2 and 3, I lifted my foot and braked. Suddenly I heard a really big bang and saw flames. As the rear wheels locked and while sideways I decided it was best to exit the track (okay, I had little choice in that). I shut everything down. There was no sign of a fire, but just in case, I wished that I had a fire extinguisher. As I waited I felt some guilt but was slightly amused watching cars spin in my oil slick. I also realized that this incident would be oh-so-expensive. Once the session ended I was towed in.

As the truck pulled me to the pits I knew that my car was dead. A common term is saying you "blew up" your engine. In this case it was literally true. The bottom of the block, the oil pan, and the front cover were shattered.



Me and Bits of my Blown Engine



Streets of Willow Satellite Photo



My 944 Turbo Being Towed to the Pits

The number one rod hung limp and broken in two. I had not blown one this bad since 1972 when my Mustang blew and we ended up shaking valves out of the mufflers, another sad story for another day. I was later told that the corner workers had been excited by the flames I produced when pressurized fuel and oil had ignited.

Wayne and I consoled each other as we looked at our two broken babies. What are the odds of blowing both engines? Extreme, say I. John Quick took pictures as I held up bits of the engine that were sitting on the front sub-frame. The other bits were swept into the dirt between turns 2 and 3 and, as far as I know, remain there to this day. Wayne and I had our cars towed home by AAA. I'll end this chapter with a bit of advice—if you play with old cars, get the best tow coverage.

Next chapter, the resurrection. 🏠

PCA – Las Vegas Region’s Northern Arizona Scenic Tours and Gimmick Rally

PCA - Las Vegas Region

Friday, June 8, 2018 through Monday, June 11, 2018

Flagstaff, Arizona and surrounding Areas



Registration will open soon on Motorsportsreg.com and will close by May 25, 2018

These Tours and Gimmick Rally will be centered around Flagstaff, Prescott and the scenic mountains of northern Arizona. This will be a perfect time to escape from the summer heat of Las Vegas, Phoenix and Tucson to the cool lush pines at an altitude of 7,000 feet. Las Vegas Region has invited the three PCA Arizona Regions to these Tours and Gimmick Rally. We would like to extend the invitation to PCA members from all regions to join in the fun!



Hotel registration and costs will be by the individuals. You need to make your reservations early, as Flagstaff hotels book quickly in the summer. We have a few suggestions for hotels; however, the main hotel will be Little America in Flagstaff, Arizona. The suggested hotels include:

Little America Hotel, Flagstaff (928-779-7000)
2515 East Butler Ave.

Doubletree Inn/Hilton, Flagstaff (928-773-8888)
1175 West Route 66

Embassy Suites, Flagstaff (928-774-4333)
706 South Milton Road

Hampton Inn, Flagstaff (928-527-0236)
990 North Country Club Drive

Meals included are lunch and dinner on Saturday only. The remainder of the meals and drinks are on your own.

The tentative schedule is:

Friday June 8th:

(10:30 a.m.) Drive from Las Vegas, Nevada starting at the Henderson Fiesta Hotel/Casino to Little America in Flagstaff, Arizona along portions of Historic Route 66 with a stop at Grand Canyon Caverns. The short tour of the caverns is \$15.95 per person, plus tax. (10:00 a.m. driver's meeting.)

(5:30 p.m.) No host cocktails. Little America Hotel, Flagstaff, Arizona.



Saturday June 9th:

(9:00 a.m.) Drive starting from Little America Hotel in Flagstaff to Mormon Lake, Clint Wells, Jerome, Prescott ending at Montezuma's Castle. (Entrance fees are not included.) Lunch will be at Panera Bread in Prescott, Arizona and is included in the entry fee. (8:30 a.m. driver's meeting.)

(6:00 p.m.) Dinner at Horsemen Lodge, Flagstaff with no host cocktails starting at 5:30 p.m. Dinner is included in entry fee. Alcoholic beverages are not included in the entry fee.



Sunday June 10th:

(8:30 a.m.) Gimmick Rally starting at the Target parking lot, (1650 S. Milton Road, Flagstaff, Arizona). (8:00 a.m. driver's meeting.)

(11:30 a.m.) Lunch at ending point of Rally on your own.

(1:30 p.m.) Drive to Sunset Crater National Monument and Wupatki National Monument (Entrance fees are not included.) Drive will start directly after lunch from the ending point of the Rally. (1:15 p.m. driver's meeting.)

(5:45 p.m.) Dinner, no host at La Fonda Mexican Restaurant, (1900 N. 2nd Street, Flagstaff, Arizona).



Monday June 11th:

(9:00 a.m.) Drive to Las Vegas, Nevada from Little America in Flagstaff, Arizona. This drive is being developed.

Costs for the Event:

Saturday lunch at Panera Bread in Prescott, Arizona: This includes meal, gratuity and taxes.

1. Lunch includes sandwich trays, salad and non-alcoholic beverage. \$10.00

Saturday dinner at Horseman Lodge in Flagstaff, Arizona: This includes meal, gratuity and taxes. The options for dinner include:

1. Grilled salmon with seasonal chutney and rice pilaf, soup & salad bar, desert and non-alcoholic beverage. \$39.00
2. Grilled lemon chicken with mushrooms, fresh garlic, lemon butter sauce, tomatoes, green onion and potato au gratin, soup & salad bar, desert and non-alcoholic beverage. \$33.00 or
3. Sirloin steak (6 oz.) with loaded baked potato soup & salad bar, desert and non-alcoholic beverage. \$33.00 or
4. Boneless Ribeye steak (14 oz.) with loaded baked potato, soup & salad bar, desert and non-alcoholic beverage. \$49.00

This will be a great weekend with people from multiple regions. Make your hotel reservation now! Register on Motorsportsreg.com for this event early, as it may be limited due to the size of the restaurants.

For questions, please contact:

Tamela Kahle at (702) 524-1764 E-mail: tkahle@kahlelawnv.com

Scott Hatcher at (702) 525-8991 E-mail: scott@hathcervn.com

PCA – Las Vegas Region is looking forward to having fun with you all in the Arizona pines.

The Zone 8 Awards Banquet

Photos by Ian Anderson and Jimmie Mitchell

The Zone 8 Region hosts an awards banquet in Palm Springs



The California Inland Crew lookin' sharp



2018 968 West Coast Gathering

June 29-July 2, 2018

There will be a gathering of 968 owners this summer in Sonora, CA, June 29th to July 2nd. Sonora is located on historic CA Highway 49, at the foothills of the Sierra Nevada Mountains! Think Winding Mountain Roads!



In the beautiful Sierra Nevada Foothills, in the heart of California's "Gold Country" lies Sonora, named after the miners from Sonora Mexico who settled the City in 1848. Known as the "Queen of the Southern Mines", Sonora still holds onto its historic downtown charm while thriving as the commercial, government and cultural center for the region. This should be a great base for scenic drives, social time with fellow 968'ers and exploring the local region!



For those who made the 968 Gathering in S. Lake Tahoe, this is a little southwest of that and we will have an opportunity to enjoy some of the same styles of roads and scenery! Stops are being planned at several nearby historical venues.

The base hotel is the Sonora Inn (<http://www.thesonorainn.com/>) with discount rates of between \$135-\$145 per night; depending on room type. There are other higher-priced hotels/inns/B&Bs and some lower-priced lodging to suit all pocketbooks and tastes. One caution, there are no first floor rooms at the hotel and the elevator is under repair and may not be operational. If this is a concern, they have an adjacent property with first floor rooms that you can book.

Make your reservations no later than May 29th to check-in on Friday, June 29rd and check-out on Monday, July 2nd
The block of rooms will be released after May 29th.

Ask for the "Porsche Club 968" special rates. Reservations should be direct to the hotel at 209-532-2400

For more details and to let us know you are coming, contact us at oy-koh@comcast.net

Story by Don E. (Donny) Blackburn
PCA AZMountain Region 2018 President

Let's give a warm welcome to our newest region!

In the Mountains of Northern Arizona a brand new PCA region has emerged to better serve members in the vast and sparsely populated northern half of Arizona. Arizona already had two established PCA regions. The AZPCA originally included the entire state. Today they have 1092 Primary and 636 Affiliate members. Primarily because of the distance between Tucson and other communities in the far southern portion of the state, the Southern Arizona Region (SAR) was split off to better serve those areas. Today, SAR has 295 Primary members and 210 Affiliate members. It's been 51 years since the SAR was established (1967). The New Mountain Region will now cover more than half of northern Arizona and becomes the newest PCA region in America.

The Arizona Mountain Region (AZM) is larger geographically than the other two Arizona regions put together. The distance between what they now refer to as their, "Chapter Communities" is diverse. Initially structured to serve the Prescott (Tri-City Chapter), Sedona (Verde Valley Chapter), Lake Havasu (River Chapter) and the (Flagstaff Chapter), the Mountain Region includes the entire Northern Arizona Porsche community. The territory covered by the AZPCA and the SAR Regions share an estimated seven million or more people. The AZM estimates to have only 6-700 thousand people with Porsche owners spread all across the region's area. It has been necessary for PCA members in the north to drive the 220 to 500 miles, round trip, to participate in PCA meetings or other Club activities. The bond between like-minded friends, great relationships and

mutual passions for the marque are well established in northern Arizona. The two existing PCA Regions in Arizona were very supportive and helpful while this new region was being formed. The Zone 8 group of 13 Regions came together at the President's Meeting in Palm Springs this past January. Support was overwhelming. AZMR is now number 14. Support and helpful guidance from David Witteried (Zone 8 Rep) and several people at PCA National was truly inspirational. It certainly wasn't easy to pull the application and by-laws together. The National PCA and the AMZ Organizing Team worked together and made it possible to establish the new AZM region.

Format: They are working to include every PCA member in each of the Chapter communities where clusters of PCA members (and non-PCA Porsche owners) are concentrated. Each of the four Chapters will have a local Leader (AZM Board member) to coordinate regional as well as local activities. The Leaders will help to gather up existing PCA members and attract new PCA members. The key for serving the four geographically diverse Chapters is to keep them involved in regional and local activities. AZ Mountain Region includes everyone and will serve them with positive support. Membership meetings, as well as Board meetings, will move around the region on a regular basis.

The Team: The startup began when Don E. (Donny) Blackburn started the ball rolling to organize a new region for Northern Arizona. He made sure to carefully select and gather an exceptional Team to make it happen. Donny is the AZM Region founding President and designer of the



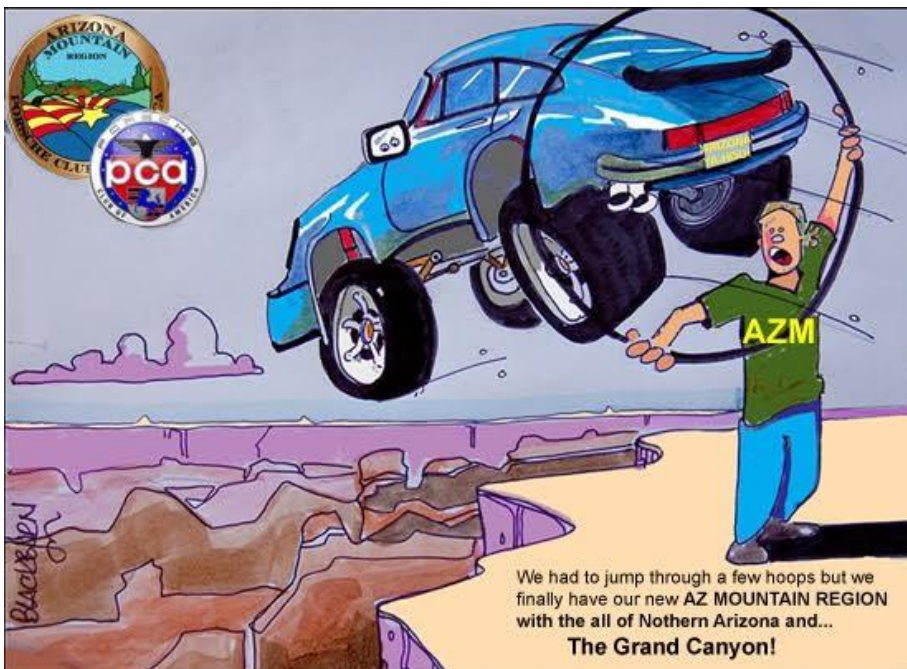
region's new logo badge. The Team includes two Past PCA Presidents, Phil Mullen (Kansas City Region President 1969), Bob Frith (AZPCA President 1998 and 1999), PCA leaders like Steve Sweet (formally with Grand Prix Region) will be founding Vice President, Steve Beer (Former Bend, Oregon Region Treasurer) is Secretary, Maynard Goff is Treasurer. Each Chapter also has an AZM PCA "Leader", whom also holds a voting board seat.

The region started with a list of more than 150 existing PCA members that were known to reside in the AZM region. They also expect to draw in 20-30 additional non-PCA Porsche owners in the first year.

Initial Goals: In the first year, the AZM region is focusing on membership and Chapter leadership. The New AZM Region is making an effort to post a website to help gather up their "geographically diverse constituency." Multi-Regional invitational events, social tours between chapters and other Regions in Zone 8 are on the proposed schedule.

To discourage the possible negative effects of "cliques," this region is determined to be an outgoing, friendly and welcoming group of marque enthusiasts. This was mentioned several times in the initial exploratory meetings with potential chapter community PCA members. Hospitality and generous friendships are the Arizona Mountain Region's promise to all PCA members and all Regions.

Northern Arizona is a Mecca for beautiful mountains, lush forests, scenic deserts, red rock wonders, the Grand Canyon, Canyon de Chelly, Petrified Forest, Lake Powell. The smaller communities in the AZM region offer local art, interesting shops and really nice people! And...don't forget northern Arizona has some of the best driving experiences in America. Roads and byways to please any Porsche driver. Contact information will be posted soon. The AZM's door is open to welcome new and transferring PCA members as well as visitors from any other PCA region. 🏠



Board Meeting Minutes

By Sam Thurman – CAI Secretary

January Minutes

January 6, 2018

Mtg. called to order at 11:03 am

Board Members Present (outgoing and incoming)

- Lori DeCristo, Mike Forest, Alex Helyer, Jim Gude (past pres.), John Quick, Sam Thurman, David Witteried (Zone 8 Representative)

President's Report

- Lori DeCristo facilitated around-the-room introductions of all members present
- David Witteried announced Zone 8 Awards Banquet in Palm Springs Jan. 20
- Lori announces new officer installation dinner at Gino's Italian Restaurant, Palmdale, on Jan. 27
- Janice Witteried (Volunteer Coordinator for CA Festival of Speed) described plans for the 2018 event and needs for volunteers to support; please contact her for info on available positions and dates that need to be filled!
- Lori notes review of Region By-Laws required by end of Feb.; update needed on how expenditures approved and overseen – Dave Witteried recommended updates following another Region which had similar issues
- Lori announced \$1,000 scholarship at College of the Canyons automotive dept., sponsored by Cal-Inland Region – CoC officials very grateful for this offer! Head of CoC automotive would like to come to Board mtg., also offered tour of dept.
- Lori announces new Board position, Awards Committee Chair – Mike Forest agreed to serve in this role, and was accepted/approved unanimously
- Lori proposed Jim Gude to serve as Events Chair; motioned, 2nd and approved

Vice President

- Voting results for new officers reported by John Quick; with no nominee for Treasurer, Lori asked for approval by all present to extend John one more term in this office, which was voted unanimously by all members present

Treasurer's Report:

- John Quick maintains Quicken Database and hard copy receipts for all Region financial transactions; by tradition financial summary not reported in written minutes

Secretary's Report:

- Minutes prepared by Mike Forest for Nov. Board mtg. approved

Committee Reports:

- Membership – Lori reports 106 members and 56 affiliates at present
- Historian – no report from John Quick
- Concours – Herman Rijfkogel has agreed to succeed Bob Gordon; Herman and Bob propose date for annual region concours of Apr. 29
- Social Media/newsletter/website – no report from Joel Browning (?)
- Driver Education/Autocross – no report (Ian Anderson unable to make mtg.)

New Business

- Question from Lori – when to do monthly Board mtgs.?
- Agreement to use 2nd Weds. of each month as default timing, at Gino's Italian Restaurant in Palmdale – next mtg. Feb. 7 at 6:30 pm
- Janice Witteried suggests picnic for new members
- Lori proposes tabling picnic idea and event dates past Apr. Concours – this was agreed

The next Board meeting is planned for Weds, 7 Feb. 2018, at 6:30 pm. The Jan. 6 meeting was adjourned at 11:31 am.

February Minutes

February 7, 2017

Mtg. called to order at 7:41 pm

Board Members Present

- Lori DeCristo, Mike Forest, Bob Gordon, Jim Gude, Alex Helyer, John Quick, Herman Rijfkogel, Sam Thurman. Not present: Ian Anderson, Joel Browning

Minutes Approval

- Minutes from 7 Jan. 2018 Board meeting were reviewed and approved.

President's Report

- By-laws need to be reviewed and updated, following updates needed:
- Date at which new officers are in effect
- Procedure for approval of club expenditures
- Addition of role statement for new Awards Chair position
- S. Thurman has action to get draft of updated by-laws into editable form by Weds. Feb. 21
- Lori dropped off scholarship funds at College of the Canyons Automotive Dept., this is 1st sponsor scholarship for them
- CoC would like to have donor appreciation event on May 17

- Automotive Dept. is located at the Canyon Country campus
- New Awards Chair position (Mike Forest) needs to be included in updated by-laws; after some discussion of no. of concours awards held by club, conclusion was that supplies on hand (e.g., wooden trophies) are sufficient for 2+ years
- Alex asked about candidate locations for Driven Education events; ideas were Lancaster Jethawks stadium parking lot, Hyundai Mojave test track, and skid pad area at Willow Springs Raceway
- Website update – Cal-Inland's website was coded in older language and SW package, and now hosted by PCA; Joel working update to site's programming
- Lori will ask Dave Witteried to up e-mail aliases for new officers' names
- Lori announces new Board position, Awards Committee Chair – Mike Forest agreed to serve in this role, and was accepted/approved unanimously
- Lori proposed Jim Gude to serve as Events Chair; motioned, 2nd and approved

Vice President

- No report

Treasurer's Report:

- John has updated required CA State form with new officers' names, also has filed federal and state tax forms required annually
- John also renewed Cal-Inland's Post Office box for two years
- Cal-Inland has three debit cards, held by John, Mike and Lori

Secretary's Report:

- By-laws update is top near-term priority

Committee Reports:

- Membership – Lori reports 106 members and 56 affiliates at present; at national level approx. 80,000 members and 50,000 affiliates
- Historian – no report from John Quick
- Rally – Mike Forest proposes date of Sat. Oct. 6 for Photo Rally, after some discussion on best date for this (spring dates in Apr./May considered less desirable)
- Concours – Herman Rijfkogel reports he has reserved Apr. 29 at CoC for annual Concours; he's working with Bob Gordon and will prepare flier to announce
- Social Media/newsletter/website – no

Board Meeting Minutes, continued

By Sam Thurman – CAI Secretary

report

- Driver Education/Autocross – no report

Upcoming Events

- Cal-Inland will have breakfast mtg. at Margaritas Mexican Restaurant in Valencia, on Sat. Feb. 24 – there will be group mtg. at Albertson's in Palmdale at 7:45 am, for group drive to the Valencia location with target arrival at 9:00 am
- There will be a breakfast mtg. at Greenhouse Café in Lancaster on Sat., Mar. 3
- There was some discussion of possible "Porsches to Paso" weekend event; Lori says hotel rates expensive, perhaps Lompoc as a cheaper alternative?

The next Board meeting is planned for Weds, 7 Mar. 2018, at 6:30 pm, to be held again at Gino's Italian Restaurant in Palmdale. The Feb. 7 meeting was adjourned at 8:56 pm.

March Minutes March 7, 2017

The meeting was called to order at 7:50 p.m.

In attendance: Alex Helyer, John Quick, Herman Rijfkoegel, Bob Gordon, Carol Swede and Mike Forest

The board approved the February minutes.

It was suggested that the by-laws be changed to indicate that the Vice-President is responsible for obtaining insurance for the events.

Treasurer John Quick stated that the region has money.

It was decided that January 31st. will be the official start date for the new officers. It was also agreed that when the President's Meeting falls on a day prior to the President taking office, the region will compensate the current President for attending the President's Meeting. If the meeting falls after the new President takes office, the region will compensate the new President.

Membership Chair Lori DeCristo stated that we have 105 primary and 57 affiliate members.

John Quick's position as Historian will now be referred to as Equipment Chair.

Concerning the concours, it was decided that we will purchase 8 plaques for the concours trophies and obtain 1 "People's Choice" trophy.

Mike Forest will get prices for the "PCA zone 8" style of ribbons for first, second and third places.

Herman Rijfkoegel, Concours Chair, stated that he is getting help from Betsy Wadman in contacting judges for the concours.

Joel Browning, Webmaster, stated that the website is up and running and almost complete.

Alex Helyer, President and Lori DeCristo, past president will not be at the next meeting in Santa Clarita on March 24th.

Ian Anderson, Vice-President or Jim Gude, past Vice-President will be contacted to officiate the meeting. The meeting will again be at Margarita's Mexican Grill in Santa Clarita.

Suggested ideas for upcoming tours and events:

- Rod Emory's outlaw 356 shop.
- Singer 911 re-imagined shop.
- Magnus Walker's warehouse.
- New member social for lunch or dinner.

The next regular meeting will be on Saturday, April 7 at the Greenhouse Cafe in Lancaster.

The next board meeting will be on Wednesday, April 11 at Gino's Italian Restaurant.

The meeting was adjourned at 8:40 p.m. 🚗



Classified Ad

Please contact John Quick to order California Inland Region License Plate Frames. treasurer@cai.pca.org



PCA Zone 8 Officers and Staff/

Zone 8 Representative
David Witteried

Secretary
Lori DeCristo

Treasurer
Linda Cobarrubias

Autocross Chair
Kathy Smalley

CA Festival of Speed Chair
Tom Brown

Chief Driving Instructor
Scott Mann

Club Race Advisor
Skip Carter

Concours Co-Chairs
Brett Mohr / Betsy Wadman

Rules Coordinator
Russell Shon

Social Media Chair
Sam Avedon

Time Trial / DE Chair
Dave Hockett

Web Master
Karen Garcia Raines

Commercial Ad Information/

All ads are also posted, with a web link if desired, on our website <http://cai.pca.org>.

The deadline for submitting new commercial ads (or for making changes to existing ads) is the 15th of the month preceding the month of publication.

Please direct all questions to Joel Browning at:
CAI.Winding.Roads@gmail.com

	1 Qtr	2 Qtr	3 Qtr	Annual
Business Card	\$30	\$57	\$82	\$104
Quarter Page	\$80	\$152	\$218	\$278
Half Page	\$145	\$276	\$396	\$505
Full Page	\$270	\$513	\$737	\$940

Please see <http://cai.pca.org/NewsLetter/ComAd.pdf> for more details.

Classified Ad Information/

There is NO CHARGE for PCA members.

Non-member ads are \$25 for each 25 words (per issue) and there is no extra charge to include a photo.

All ads are also posted, with a web link if desired, on our website <http://cai.pca.org>.

We reserve the right to edit or refuse to print any ad.
The deadline for submitting new classified ads (or for making

changes to existing ads) is the 15th of the month preceding the month of publication.

Please direct all questions to Joel Browning at:
CAI.Winding.Roads@gmail.com

PCA's "The Mart": <http://www.pca.org/TheMart/TheMart.aspx>

Useful Links/

Porsche AG's US Website
<http://www.porsche.com/usa/>

PCA National
<http://www.pca.org/>

Zone 8 Homepage
<http://zone8.pca.org/>

Cal Central Region
<http://ccc.pca.org>

Golden Empire Region
<http://gem.pca.org>

Grand Prix Region
<http://gpx.pca.org>

Los Angeles Region
<http://www.pcala.com>

Orange Coast Region
<http://www.pcaocr.org>

Santa Barbara Region
<http://www.pcasb.org>

San Diego Region
<http://www.pcasdr.org>

San Gabriel Region
<http://vista.pca.org/sgb>

Riverside Region
<http://www.riversidepca.org/>

