

WINDBLOWN WITNESS

REGION OF THE YEAR 1998 AND 2006



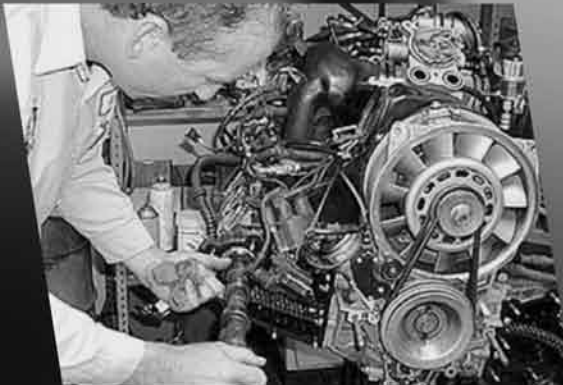
April 2010

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WINDBLOWN WITNESS

Volume 51 Number 4

April 2010

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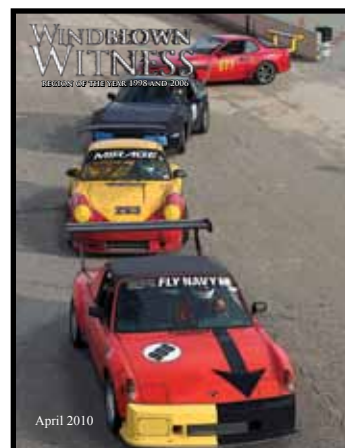
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COVER PHOTO

Richard Park, Roger
Lai, Chuck Sharp &
Otto Obrist, at Willow
Springs, front to back

*Photo by Greg
Phillips*



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A Short History of San Diego Porsche Racing

BY CURT YAWS, PRESIDENT

The California Festival of Speed on April 9th to 11th is my favorite driving event of the year. When I go there, I can't believe that I am actually driving my own car on a professional racing track of this level. It's thrilling and frightening at the same time. The anticipation got me thinking of how our club arrived there.

John Straub, SDR Historian, recalls that SDR competitive driving events were first held in 1961-62 as autocrosses in the parking lot of Grossmont Shopping Center. Other AX locations were the Mission Valley Cinerama and the parking lot of the old baseball stadium, now the site of Fashion Valley Center. In 1964 the first away event, a combination drag race and autocross, was held at the Imperial Valley Airport. These events evolved into combination Driver Training and Time Trials, and John says there were a few impromptu 5-lap races, which he blamed on the SCCA drivers in the group. This may be the earliest club racing event of PCASDR, though it was unofficial. All the events were sponsored by local shops which also provided tech services.

The first pure SDR Time Trial was organized by Dick Barbour in 1965 at the abandoned WWII airport in Holtville. The Holtville Airport had wide twin runways and could be arranged as more of a road course. TT events were held twice yearly, one for SDR members and one for Zone 8 members. Much like

our current AX program, managing chairs changed every 1-2 years. The tracks were thrown on Friday, practice was Saturday and Sunday morning, and timed runs were held Sunday afternoon. There was always a Saturday social function at a restaurant or a BBQ. These Holtville events continued until the late 1990s, when the driving surface of the airport had deteriorated too much for racing use.

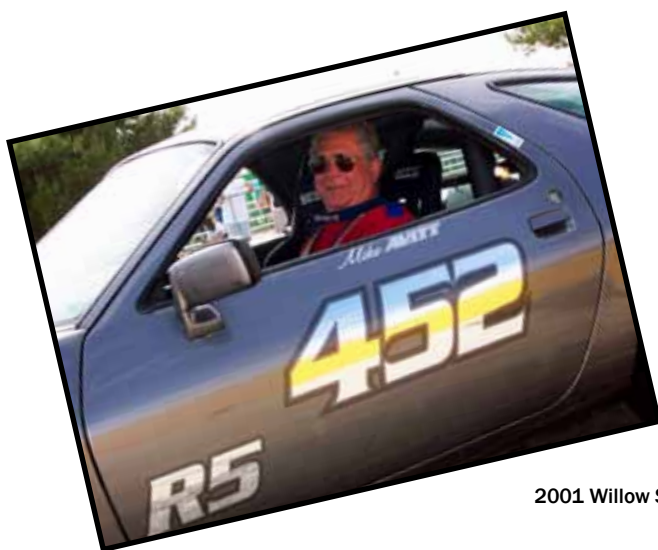
Time Trials were held at the stadium after its construction in 1967. There were problems with noise complaints, and mufflers were required. The LA and Riverside Regions were also holding TT events at this time, at Willow Springs and Riverside Raceway, and Phoenix and Las Vegas held TTs as well. The Riverside track closed around 1988-89.

Jack Miller created our current Time Trial series in 2000. He had been AX'ing and instructing with a private group, TracQuest. All SDR TT events had been held at Holtville or the stadium. Jack saw an opportunity to grow the TT and move it to real tracks around Southern California and Nevada. He brought a proposal to the PCASDR Board to hold a track day at Streets, and it was successful. A full series TT was held in 2001 at various tracks. Robert Bazier joined him to coordinate timing and registration. We now drive at Willow Springs, Streets, Buttonwillow, Spring Mountain and Auto Club Speedway. The Time Trial series attracts a dedi-

cated following from SDR and the Southern California area.

Chris Huck of Pioneer Porsche filled in more details. Around 1998 Ron Mistak had a vision of club racing for San Diego. He teamed up with Vince Knauf, Michael Dolphin and Chris to start the California Festival of Speed. The premier event was held in 2002 and marked the first time any non-professional drivers were allowed on the track at Fontana. Our club opened up Fontana to other non-pro driving groups by being an example of safe racing by amateur drivers. We were assisted by John Crosby, head of PCA Club Racing, who provided Stewards, Scrutineers, and Timing and Scoring staff. SDR club members have since taken on many national roles, including Vince Knauf's assistance to other regions in establishing club racing, Ron Mistak's serving as a PCA National Steward and Scrutineer, and John Rickard's service as a PCA National Scrutineer. The original event would not have happened without the financial support of Pioneer Porsche. Current CFoS support comes from SoCal Porsche Dealers and Porsche Cars North America.

You can see that many people have contributed to the development of the SDR driving program, and that's why we have some of the best drivers in Southern California. Thanks to all who contribute and participate.



2001 Willow Springs racers

April 2010

Wednesday, April 7, 2010

Monthly Members and Board Meeting

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

Place: Curt and Janet Yaws
3617 Fenelon Street
San Diego, CA
619-228-9678

Details: The monthly meeting provides an opportunity to mingle with some of the club's most active leaders and to watch the Board of Directors in action. Food and beverages (BYOB) are available for a \$5 donation. All members are welcome.

Friday - Sunday, April 9-11, 2010

California Festival of Speed

Place: Autoclub Speedway
Fontana, CA

Details: For more information please visit WWW.CALFESTIVAL.ORG. This is a great opportunity to see the MOST fabulous collections of Porsches you'll find on the West Coast. Join us! See back inside cover.

Saturday, April 17, 2010

SDR Autocross, West Lot

Contact: Online registration at PCASDR.MOTORSPORTREG.COM

Monday, April 19, 2010

Motorhead Monday

Time: 6:00 p.m.
Place: Mandarin Garden Restaurant
8242 Mira Mesa Blvd
San Diego, CA
858-566-4720

Details: Join your racing buddies to watch in-car videos and do some "trash talking" about the last 3 time trials. All members welcome.

Wednesday, April 21, 2010

Tech Session

Time: 6:00 p.m.
Place: C2 Motorsports
8380 Vickers Street
San Diego, CA
858-495-9200

Details: 2000 helmets are expiring! C2 hosts a discussion on the new helmet rules.

Saturday April 24, 2010

Oil & Auto Waste Recycling

Time: 9:00 a.m. - 1:00 p.m.
Place: Southwest High School
1685 Hollister Street
San Diego, CA

Details: Free recycling for at-home mechanics (no business waste, please). Bring down your used oil, antifreeze and auto batteries. Sponsored by the City of San Diego Environmental Services Department.

Sunday, April 25, 2010

Tour—Back Country Roads

Time: 8:00 a.m.
Place: Depart from the southwest corner of the North County Fair parking lot near Macaroni Grill.

Details: Come on out and join your fellow members for a jaunt through the countryside. If you have an FRS radio, please bring it along. Call Keith Verlaque with questions, 619-817-5446

Tuesday, April 27, 2010

SDR Last Tuesday Social

Time: 6:00 p.m.
Place: McGregor's Grill & Ale House
10475 San Diego Mission Road
San Diego, CA 92108
619-282-9797
Details: Open to all!

Rusnak Porsche Pasadena <i>Concours d'Elegance</i> presented by Porsche Club of America, San Gabriel Valley Region Sunday April 18, 2010	
Cost Display Only Lunch: Location: Schedule:	Pre-Registration: \$50.00 (\$55.00 postmarked after April 10) Registration: \$25.00 \$10.00 (pre-registration only) Pasadena City Hall Centennial Square, Intersection of Garfield and Holly, Pasadena, CA 91101 7:00 am: Car placement starts, 9:30 am: Judging starts, 2:00 pm: Awards Ceremony.

For email notification of events, please keep your email address current in your account on www.pca.org. For up-to-date event information, see www.pcasdr.org.

Saturday - Sunday, May 1-2, 2010

SDR Spring Mountain Time Trial

Contact: Online registration at PCASDR.MOTORSPORTREG.COM.
See page 29 for more information.

Wednesday, May 5, 2010

Monthly Members and Board Meeting

Time: 6:00 p.m. Social hour and food
7:00 p.m. Meeting
Place: Dave Gardner
16611 Adrienne Way
Ramona, Ca 92065
858-414-4299

Saturday, May 8, 2010

SDR Driver's Ed

Place: Autoclub Speedway
Fontana, CA
Contact: Online registration at PCASDR.MOTORSPORTREG.COM

Saturday, May 15, 2010

SDR Autocross, West Lot

Contact: Online registration at PCASDR.MOTORSPORTREG.COM

Saturday - Sunday May 22-23, 2010

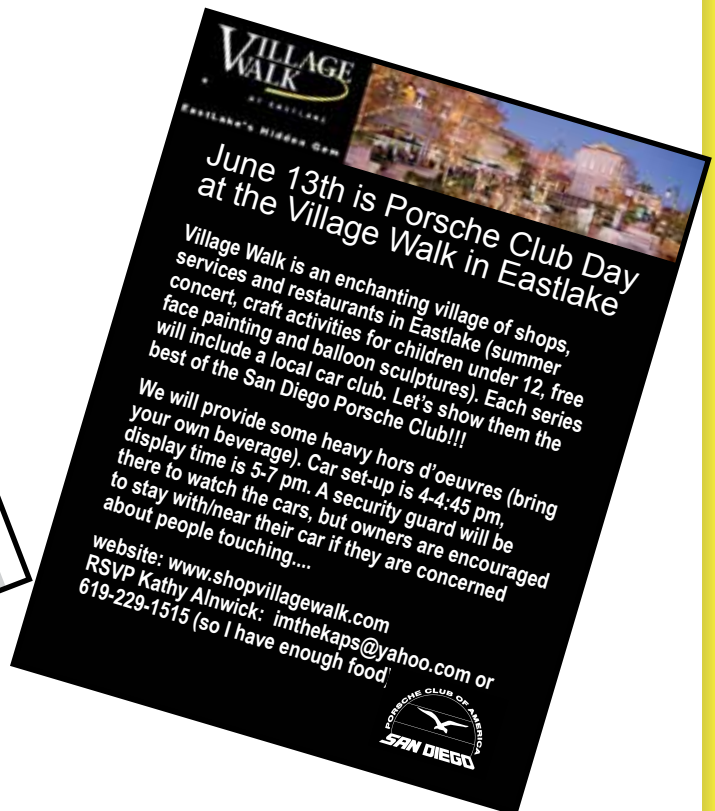
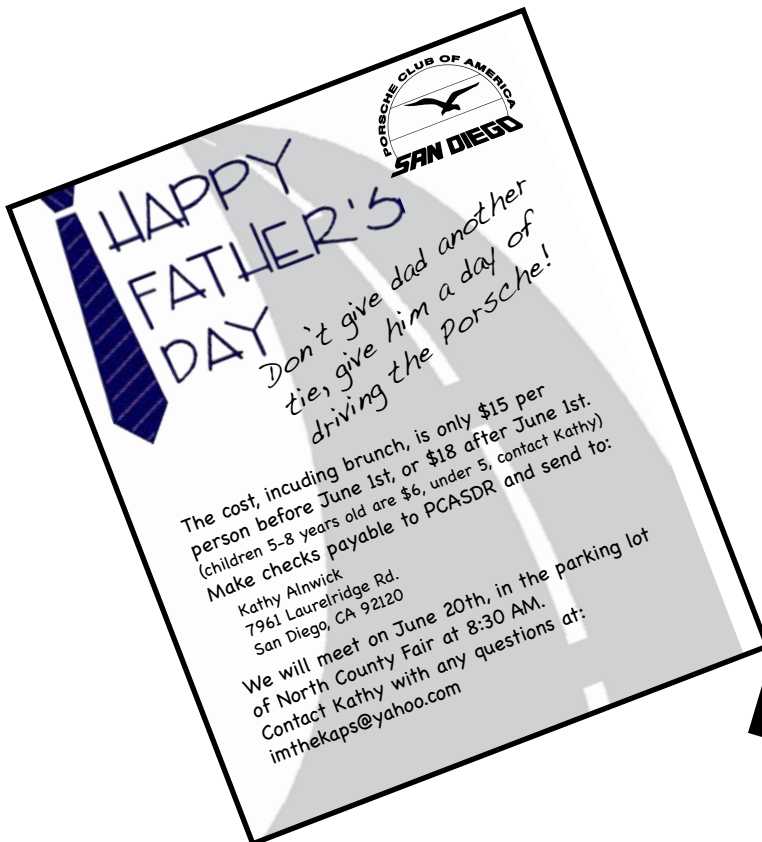
Zone 8 (GGR/GPX) Club Race, DE and TT

Place: Buttonwillow
Contact: Online registration at PCASDR.MOTORSPORTREG.COM for
DE and TT. Club race registration at REGISTER.PCA.ORG.

Tuesday, May 25, 2010

SDR Last Tuesday Social

Time: 6:00 p.m.
Place: La Bastide
10006 Scripps Ranch Boulevard
San Diego, CA 92131
858-577-0033



Economy of Motion

TEXT AND PHOTOS BY MICHAEL HARRIS

E*conomy of Motion* is the title of the new display at the San Diego Auto Museum in Balboa Park. The display offers a wide variety of “cars” (vehicles is more accurate) that are small, inexpensive to produce and operate, while still capable of transporting one or more adults. The other common trait of these vehicles is that most are unknown and created by little known vehicle makers. The vehicles range from a three-wheeled “spring car” designed by Leonardo da Vinci to a modern minicar, the Smart for Two, and the hybrid Toyota Prius. Twenty two vehicles make up the display. There are even several “sports cars.” The prettiest of the sports car class is the 1959 Goggomobile “Dart” one-door convertible. Goggomobile was the creation of Hans Glas of Germany. The Glas family started building farm equipment in Bavaria in 1883. After WW II, Hans Glas’s son Anderl Glas started building small scooters called Goggos, named after his youngest son. By the mid 1960s the company was building small sports cars, sedans and coupes. One of the most successful was a 1300 sports model, the GT coupe. The scooter part of the business was still profitable into the 1960s, but by expanding so quickly in the automotive field, Glas was deeply in debt. On January 2, 1967, BMW purchased the business and rebadged the cars as BMWs and added BMW engines. BMW sold the 1300 as the BMW 1600 GT. Between 1967-68 1255 copies of this model were sold.

The Museum’s car came from Australia where it was designed and built under license by Bill Buckel. He named his sports car the Dart and offered it with either a 300 or 400 cc 2-cylinder, 2-stroke engine. The Museum’s 1959 Dart is powered by a motor that produces 15 hp at 5,000 RPM, weighs just 791 pounds and with a 4-speed manual transmission will run up to 61 MPH. Buckel built about 700 of these cars but only three had a driver’s door, including the display model. This Dart is a rare car indeed.

Another rare and unusual sports car is the 1959 Berkeley B90 built in Biggleswade, Bedfordshire, England. The fiberglass body was combined with aluminum to create a monocoque structure. The engine is a 492 cc Excelsior 2-stroke, 3-cylinder motor that produces 30 bhp. The chain drive connects to a 4-speed transmission that propels the 701 pound car to a speed of 80 MPH. The car’s economy is not great at 33 MPG, but it is a performance car. Stirling Moss is said to have driven one at Goodwood in 1955, but no performance results are known. Maybe Indycar racer Danica Patrick at 5’ and 100 pounds would be a good choice for this car.

A real rarity is the 1939 Crosley convertible in stunning red and black paint. The Crosley was the brain child of industrialist Powel Crosley, Jr. The soft-top model displayed here is powered by an air-cooled engine displacing 39.9 ci producing 13.5 hp and getting 50-56 MPG. The vehicle only weighed 925 pounds and could go 50 MPH with its 3-speed transmission. The car sold in 1939 for a mere \$250. The motor was made of tin and the main bearings were weak, so either you suffered from the engine rusting or bearing failure. After WW II, a new 750 cc motor was built by Crosley that had four cylinders, overhead cam, and 5-main bearings. The engine would rev to 10,000 RPM. The engines were great in the 750 cc SCCA sports racing class. The late Henry Manney, Road & Track’s European Editor in the 1960s, used to race one. The cars sold extremely well after the war, but as the auto scarcity was eliminated by the production of more and more cars, the market constricted and Crosley went out of production. These cars are extremely rare today.

Some of our readers may be familiar with the American Austin Company, builder of the Bantam. In 1930, Englishman Sir Herbert Aus-



1959 Goggomobile ‘Dart’. Right-hand drive Australian 400 cc sports car; 1 of 700 built

tin persuaded American businessmen to create the American Austin Company in Butler, Pennsylvania. The idea seemed to be a success as by August 1930, the new company had orders for 184,000 cars. Unfortunately, the deepening of the Depression resulted in cancellation of 95% of the orders. The beautifully restored 1938 Bantam pickup in green body with black wings looks like a little gem, with varnished wooden bed, chrome beanie hubcaps and beauty rims. Bantam also jointly developed a small, 4-wheeled utility vehicle for the US Army with Willys-Overland. Both companies are now long gone but the Jeep still survives.

Displayed amongst this same group of cars is a 1936 Datsun, looking amazingly like an Austin 7 and similar to the Bantam. The parent company was known as Nissan in Japan, but much of the company’s business was associated with military hardware for Japan’s growing military. To disassociate the car company from the military business, Nissan elected to market the car as a “Datsun.” Sound familiar?

Another category or group of cars not seen in the US until recently (when they became “collector cars”) is the German and English scooter cars or mini-cars. The strangest is the 1957 Bond Mini car Mark ‘D’ displayed in its original yellow paint. Built by Bond Cars, Ltd. of Lancashire, England, Bond started building 3-wheeled cars in 1949. The



German scooter cars, Messerschmitt bubble car and Isetta BMW rag top



English 1957 Bond Mark D with maximum speed of 35 MPH, it could return 60 MPG



1939 Crosley convertible with 39.9 cid tin engine could go 50 MPH while giving 50-56 MPG

original Mark 'A' was constructed of a stressed aluminum skin without a chassis. There was no rear suspension either, as the unsprung rear relied on varying the air pressure in the rear tires to provide some "give." The real oddity of the car is found at the front. The 122 cc air-cooled engine is mounted on the steering fork/front strut that also mounts the tubular shock absorber. The direct drive/steering enables the driver to "turn on a dime" in any direction, thus eliminating the need for a reverse gear. The three forward gears propel the 485 pound vehicle to a maximum speed of 35 MPH while returning 60 MPG. Acceleration is a modest 0-30 in 13.6 seconds. The 1957 model on display has a fiberglass body and 12-volt electrical system.

Another cycle car is the 1955 Messerschmitt KR200. If the manufacturer's name sounds familiar, it should. Willy Messerschmitt built the most famous fighter plane of WW II, the Bf 109. His fighter plane was responsible for destroying more aircraft than any other fighter in history. The KR200 was built in the same factory as the aircraft. This 'Kabinenroller' or Cabin Scooter Bubble Car is powered by a 10 hp 2-stroke engine that propelled the 'car' to 56 MPH. The cycle car was a commercial success until the early 1960s when minicars like the Morris Minor displaced the cycle cars. Next in the display is the 1956 Isetta convertible in light grey with chrome hub caps and restored to a degree never seen at the original factory. After WW II, Italian Renzo Rivolta built refrigerators in Milan, Italy, that he called Iso. In 1953 he started building what is now called a microcar and called it Isetta, or Little Iso. The car was 4.5' wide, 7.5' long, had two front wheels and two small wheels close together at the rear. Only two people could sit in the car side by side, and the only door opened out toward the front of the car. In case of a collision, all Isettias had soft tops so the driver and passenger could not be trapped inside the car. The tiny engine

displaced 236 cc but would propel the car to 45 MPH and returned 50 MPG in gas-poor Europe in the 1950s. BMW had returned to building automobiles in the early 1950s, but their 502/507 series were V-8 powered expensive cars that few Germans could afford. On the verge of economic collapse, BMW paid Rivolta a license fee to build the cars in Germany. Over 100,000 of the vehicles sold in Germany. Why, even some of our Region members own one.

Moving on to the 1960s, anyone who grew up in the 60s or 70s is familiar with the next display car, a 1965 Volkswagen Type 1. Over the years the cars sold with engine sizes ranging from 1,100 cc to 1,600 cc. If you ever saw magazine ads from the 1960s, you knew that the VW Type 1 never changed much on the outside, but the factory in Wolfsburg was constantly updating and improving the car. Early cars had no gas gauge, but they had a "reserve" tank with several gallons so if you ran out of gas you could turn the handle and the extra fuel would save you from being stranded. The cars were inexpensive to buy, got good gas mileage, and would literally go anywhere, including crossing a farmer's frozen field when the regular road was covered in snow. Being light, one or two people could push you out of a ditch, and the car never failed to start, no matter how bad the weather. Heater boxes and window defrosting were another matter, but you can't have everything. The Museum's example is shiny black and looks new. There are still a lot more cars and vehicles to see. Scooters, a Chinese built electric bicycle, and more, for a total of 22 vehicles.

The Museum's racing simulator is up and running and several patrons were trying it out during my last visit. You will have to wait until next month until I have a chance to check it out and report back, as well as report on the rest of the display. The Green Cars will run through May.

Please stop in and check out the future.



Japanese Datsun and French Citroen 2CV.



1959 Berkeley B90 sports racer is powered by a 492 cc motor producing 30 hp. Four speed transmission enables car to hit 80 MPH. Stirling Moss raced one at Goodwood in 1955

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Pageant of the Masters and 356 Concours

July 10th and 11th 2010

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Tickets are limited and a \$100 non refundable deposit is required to reserve your seats.

- ♦ One person: \$255. (Ticket to the Pageant, hotel room, and continental breakfast)
- ♦ Two persons: \$355. (Same as above)
- ♦ Two singles sharing the same room: \$355. (Same as above, but sharing a room)

Note: No other meals are included in this package. If later, participants would like me to arrange a dinner for the group I can do that, but additional fees would be incurred.

To reserve your spot please call Katherine Alnwick 619-992-2439
imthekaps@yahoo.com



New (and Existing) Member Social & Welcome Party, Saturday June 12

Come enjoy an all American BBQ - Buffet Style catered and cooked on site by the Rotisserie Affair of San Diego while meeting new members and socializing with existing friends.

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Fruit and Veggies, Egg Rolls, Chips and Salsa
- Dinner:
Roasted Chicken and BBQ Beef, Salads, Beans, Corn, Rolls
- Dessert:
Cookies and Brownies
- Drinks:
Soda, Lemonade and Water (BYOB)



The cost is \$15.00 per person. Please mail a check to the Avitt Residence, payable to PCASDR. OR Register at www.Motorsportsreg.com. RSVP and Payment Required by June 5, 2010.

4:00pm Appetizer
5:00pm Dinner and Dessert

Mike and Angela Avitt's Home
2120 Brookhurst Drive
El Cajon, CA 92019
619-447-4709

Visit Rotisserie Affair's website at:
www.rotisserieaffair.com

For more information contact:
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What's in a Name?

BY JOHN STRAUB, HISTORIAN

Here we are starting off a new year in our "looking back series" on the San Diego Region. We've trekked to 1992 from the beginning in 1957.

The President in 1992 was Steve Hall, Vice-President was Vince Knauf, Secretary was Borden Covell, Treasurer was Bill Myrick, with the other board members Debbie Okleshen, Bob Lemke and Susan Dente. The Windblown Witness editor was Debi Norris. Our membership numbers were at 850. We also had 26 different chair positions at the time as compared to about 80 today.

Really, the big talk at about that time was getting the San Diego Region ready to host our 2nd Porsche Parade that July. I wrote a detailed article in 2007 talking about that particular event. The Chair was Tom Hauseur Jr. working with an executive committee with chairs under them. Arguably, this was the best Porsche Parade ever in PCA. There were several reasons for that covered in that previous article. This is not to say that our other two Parades in 1977 and 2007 were anything less than spectacular...they weren't...they were just held with different parameters. They certainly were super events that will always be remembered by Parade goers.

Earlier I mentioned the Windblown Witness. Let's take a look back at how our newsletter received its name. I know we've done this in the past, but not with the same detail and it's always interesting for new members.

In the beginning, San Diego Region membership was quite small, something on the order of 25-35 members. These members were in the habit of meeting weekly for lunch and at the same time exchanging information about upcoming events, etc., and no newsletter was deemed necessary. However, the number of Porsches entering the country was increasing and so, too, was the number of members of our Club. Not all members were able to attend the lunch meetings

and it soon became apparent that a newsletter would have to be published to get the club info out. At first it was just a mimeographed piece of paper.

Other regions besides San Diego were also growing and discovering the need for newsletters, and many of those incorporated the word "Porsche" in their titles. A contest was held among those early members of our club to determine a suitable name. One of the members who submitted names was Paul Madigan. He believed that to make our publication unique the word "Porsche" should be avoided.

The word "Windblown" is admittedly a play on words intended to reflect the distinguishing characteristic of the car at the time and its air-cooled engine: "Windblown" or "blown by the wind" as a cooling method. Another facet to the term "Windblown" was in reference to the actual state of the driver and passenger when riding in a Speedster with the top down. Many of our members owned that model at the time.

The term "Witness" is referring to one who gives evidence, or one who testifies in a cause with personal knowledge.

There you go, as you can see, the title of our newsletter requires some rather subtle interpretations in order to understand its appropriateness. Next month, I'll cover the events of that year.

Now I could use some help from you. I would like to do a series on "Lost Shops" in San Diego on my blog. Places like San Diego Motor Imports, Truman Motors, Dieter's, Dennis Sherman's and any others that are no longer around in their original locations. If you like what I write about in these articles and would like to read more—check it out and sign up for updates. "Along For the Ride" at WWW.JOHN-STAUB.BLOGSPOT.COM. If you have any photos of past Porsche shops that would be fun to share, please give me a call at 619.667.3826 or email me through the blog.



Short and Sweet

BY SUSAN BROWN, EDITOR

John, thank you for sharing your page with me this month. Readers will notice that the magazine feels a little lighter this month. Our new page limit is an efficient 32 pages, which saves the club quite a bit of money each month. So, I have been experimenting, to see what I can do with that limit. Normally, I allow the *Witness* to grow or shrink as the content dictates. As long as I get it to a number divisible by four, all is good. But, that's wasteful. So this month, and for the foreseeable future, I'll have to finagle to get exactly 32 pages.

The first thing you'll notice is that the body text font is smaller. We went from an 11 point font down to 9. Get those reading glasses on! That seemed like the least controversial change I could make to fit the same amount of information into less space. And boy did that make a big difference. While you may have to squint a little, you aren't missing out on the classifieds, articles, columns, etc. Don't forget that you can see the *Witness* online at PCASDR.ORG—as big as you want, in full color!

April is a big month for SDR with the Festival of Speed, an AX at Qualcomm, a tour of the back roads and two informal socials—Motohead Monday and the Last Tuesday Social. If that isn't something for everyone, I don't know what is. So come on out and see old friends, and make new ones. And while you are at an event, take notes so you can write an article!



Chief driving instructors Dan Chambers and Joel Bowman at the March PDS

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Cavallo Motorsports holds Porsche Tech Session

TEXT AND PHOTOS BY RICH FATUZZO

On a beautiful, sunny, Saturday morning in North County, Cavallo Motorsports Staff conducted an informative, yet brief, tech session for Porsche SDR members and their guests. It was brief, because it was a perfect day for some racing. Racing? Indoors that is, on a CXC Motion-Pro II Racing Simulator that costs around \$52,000 with all the “bells and whistles”.

Cavallo Motorsports is one of Southern California's state-of-the-art facilities that specializes in late model and vintage exotic and classic cars, and vintage motorcycles, focusing on service and repair, sales, consignments, restoration, race preparation and support. This company was established in 2006, and since 2007, Cavallo Motorsports has been very conveniently located in a 12,000 sq. ft. facility at 6010 Avenida Encinas in Carlsbad, just a short distance southwest of the I-5/Palomar Airport Road Interchange exit.

Cavallo Motorsports has about a dozen fulltime employees, with their master technicians alone having over 125 years of combined automotive experience.

In Italian, Cavallo means horse or is it “horsepower?” On any given day, the Cavallo showroom, the service area, and the back lot are full of “horsepower” with many beautiful, exotic and classic automobiles, especially, those from Ferrari, Lamborghini, Maserati, Jaguar, Corvette, BMW and, oh yes, Porsche. For instance, late last year, Cavallo Motorsports had a great example of Porsche Automotive Racing History: a 917, specifically the 917-30-006, displayed in their showroom. This 917 vehicle was the same racer that some of the SDR members were able to see at several Monterey events this past summer, or at the San Diego Automotive Museum, this past fall. Most of our club members had the opportunity to view this special vehicle when Cavallo Motorsports graciously loaned the 917 to be prominently displayed in front of the Porsche SDR tent and corral area for the Coronado Speed Festival days last September. This 917 has now been sold and is back in the “Motherland.”

On February 20th, over 60 SDR members, their guests, and several people from other automotive clubs showed up for this catered event. What made this Tech Session so special was that unlike most tech sessions, where the emphasis is on a specific presentation, this event focused on our club members' direct involvement in actual racing scenarios. Before the racing started, every member was asked to take a short 11 question quiz prepared by Cavallo staff on racing, specifically Porsche vehicles. Two SDR members tied for first place with the most correct answers to the quiz—Greg Sharp and Sal Buzzetta.

Although the quiz was lots of fun, the highlight of this event was definitely the actual racing that about a dozen members were able to experience. Even all the on-lookers were able to marvel at the electronic simulation for each racing participant.

The CXC Motion-Pro II Simulator incorporates full-motion technologies and state-of-the-art control systems. It combines an innovative design that enables extremely realistic racing simulations. Our members strapped themselves in, switched the simulator on, and drove the 2.24 mile Mazda Raceway/Laguna Seca Track with the roar of an over 500 watt surround-sound system complete with vibrations that faithfully recreated the unique sound and physical feel of a high-powered race car. In this case, a Radical SR8, was used. The sound is directly linked to a high definition video system that displayed a panoramic triple-panel visual immersion into the race for each competitor. Every single racing detail is shown, such as the actual track layout, the stands, the surrounding landforms, advertising, burnouts, tire marks, crashes. You name it, it was in the simulation.

And now to the actual racing results. The racing SDR members,



in order of participation were: Chet Kolley, Greg Sharp, Sal Buzzetta, Manny Lizarrada, Chuck Sharp, Brian Goldey, Charlie Kleinhans, Brett Tiano, Frank Lanza, Greg Phillips, Dale Sommerfeld, Mike Avitt and George Georgalis. The overall winner was Greg Sharp, with a total elapsed time of 1.32.330. Second place went to Manny Lizarrada at 1.39.461, and third place went to Greg Phillips in 1.40.399. Thus, Greg Sharp won the complimentary oil change.

In addition to this SDR Tech Session, on November 14, 2009, about a dozen of our club members also took advantage of another Cavallo Motorsports event, an Open House and Tech Session for exotic and sports car enthusiasts. Highlights of this Tech Session included our Club members being able to observe several of their car restorations in progress and walk through their 53' enclosed transporter, which can hold up to 4 exotic vehicles and is used mainly for concours events and race support. In addition, some club members took advantage of the complimentary 47-point Inspection that was provided by Cavallo, through their Service Manager, Kevin Schugar.

In closing, this February 20th Cavallo Tech Session was a tremendously successful event and was thoroughly enjoyed by everyone who attended. A big thank you to Martin Lipp and Jim Binford for setting up this event with Cavallo Motorsports staff—Jeff Abramson, Jim and Rhonda Migliaccio, Kevin Schugar and all the rest of their staff. What a great way to start off 2010!



Rich Fatuzzo thinking “I can dream, can't I?”



SDR members put their racing game faces on before the competition begins.



Greg Sharp having fun on his way to the best lap time of the day



Dale Sommerfeld takes his racing very seriously

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Streets of Willow

TEXT AND PHOTOS BY GREG PHILLIPS

The 2010 time trial season opened again with three days at Willow Springs this year. But compared to last year with two days at Streets and only Super Bowl Sunday at Big Willow, this year we started with Friday at Streets and then moved over to Big Willow for the rest of the weekend. And our only competition from football was the Pro Bowl! Thanks to Robert Baizer and Jack Miller for listening to the drivers and going the extra mile in getting the weekend arranged this way.

It was not their hard work, but the luck of the weather gods, that arranged for the beautiful weather. Although there was rain in the weeks leading up to the event, we had blue skies and warm weather (for January). The drive up on Thursday went well as there was no Vegas traffic on I-15, and we arrived at Willow Springs with plenty of time to unload the 928 from the trailer at Streets. We drove back to the Lancaster Inn to check in under a beautiful sunset. Luckily, we arrived just in time for the complimentary dinner before the rest of the racers devoured it all. After dinner was registration and then some more bench racing in anticipation of a great track weekend.

Friday morning we were up early for breakfast and then back to the track for final preparations. Although there was some frost, the temperatures were above freezing and would warm quickly through the morning. After warming up the car we headed to the driver's meeting with Robert Baizer. He reviewed our weekend and then I found out I had Ron Trotter as a student in his Spec 944.

Steve Grosekemper was out first in Red run group, but unfortunately was in early with some tire rubbing. I had not been racing the 928 for a while and was trying out a new set of wheels and tires (275/35/18 Koni Cup Hoosiers) for the front of the car, but they were too wide and rubbed. We switched to another set of front tires (255/50/16 Hankook Ventus Z14) to go along with the Toyo R888 305/35/18 on the rear and it was soon time for me to head out in Orange. Ron and I buckled in and headed out. On the yellow flag laps I tried to get reacquainted with the 928, but when the green flag dropped it still felt awkward and I was slow in getting up to speed. And even by the end of the session I was not yet comfortable.

Next we headed over to Ron's 944 for his Yellow session. But first I had to find a way through the roll cage and into the seat. After a few false starts I was able to fold my way in and then get my helmet on and we headed out. Ron did well as he quickly found his way around the Streets and was able to work on his line, although he did get a bit too exuberant carrying speed into turn 4 and looped it. He did not leave the track but had to swing by the starter before finishing up his session. After consideration, we decided to find him a smaller instructor as I would find it more and more difficult to contort into his car as the day went on and Jackie Corwin was kind enough to assist Ron for the rest of the day.

Steve was out again with Red as he tried to remember how to drive with the engine in front with a bunch of fast drivers pushing him along. Gunter Enz was setting a quick pace in his now OI 993 and just ahead of Jad Duncan in an OI 996. Glenn Marlin's OM 993 was also in the mix along with the RS GT3 contingent of Peter Busalacchi, Curt Yaws and Jesse Menczer. Martin Reinhardt was back in his KI 964 and was sharing with his wife Jennifer for her first big track experience. Also sharing a car were Mike and Angela Avitt in their GT3 instead of the SC. In the old school, no ABS contingent, were Richard Park's AM 914-6, Roger Lai's IM 911 and Otto Obrist's II 944 Turbo.

My second session was up next, and the temperature had warmed up and now there was grip and the 928 felt right again. It was not the



Steve Grosekemper kicking up a bit of dust in Greg's car

car, just the cold weather and lack of grip in the first session. Although the sidewall heights were quite different, the grip and balance were working well and Streets was fun again. Since we were last here, they had done some repaving and had also widened the track. Going clockwise, the section I thought of as the waterfall coming down the hill after the straight leaving the bowl was now widened and was more of a river with the extra pavement. Now the temptation was to carry too much speed down the hill and the braking at the bottom for the left-hander was now more critical as you were carrying more speed, and also because it was now a patchwork of surfaces and not as smooth as you would like as you are braking hard. There were soon a couple of sets of skid marks and then tire tracks leading off into the desert at the bottom of the hill.

Finally I had a short break and some time to take pictures between sessions, and then it was time for Steve again. We had gotten the Sony DSC-S60 in-car camera working and also were using the MaxQData GPS based acquisition system instead of the G2X that was installed in the 911. Steve came in early, made some tire pressure adjustments, and then it was time for my session.

The weather had continued to warm and the car felt great. I had a few laps chasing Mark Rondeau and then several clear laps after his point-by, and was able to drop my lap time down to 1:30.46. The engine was running strong and since Streets is a very busy circuit, the power steering was nice to have. At this point I was slightly faster than Steve's best time, but that, unfortunately, would not last.

After lunch we reversed the run group orders and in both sessions I was chasing with Jackie Corwin. She started behind me in both sessions and slowly reeled me in, but after pointing her by, the roles were reversed and now I was back like a yo-yo, as she would pull out in some segments, and I would gain back in others. It was easier being in the chase position as the leader would get caught looking in the mirrors and making more mistakes. I also learned where I was losing time, such as in the bowl, and in the final practice session she was not pulling me there anymore. But she had also "schooled" on where I had an advantage previously and it was still a tight chase.

Steve was now following my run sessions and he started picking up the pace, and in the 4th session he was down to 1:29.27. I had several other laps after lunch in the 1:30's but was not able to get below that in the two afternoon sessions. I blame Jackie as we were caught up in our chase, at the expense of ultimate speed.

Since we were only having Friday at Streets, our usual format was

changed and we were running timed laps at the end of the day. The faster cars were up first, and Jad and Gunter started the competition. It was close with Jad turning a 1:20.91 and Gunter right behind at 1:21.33. Rounding out the top ten were Peter Busalacchi at 1:22.50: Glenn Marlin at 1:22.69: Jesse Menczer at 1:23.13: Curt Yaws at 1:23.88: Jim Duncan at 1:24.12 in his OI 996 was just ahead of Richard Park at 1:24.20: Martin Reinhardt at 1:24.21 and Otto Obrist at 1:24.43. Very tight, with just 0.31 seconds separating the last four and Chuck Sharp's KI 944 Turbo (1:24.49) and Roger Lai's IM 911 SC (1:24.71) were right behind.


Steve was running first as he had the better time, and he had a quick first lap of 1:30.06, but overcooked his second lap on the skid pad, just missing a full dirt session before slowing it down and getting it turned with only two wheels in the dirt before the checkered flag. Otto's time was out of reach in II but Don Middleton's 1:29.04 and Steve's time looked possible. I went out with the last run group after switching with Steve, and after the warm-up lap I tried to set up the skid pad for a long launch onto the front straight. It seemed to work as I was carrying plenty of speed into turn 1 and then braking for turn 2 before heading down the hill into turn 3. Climbing back up into turn 4 the car was a little loose but settled down through the esses before the bowl. I braked and turned into the bowl and then accelerated back out onto the straight and headed for the waterfall (river) with a late braking assist from the ABS, carrying speed down the hill and into the left-handers at the bottom of the hill. Now a quick right-left-right and back onto the skid pad, trying to carry as much speed as possible without running too wide on the exit onto the straight and back to the start-finish line for the white flag to start my second lap. The second lap was complicated as I was catching one of the other cars. I could see them as I took the white flag and caught them before the bowl. I was able to get by on the bowl straight, then headed for home and thought I would need a rerun. The starter however was already ahead of me and gave me another white flag and I took another second lap. Unfortunately my pace was off at 1:31.39.

In GP it was a tight struggle between Jackie Corwin and Mark Rondeau, with Mark coming out slightly ahead at 1:30.05 to Jackie's 1:30.19. Jackie will be seeking revenge at Big Willow. The other big surprise was the BRI leader Paul Young in his ISS 911 SC "Snickers." He had been running R tires in practice and turning very good times and then took a page from Bill Behun and put on a set of DOT Hankook Ventus RS3 tires for his timed runs and turned in a blistering 1:28.96. Street Stock autocrossers should take notes, this looks like one fast tire.

As we were finishing our timed runs, there were some unusual cars coming into the pits. It turned out they were running a 24 Hours of Lemons variant called the ChumpCars at Streets for Saturday and



Sunday. Some of the cars were fixed up with unique schemes and one looked like a Spec Miata that had been rolled before being converted to a ChumpCar. Those who were camping at the track would be serenaded by the Chump Cars who ran late into the night on Saturday.

But now we were moving over to Big Willow for the next two days to explore turns 8 & 9 and the mysteries of the Omega. 



Paul Young with his racing drink of choice



Steve Grosekemper wrenching away on Ethan Dahlkamp's Boxster



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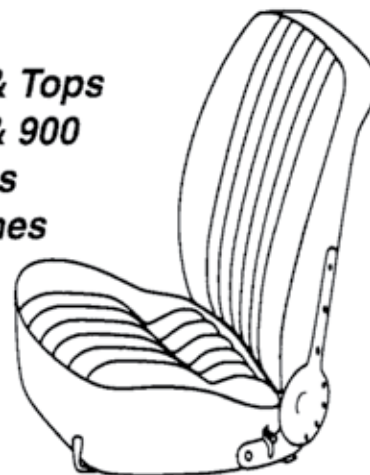
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Big Willow

TEXT AND PHOTOS BY GREG PHILLIPS

Leaving the Streets of Willow, we moved the cars and trailers back to the big track of Willow Springs in anticipation of starting early Saturday. We had a garage and moved the tools in for the night. Steve Grosekemper from Dieter's Motorsports was checking my brake pads and found I had used up the last of my fronts so he put on a set of new pads for Big Willow. Then we moved the 928 and the Duncan's 996 into the garage for the night and headed back to Lancaster and enjoyed another beautiful desert sunset.

For dinner we decided to have steak and headed to the Black Angus along with Mark Rondeau, Ethan Dahlkamp, who had arrived with his Boxster, Jim and Jad Duncan, and Steve. We had called ahead and had only a short wait before putting in our steak order and starting on our drinks. Mark was quite happy as he had been able to nip Jackie Corwin by 0.14 seconds in GP for 944 supremacy, at least for the day.

After dinner it was back to the Inn of Lancaster to review our in-car videos and get ready for Saturday. I had brought along a screen and projector to look at the videos, but they had recently upgraded the rooms with HDTVs and we were able to connect the laptops directly to the TVs to view them, so it was easier than usual to check them out. Just download the memory cards to the laptop and start watching. But since we were changing tracks it was a short review before heading to bed for an early start on Saturday.

Dawn was crisp and clear. The drive to the track went quickly and we soon had the garage emptied and the cars warming up before the driver's meeting. There was frost on several of the cars that had been out overnight but the temperature was climbing quickly. There were several new faces who were just running the weekend at Big Willow, with John Payne, Steve Gerken, Ethan, Ron Palmer, Richard Price, Chris O'Donnell, Jon Milledge, Jim and Michael Copp and Jackie Lu (among others I may have missed). Robert Baizer reviewed the track and passing zones along with safety issues and it was soon time to hit the track.

Red was out first and Steve was buckled in for his stint. After a couple of yellow flag laps to warm up the tires he started picking up the pace and quickly found out there were some seriously fast cars out in Red, with John Payne's Killer Bee having the greatest closing speed. He found he did not have to lift for John, even when doing 120+ MPH on the front straight as John was up closer to 160! Later looking at the videos, it was amazing to see John appear and disappear quickly. Steve was running about 1:43 on the cold track and there were several other drivers around 1:32, not including John who had his transponder off!

My Orange group was up next and we headed out for our yellow flag laps. I was following a red Turbo with another red 911 behind me when it got confusing. On the back straight the Turbo driver was pointing me by, even though the yellow flags were still up. I tried to signal him to keep going, but the other 911 took that as a point-by and he passed us both, and to prevent further confusion, I followed him around the Turbo. Soon the green flag was out and we could start pushing a little harder. There was not much traffic but near the end of the session I could see a silver 996 in the distance that I was slowly reeling in. He would pull a gap on the two straights but I could gain back through turn 8 and get close in the Omega, but then the checkered was out and we came back to the pits.

My next session did not go as well. I was going out with one of the "Taste of the Track" students for her first session. We got her buckled in and headed out to the track. Steve had noted a vibration in his session and thought it was the tires, as the bearings and steering were



Ethan Dahlkamp's Boxster

fine. But as we started picking up speed in the corners, I had even more vibration and noise, and after the first lap we were black-flagged as the corner workers could hear a noise also.

Back in the pits, Steve had the car up on jack stands for another look. The front tires were worn and I took them over to the tire shop to put on a new set of Kumho V710 tires. When I got back from the shop, the diagnosis was in—it was loose suspension bolts, similar to the problem Mark Rondeau had at Streets the previous day. After tightening things up, it was time for his Red run group. The car was fine and had no further problems for the weekend. We also moved the rear tires to the front and put on a set of BFG R1s on the rear.

My Orange session before lunch started with me chasing another red 911, until Russell Shon's Boxster S caught up and was pointed by. He then went after the 911, but our times were not far off and we spent the rest of the session in the same chase before breaking for lunch.

Steve was first out after lunch and when he came in he asked to ride along in my session so he could get a better look for his turn-in point for turn 9. We buckled up and headed out. After a couple of laps he had me try a slightly different line through turn 2 and we were still concentrating on turns 8 and 9. I was still trying to find a good braking point in 8 as they had moved the corner worker station I had used previously. Then as I was tracking out of 8 there were some new painted lines and I was trying to turn in where they met a gnarly set of dark tire marks to hit the apex of turn 9. Because I had been inconsistent in my turn-in point, it was also hard to judge how much speed I could carry through the apex of 9. After the session we debriefed and looked at a couple of areas to work on for the weekend.

The next session it was my turn to be passenger as Steve was driving. He took a couple of laps to find his turn-in spot in turn 9, and when he did his pace picked up quickly. His previous best of the morning had been a 1:41.80 and by his third lap he was down to 1:41:40, with me as extra weight, and by the end of the session was under 1:40 with a 1:39.86 on his last timed lap. There were a few interesting lines in that session, especially climbing the hill after turn 3. As he accelerated up the hill, there is a slight bump that kicks the tail out. I usually try to avoid that spot, Steve seemed to enjoy hitting it and climbing the hill sideways before rotating back at the top of the Omega before coming down the hill. It was a great display of car control and his very quick hands to anticipate and correct the slides. Although it did surprise him once going over turn 6 at about 90 mph when he was

slightly off line and turned in too aggressively and the tail stepped out again. But another quick correction and down the straight we went. Turn 9 was still not as consistent as he would have preferred, but he now knew where he wanted to be for entering the turn.

After that session, I knew I had some more work to do to improve my times. Luckily there was not too much traffic and I was able to improve my times into the 1:42 range. I was carrying more speed through turn 9 and also through turn 2. I still did not like getting too sideways in the Omega, but there will be time for that later.

Steve was out for his last session and had consistent laps of 1:39, but did note that the sun was getting low and very much in his eyes into turn 9, so I decided to skip my last session and we were soon packing up and heading back to the Inn of Lancaster.

Saturday night was pizza night and we headed to the Round Table Pizza after getting cleaned up. Did I mention that there was a very large youth soccer tournament going on in Lancaster for the weekend? Not only was the Inn full of young soccer players, but so was the Round Table. But we were able to get a booth, some Fat Tire Ale and plenty of pizza without too much disturbance.

After pizza it was back to the Inn so we could review some of the 928 in-car videos, and also review videos from the Duncan's car as well as the telemetry from their 996. It was interesting to compare different lines as well as some of the corner speeds. With luck (and a faster car) I could figure out where to pick up the 10 seconds to catch up with Jad, as he was running 1:30s with passengers. At least it gave me some more ideas for improvement for Sunday.

The weather was still cooperating in this El Nino year and was dry and sunny for the end of the weekend. We were warming up the 928 and getting ready for the Red run group. Steve was out first and started quickly and was running 1:39 from the first session. The rest of Red was also going quickly, with John Payne's AR2 911 at 1:27.39, Chris Pederson's X car at 1:30.30, Ron Palmer's AR2 911 at 1:32.08, Otto Obrist's II 944 Turbo at 1:32.37, Jad at 1:32.51 in the Duncan's OI 996, Gunter Enz's OI 993 at 1:33.35, Chuck Sharp's KI 944 Turbo at 1:34.70, Glenn Marlin's OM 993 at 1:34.86, Ethan Dahlkamp's KI Boxster at 1:35.40 and Richard Park's AM 914-6 at 1:36.45. And the track was still warming up.

The morning Orange sessions went well as I tried out some of the new lines and tried to stay out of traffic. There were several quick cars in the 1:35-1:36 range with Peter Czajkowski's HI 911, Jim Duncan's OI 996, Michael Cornelius' JP 944 Turbo, Mike Avitt's and Curt Yaws' RS GT3s along with Robert Baizer's Lotus Exige. I finally got below 1:40 with a 1:39.61 just before lunch. Just ahead of me were the dueling GP 944s of Mark Rondeau and Jackie Corwin. They spent the morning chasing each other for GP supremacy.

Jackie had the early lead and had turned a 1:38.90 with Mark just behind at 1:39.15 in the second Sunday session. It was all great fun until Jackie lost her brakes in turn 9 and spun out just in front of Mark. He was able to steer around her, but did drop a wheel, got loose and then looped it himself. He ended up heading in the right direction and while still rolling put it in gear and drove into the pits with Jackie following. Made a great show with lots of smoke and dust for the pits and, even better, Mark had captured the spin on his video camera. You can check it out on YouTube. Since Jackie was able to apex turn 9 backwards, she joined an exclusive group: the Otto Club, joining Otto Obrist who had previously accomplished this feat in his 944 Turbo. Maybe it is a special 944 trait?

Speaking of Otto, he was turning very good times in his '86 Turbo, but was having problems with his braking without ABS on his slicks. He was leaving large clouds of tire smoke and had flat-spotted several expensive slicks over the weekend. He was leading the II contingent by a wide margin, but he would still need to turn a clean lap in timed runs.

At lunch we had the final driver's meeting to review the timing

procedures for the afternoon. We would have one last practice session to polish our lines or warm our tires, or just to have more laps at Big Willow. They had reversed the run order in the afternoon and so I was out first. It was a little disconcerting because I had not driven with cold tires this weekend, and it took a few laps to get them up and feel comfortable and try and hone my laps. After Steve's session, it was time to start the timed runs.

The first group included Jad Duncan, Ron Palmer, Glenn Marlin and Gunter Enz. Jad and Gunter had saved their best for timed runs and ended up 1-2 with Jad turning a 1:28.75 and Gunter a 1:30.28. Glenn was next at 1:31.71 and then Ron at 1:32.34. Next was Peter Busalacchi's RS GT3 at 1:32.49, just nipping Curt Yaws' GT3 at 1:33.11. The rest of the top ten were all in the 1:33s with Richard Park at 1:33.25, Roger Lai's IM 911 at 1:33.54, Chuck Sharp at 1:33.64 and Jim Duncan at 1:33.77. Just missing the top ten and all in the 1:34s were Robert Baizer at 1:34.48, Ethan Dahlkamp who recovered from a broken crank pulley to turn a 1:34.59, Michael Cornelius at 1:34.93 and Mike Avitt at 1:34.98.

In GP Mark Rondeau also had his best lap of the weekend to nip Jackie Corwin 1:38.75 to 1:39.98. This should be an interesting match-up all year. Paul Young put street Hankooks on his 911SC and took ISS at 1:40.05. Steve went out first in the 928 and turned a best lap of 1:37.70. I was up soon up and was flagged off for my laps. My laps were clean and although I had hoped to be below 1:40, my best lap was 1:40.27. Now it was time to see how Otto had done in II class. Unfortunately for him, he had mistakes on both of his timed laps with a spin and going off track and his best time was 1:42.34! So Steve ended up taking II. I should mention that when he was checking the car back at Dieter's after the weekend, he found that one of my front tires was corded! I guess I will have to check my tires more carefully after Steve is done with them.

It was still a great weekend, and we are now getting ready for the next event, the California Festival of Speed April 9-11 at Auto-Club (California) Speedway in Fontana. Always a great event with the club racers, vendors, concours and track tours for everyone to enjoy. Start planning to attend, whether as a driver, spectator or volunteer.



Greg Phillips after a hard day of racing at Willow in 2000. How time flies!

Project 912:

Part 1: Walking the Walk

TEXT AND PICTURES BY STEVE GROSEKEMPER

While back I was having lunch with my usual bunch of Porsche car fanatic buddies and the subject shifted to new cars. New cars are great pieces of technological marvels but they really lack the personality and character of the cars we all grew up with. Today a new driver has computer-aided everything wrapped in a neat little cocoon. While safer and more dependable, they are hardly memorable or character building.

We then shared tales of our youth, remembering the rolling wrecks we managed to keep running (for the most part). We wondered just how a late twenty-something could really appreciate their first really nice, or first brand new car when they never owned a car that had to be parked facing downhill on warm summer days? Or had a towel stuffed between the seats to act as a defroster on those cold mornings. How about a screwdriver in the glove box to bridge the starter solenoid? Or a sheet of plastic to go over the engine for those times the car had to be parked in the rain?

Ahh, the memories...

Don't even get me started on cars with manual chokes, manual transmissions, column-mounted shifters and heaters that you had to turn on from under the hood! Now this is where we all expected someone in the group to spout out something about how "darn kids these days just don't know how good they've got it!" But no one did, and mostly because we all felt not that the youth of today weren't so much spoiled as they were missing out. It is a real rite of passage to have an old junky car stop running and without missing a beat pull a \$20 bill from your wallet, then pull that twenty through the points to clean them off, then get back in the car fully knowing it will fire back to life.

I once told my girlfriend at the time that \$20's have a higher acid content and do a better job of cleaning the points than a common five or single... All with a straight face to make it that much more believable. Don't laugh! It worked well enough to get her to eventually marry me. Not sure if she bought the story or just smiled to appease me.

These are all lessons taught to us by our fathers, uncles and older

siblings. But after a few seconds of agreeing nods, all eyes were accusingly pointed in my direction. It seems I was the only one in the group with teenagers in the house approaching driving age. I was told that if I was going to talk the talk, I better be willing to walk the walk.

So from that point forward I started keeping my eye out for some kind of a project car to work on with my two girls—Staci and Stefanie, currently 16 and 13 years old, respectively.

My original thought was something with 4 cylinders, reasonable cosmetics and in need of some mechanical repair. Of course it would have to be a Porsche, so a 944 was on the top of my list as they are safe and modern enough but still super easy to work on. I hadn't ruled out a 914 or 912 but decent examples of these would probably be out of our price range.

I put the word out with friends and other shops to simply keep me in mind. I got several leads over almost a year that never seemed to be quite the right car, or just the right car for someone with more money than I could come up with quickly.

Finally I came across the car that has become the newest member of our family. It is an original owner 1968 912, white with black interior. I have known and serviced this car since the mid-eighties through its current 301,000 miles. It has a moderate level of patina and a lot of personality.

The car's first weekend home we spent the entire two days cleaning and polishing and making lists of needed parts and repairs. Then we made some more lists, and dumped the buckets of dirty water and started all over again. The girls are very excited, as is their father, to see them so interested in an old Porsche with lots of character.

So stay tuned to hear each month's project and progress. But if you have children who you think might share your love of cars, think about starting a project like this with them while they still think you are cool enough to hang out with. Hopefully someday when your kids are in their forties they will share stories of that old car they used to spend their weekends working on so they might someday get a chance to drive it when it was all done.



Stefanie shining up those hub caps



Stefanie and Staci learning the joys of a clean car

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New Members

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

Rusti Bartell

La Jolla, CA
2002 Carrera Targa

Bob Cornelius

San Diego, CA
2007 Boxster Roadster

Andy Erickson &

Greg Erickson

Escondido, CA
1974 914 Targa

Kristopher Frost & Kate Dean

San Diego, CA
1995 911C4 Cabriolet

Mike Gacnik & Karl Pieper

Carlsbad, CA
2004 Cayenne

Manny Lizarraga Jr

El Cajon, CA
2007 Cayman Coupe

John Ma & Kathy Ma

San Diego, CA
2006 Carrera S Coupe

Hector Mobine & Erika Wong

La Jolla, CA
2008 Carrera S Coupe

Doug Robert & Elizabeth Robert

San Diego, CA
2000 Boxster Cabriolet

Liz Rose

San Diego, CA
2007 Cayman Coupe

Fluvio Tamborini &

Lina Tamborini

San Diego, CA
1996 993 Coupe

Anniversaries

Five Years...

Chris Abbott
Marilynn Boesky
John Cicone
Robert Cook
Peter Czajkowski
Jerry Freeland
Mike Merritt
Michael Monaco

William Padilla
Richard Roddis
Katina Rondeau
Robert Rosenfeld
Bob Topolovac
Morgan Trotter
Ron Trotter

Ten Years...

Daniel Greci

Twenty Five Years...

Paul Young

Join, Renew, Update

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



Driver's Award Dinner at Basic, February 20th,

Bill Behun, Tom Comeau
Katie Kinninger, Katina Rondeau
Sponsor Sean Steele's fiance Sarah Goodwill,
Angela Avitt, Tami Ibbetson



March Meeting

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

The March 2010 Board of Directors meeting was held at the Heimburge home. Board members in attendance were Curt Yaws, Neil Heimburge, Rikki Schroeder, Mark Rondeau, Carl Scragg, Bill Behun, Monique Straub and Dave Gardner. The meeting was called to order at 7:05. Minutes from the February 2010 meeting were approved unanimously.

Membership

Primary	Secondary	Total
1,388	1,061	2,449

Treasurer's Report

Accounts are reconciled as of 3/1/10. Major sources of income for the month of February included the AX, Time Trial and Drivers' Dinner. Major expenses included the AX, Drivers' Dinner and Witness printing.

Chair Reports

Archivist. No report.

Autocross. (AX, pre-reg, reg, CW, equip, logistics, safety, tech inspect, tech adv, timing) Jerry Bumpus noted that he warned all about noise levels at the last AX, to no avail. Noise levels will be enforced at the next AX. The methodology of enforcement will be up to the AX Chairs.

Auto Museum. No report.

CDIs. Mark Rondeau reported that the Driver's School is sold out. He presented a budget that was approved by the Board.

Charity. Kathy Alnwick suggests Dec. 19 for a toy drive and delivery to designated recipients. This is approved unanimously by the Board. Kathy Alnwick suggests holding a dinner at Monarch School; she will find a sponsor and select a date at a later time. This is approved unanimously by the Board.

Concours. Neil Heimburge noted that the San Gabriel region is holding a school and concours.

Aracelli Lopez and Curt Yaws noted that the San Diego region is holding a school on March 27.

John Straub presented suggested rules for the Pat Scanlon trophy. Discussion ensues about how often a car could win. It is noted that the Board can always revisit the rules. The motion is unanimously approved. These will be added to the regional procedures.

DE. (DE, pre-reg, reg, CW, equip, logistics, safety, tech inspect, tech adv) Martin Lipp sent in three budget requests for various events, all of which show positive cash flow. These are all approved unanimously.

eMaster. No report.

Equipment. Matt Sparks is looking for a better location to store the trailer.

Goodie Store. No report.

Historian. No report.

Insurance. No report.

Legal Affairs. No report.

Membership. No report.

Rally. No report.

Region Rules. No report.

Safety. No report.

Social. Kathy Alnwick submitted a budget for the Father's Day Tour and brunch. The entry fee will be \$15 per person with no cost to the Club. Budget is accepted unanimously. Kathy also checked into Village Walk at Eastlake. This event and car show will be held on June 13. The event is approved unanimously. Kathy Alnwick suggested holding a Progressive Dinner. Another member has suggested a wine tasting tour. She will return with more information at a later date.

Mark Rondeau presented the reconciliation for the Drivers' Dinner. He reported that Katina Rondeau is working on next year's event, with the goal of not having any subsidy.

Sponsor Liaison. Neil Heimburge reported that he drove around and handed out advertiser's awards to the owners at the advertiser's places of business. A new location was suggested for storing those awards that were not appreciated. He noted that several asked about having Tech Sessions at their place of business. Discussion ensued about actions that could be taken to attract advertisers to the Witness. Monique Straub suggested having Steve Snedeker work with Richard Park to develop a marketing program for the Witness. Curt Yaws will follow up.

Tech Sessions. Neil Heimburge will talk to Martin Lipp about possible locations.

Time Trial. (TT, pre-reg, reg, equip, safety, tech inspect, tech adv, timing) No report

Tours. Keith Verlaque reported that the April 25 Tour will begin at 8:00 at North County Fair and will probably end at the Pine Hills Lodge for a brunch.

Vintage Racing. No report.

Web Team. Keith Verlaque suggested that anyone who posts on the Forum be required to identify themselves by name and whether they are a member. A motion to require identification of those posting on the Forum is made and unanimously approved.

It was noted by Steve Grosekemper that Susan Brown has suggested that classified ads be posted only on the website.

Witness Team. No report.

Unfinished Business

Curt opened discussion on various proposals to balance the budget. Discussion about the budget presented by Bill Behun ensued with all agreeing that the budget will guide the Board's future decisions about how funds will be spent. Bill Behun noted that the budget includes an increase in AX fees of \$5. It was noted that each Chair is responsible for meeting the budget. Curt Yaws noted that there has been much discussion about the Board meeting dinners. After much discussion, a motion was made to ask each attendee for a \$5 donation. Dinner would include water and soft drinks, although attendees would be allowed to bring other beverages of their choice. Motion was approved unanimously. This will begin in April. Notice will be sent to the general membership.

New Business

Jerry Bumpus reported that a new location for storing the trailer is being sought.

Old Business and Announcements

None.

Adjournment

The meeting was adjourned at 9:30. The next meeting will be April 7 at the Yaws' home.



Rentals

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1987 Porsche 944S good condition, rebuilt motor, just painted, red with black/tan leather interior, \$5000/best offer (619) 871-8880

1988 928S4 Alpine White. Grey Leather. 137500 Miles. Auto trans just serviced. All records. SD car. Factory cup wheels Kuhmo tires. Nice! Fallbrook. \$11900 (760) 450-4037

1989 928 GT Coupe Guards Red/black leather, 39,697 miles, very rare 1989 GT, five speed, sunroof, completely stock and all original, always garaged, immaculate condition inside and out, concours-winning car, meticulously maintained and serviced, \$29,900, Don Anderson, dladds71@yahoo.com (619) 469-1249

1990 928GT 5-sp Red/ Tan 116K mi, new leather & carpet, cold AC, koni shocks, exlnt condition, major servicing done. \$ 20,000 obo, (619) 440-3627

1993 RS America White, 72k; dual purpose competition/ street car; 10k miles on complete engine rebuild, reworked heads w/ titanium springs and retainers, RS cams, RS flywheel and clutch, remapped DME, mass-airflow, B&B headers and exhaust, 993 6-speed, RSR LSD, Bilstein PSS9 coilovers, aligned and balanced to Cup specs, RS swaybar, Big Red brakes, and more. 280+HP at the wheels (330+HP at the crank?), weighs less than 2,700lbs, \$20k+ in upgrades, and \$15k+ complete engine rebuild. \$55,000 Call David (858) 722-4242

1993 RS america set up now for T/ T, D/ E, club race. You can bring it back to street. Track / Race car section.

1994 PORSCHE 964 "RS America." 15,950 miles (not a misprint). Guards Red / Black. All 4 Factory options: 220: Limited Slip Differential, 331: CR-1 Cassette Radio, 573: Air Conditioning & 650: Sunroof. 1 of only 84 MY 1994 RSAs. Finest Available. \$59,995. 858/454-9898 (9am-9pm PST). Serious Inquiries Only.

1994 RS America Black on black, sunroof, A/C, and Radio. 60k miles, all original, original paint, perfect condition, Black Forest serviced. Call Paul (619) 507-3822

1995 993 C4 coupe 88k, Mo3o w/ Bilstiens, black/ black, '02 5 spokes, DE set up, well maintained, always garaged and covered \$29,500 rsylvestri@cox.net (760) 745-4404 (760) 745-4404

1995 Porsche 993 Cabriolet Red with tan interior, black top with new motor and parts, new Porsche chrome wheels, all original 73k miles. (619) 507-3822

1999 911 Carrera Coupe 6spd. Speed Yellow w/ black leather interior w/ yellow stitching. Power seats. Black/ yellow cocomats. 18" Turbolook wheels. Hi-Fi Sound w/ remote CD changer. Durametric diagnostic software. Built-in K40 radar detector. LoJack w/ early warning (text or e-mail if car is moved). New Porsche exhaust w/ chrome tips. New coolant tank. Recent tires. Recent service by Pioneer. Excellent condition. Only 19k miles. *** Transferrable aftermarket warranty (premium coverage mechanical repair insurance - Vehicle Security Care) with 3 years and 40,000 miles of coverage left to go *** \$25,900. More photos here: <http://www.flickr.com/photos/zbananaslug/sets/72157621237015549/show/> Call or text Jon @ 760.297.0744

1999 Boxster 986 white/ gry. 92K miles, wrnty until Oct 2010. 5 spd 18 RH turbo whls, spd-str humps, lowrd ready for track. 619 405 9582 \$10,995

1999 Boxster NEW PRICE! Ocean Blue, Graphite Gray, Manual, 80K miles. Garaged, non-smoker kit. New engine at 28K miles. \$ 9,800 BOXSTER SPEC DONOR? (619) 226-7690, kbennett@colsa.com

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2000 996 Cabriolet Unique Forest Green/Gray/ Gray, 6 speed, 57K miles, 60K service completed. \$22,000. holzinger@roadrunner.com (760) 274-6442

2001 996 Turbo Ultra clean, 17k miles, Polar Silver exterior, Boxter Red interior. Immaculate, always garaged, & dealer maintained. \$54k OBO Tony @ (858) 922-1536

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2004 911 Cab black/ black, new tires, battery. 19,000 miles. All services, Immaculate. Always garaged & covered, never tracked. \$40,000 OBO, Don Anderson, 858-922-9514 or Connie-Ande@aol.com.

2005 Boxster - \$21,500 OBO Silver w/ Black top and leather interior. Tiptronic, Bose, 6 cd changer, Windstop, Heated seats. All Records mrondeau@cox.net (858) 864-3163

2006 Lotus Elise Starlight Black/Biscuit, 17.5K miles, StarShield, Black Alloy Wheels, Touring Package, Leather Seats, one owner, excellent condition, \$32.5K (858) 997-3955

2008 911 TURBO Black on Black excellent cond, many extras. 7400 mi, purchase price 158,000 asking 110,000 (661) 333-6448 (661) 333-6448

93 RS America Red 52K miles, street and DE/TT set up. Fast and reliable. 280+hp at wheels with 993 heads, carrillo rods, Aase springs & titanium retainers, extra engine oil cooler, B&B headers & exhaust, Short gear transmission with tranny cooler, Eibach coilovers with valved Bilstein shocks, 3.8 wing with additional carbon fiber wing for track, second set light Fiske rims & tires, more, \$45,000 call Jim (760) 728-6393

98 Boxster w/Hardtop 102k. 5spd. Hardtop. Black leather. new cats/02's/ maf. Runs great. \$9000. Great daily driver or turn it into a track toy. 714-280-3608

993 GT2 RSR CUSTOM 911 "Arancio Borealis" metallic pearl orange paint, with black custom interior. Charcoal gunmetal roll bar, Sparco adjustable seats w/ matching 5 point harness belts. Momo "Competition" steering wheel, custom silver gauges with blue tick marks. Fire extinguisher, custom A/ C, RSR light weight door panels and RSR carpet. 500+HP Twin Plug Turbo 3.5 liter engine. RUF racing cams, K&N filter, custom polished/ fabricated intercooler. Twin frontal oil coolers and stainless steel braded oil lines. \$8000 Three piece Kinesis wheel and Michelin PS2 package. Stainless steel headers and exhaust, racing fuel cell, and lots of Carbon fiber, including roof and wing. Stereo and power window delete. 3 years to build this car with all receipts, over \$130k invested. Light weight, and a real drivers car. 3000 miles and only just broken in. SO-CAL, multiple Best of Show winner. New project underway, must sell. clintwaves@hotmail.com, Clint Eagar 949-910-0004, \$68,500 (949) 910-0004

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

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

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

Track/Race Cars

1993 RSA D/ E T/ T RACE ready. Needs nothing. OEM & BBS wheels. NEW PRICE. Sparco 6pt. Bar, fire system...needs to get out there. 619-952-3663. \$31,000.

965 Track Car '91 C2 Turbo (965) Race Car. Class winner at multiple PCA Club Races in "D" class, TT "NP" (now "OP") class winner, numerous TT Top 10 TODs. Full cage, turn key race ready with many safety/track mods. \$34,500 torqueand recoil@gmail.com (858) 882-7200

GT3 class 911 993 Turbo body 2150lbs. 3.4L JerryWoods engine, twin plug, RSR style MFI, 335BHP. Full 930 brakes and suspension w/ coilovers, Smart Racing adj. sway bars. Tracks like on rails; brick wall braking. Race gears, ZF LSD, squirter/ cooler. Quality engineering, built right, in Calif. '73 tub. \$43,200. mercuray1@yahoo.com 847-894-5473

SUNROOF DELETE... Change your sunroof 911 racecar into a non-sunroof coupe. \$800.00 R&R complete w/paint.(one left) 619-281-6024 Ask 4 Mark. QUALTECHAUTOCENTER.COM

'Martini Racing' Carrera 3.2 Many tasteful modifications done-too much to list. See the car at Pioneer Porscheon the showroom. \$27,999.00 (858) 695-3000

Trailers

2009 Custom 18' Open Trailer, JV Custom Trailer.... Has Custom Tire Rack and Tool box. \$2,500.00 Currently used for 997 Turbo contact: jonathan: jon@psimed.net (760) 738-6605

SMALL UTILITY TRAILER \$350 Holds 4 Wheels, Storage for Jack, Tools, Holder for 5 Gal Fuel Jug, Spare Tire, Toe Hitch 858 356-7325

Parts

Dunlop SP Sport 8000 Size 205/502R17 Two tires with 75% (1/4") tread remaining. Good condition. \$40 each. Call Lee at (619) 258-4209

16 x7 BBS Wheels - \$750.00 Lightweight Two piece Magnesium BBS Wheels. Black Honeycomb complete with unobtanium BBS Lug nuts. 52 offset. mrondeau@cox.net (858) 864-3163

18" Cayman S Wheels 5 spoke wheels with Bridgestone RE050A with about 20% life left. Fit's Boxsters and Caymans. \$750 OBO mrondeau@cox.net (858) 864-3163

993 Turbo Twist Wheels/Tires German made, OEM wheels. 2- 993.362.138.01 8JX18, ET-52. w/225/40ZR18. 2-993.362.140.03 10JX18, ET-40 w/285/30ZR18. 7,000 miles on wheels, 1,000 on Michelin PS tires. Immaculate chrome, no significant surface mars. Check Porsche mech for fitment before buying. No refunds. Cash or Pay Pal only. Pick up in Rancho Santa Fe is OK. For photos contact garyc@centaurinc.com (858) 344-1019

CaymanS 18" Wheels Takeoff OEM wheel set in MINT condition/ no scratches or rash. Very

light. Fits all Caymans/ Boxsters \$775 Russell rdshon@san.rr.com (858)-442-7466

2.7 RS-Spec Motor Mahle Nikasil pistons. S-cams. 7R. Ollies case and heads. Headers/ megaphones. Tall PMOs. \$7500 w/o carbs/MFI negotiable. Rod (technical) 619 218-2464. Jim Noe (760) 436-4286

17" Wheels & Tires Four Silver Mille Miglia Cup3 wheels mounted with Bridgestone Potenza S03 tires: 17X7.5 et 52 with 225/45 ZR 17's and 17X9 et 47 with 255/40 ZR 17's. Wheels like new, tires 90% tread. Fits 944, 928 and many 911 models. \$1350, Don Anderson, dladds71@yahoo.com (619) 469-1249

Sale/Trade: '02-05 911T Wheels Looking to trade for a set of 996 wheels and tires. Email me for info: mriesenberg at gmail dot com.

1983 3.0L Engine 186K mi. Carrera tensioners. 175+HP@ wheels. 174 -176 compression. SSI exhaust & muffler + oil lines. Backdated heater system. Asking \$6500.00. DWChambers@Hotmail.com.

Reduced: TRE 964 Front Spoiler TRE front spoiler w/ aluminum splitter extension (removable) for 964. \$50. Call Kris @ (858) 775-8744

HOT LAP TIMER -- \$110 Display timer unit is mounted onto a windshield suction cup style mount for ease of use. Peter (619) 433-4100

2.2 w/Webers Complete engine runs strong, \$4000, Jamie (619) 341-0832

H&R Lug Bolts 20 lug bolts for sale.19mm head size, 14x1.5mm thread type. 10 are 52mm length, 10 are 63mm length. \$20. (714) 310-1729 Chula Vista

B&M Short Shift NEW, changes lever ratio at transmission end of shift cable 10/30%. Fits 2002-05 996. All metal parts+hardware. \$65 Russell rdshon@san.rr.com (858) 442-7466

Stebro Boxster Racing Muffler NEW, never mounted. 100% Stainless steel, thru-mufflers, minimal weight, perfect for 986 Boxster Spec or track car. \$550 Russell rdshon@san.rr.com (858) 442-7466

Bridgestone RE-01Rs 235/40-17 2 Bridgestone RE-01R tires, size 235/40-17, ~70% tread (6/32"), great condition. Great street/track tire. \$150 Russell rdshon@san.rr.com (858) 442-7466

Parting out 93 C2 Excellent running gear, test drivable. Body damage RF fender, LR fender & bumpers

Greg Smith gdsmitmd@sbcglobal.net (760) 480-6050

Cobra Race Seat Black/Red Evolution "S" Kevlar race seat. Used for 2 TT and 3 DE's. Great condition. New \$1,000, sell \$650. Randy (619) 888-1510

Fuchs, 15x7 & 15x8 Great condition, both platinum and black centers, will sell in pairs, contact Don Middleton - email: Don@midkam.com, or phone: (619) 668-4822

B&M Short Shifter Kit Brand New, fits all 986/987 Boxster, Cayman, 996/997 Carrera/ Turbo/ GT2/ GT3. Still sealed complete kit with two sets bushings and grease. \$200/ obo. (619) 302-2136

Schroth harness pads Set of four used Schroth racing harness shoulder pads. Black with yellow logos. Free to PCA member. Call Kris @ (858) 775-8744

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

FUEL PUMP 1975 SOLD...THANKS FOR PLAYING

Wanted

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

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

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

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

WTB: 03/04 Boxster Conv Top: Looking to buy a complete convertible top from 2003-2004 Boxster, black top preferred. (619) 302-2136

Miscellaneous

Aerial Photography and Video Low level aerial photography and High Definition video service. Remote Control Helicam allows the capturing of unique aerial photography. (858) 248-2719

Best Performing Engine Oil Amsoil Synthetics: Synpsg.com! Best Performance and Wear Protection! 5W-40 European Blend and 0W-30 in stock: Local Delivery! Call/email today! customer@synpsg.com (951) 479-8483

Boxster car bra \$75 and VW Beetle car cover \$75 obo. Charlie 619-224-9317.

Porsche Pano 1989 thru 2008. Excellent condition. Free. (858) 453-2909

Yakima Roof Rack System Rack includes Ski, Surf, Snowboard, Mt Bike, Two Road Bike and Wind Fairing attachments. \$400 obo. Bob (619) 448-1604

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

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

Classified Ad Policies

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

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

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

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

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Display Advertising

For display advertising contracts and billing information, please contact:

Richard Park
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 tenth of the month preceding the issue date.

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

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