



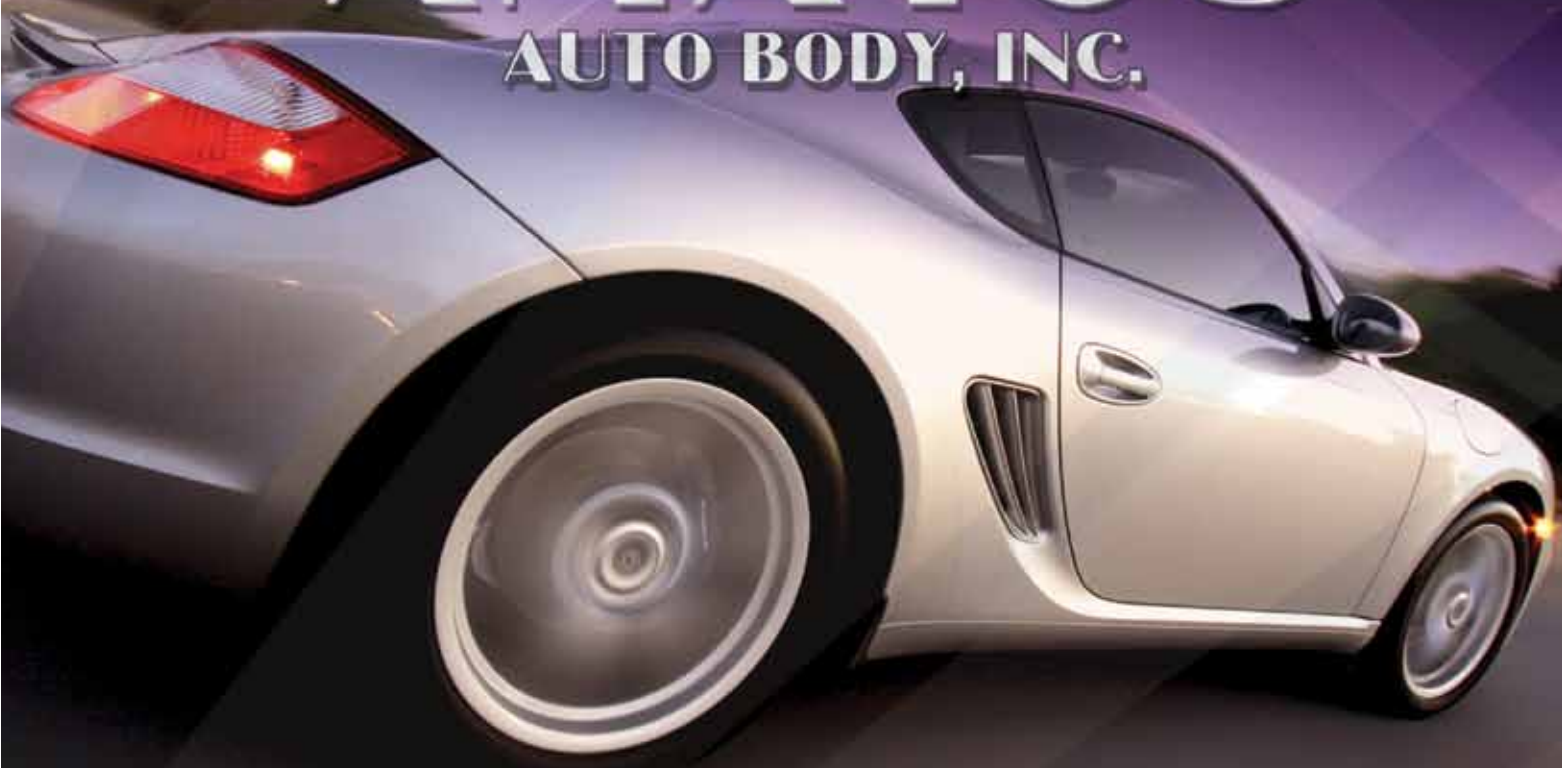
WINDBLOWN WITNESS

The official publication of the San Diego Region Porsche Club of America
March 2011



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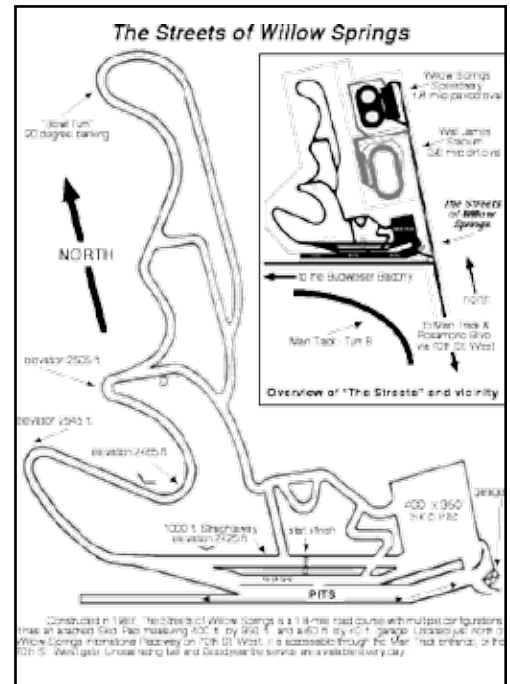
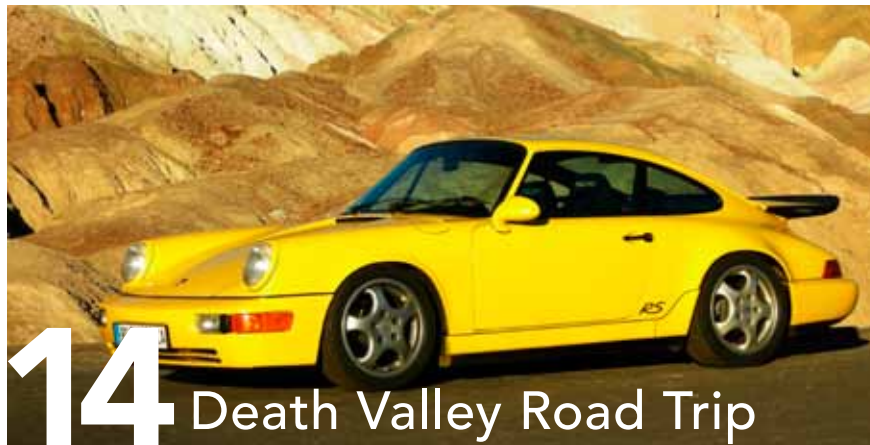
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Features



Streets of Willow Track Map

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On the Cover



Ralph and Carol Turner in their 2010 GT3 lead the way through Joshua Tree National Park, followed by Mike Brown and Lori Chesley in their 1991 996 Turbo, being chased and photographed by Keith Verlaque and Martha McGowan in their 1993 RS America.

WINDBLOWN WITNESS

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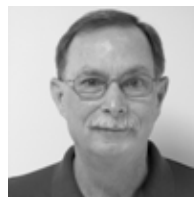
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SDR email addresses are located on page 29

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The Social Side of PCA-SDR

By Carl Scragg, President

For me, and I suspect for many others, the driving events were the primary attraction that drew me to the club. Those driving events have a wide reputation for being especially well run, safe, and enjoyable. In fact, I've heard that many parts of PCA simply refer to the San Diego Region as "that autocross region". Well, it's nice to know that we enjoy a good reputation for our driving events, but that's not all we do, and that's not the central focus of the majority of our members.

There is another active and enjoyable aspect to this club—the social activities organized by our team of Social Chairs. These activities range from the simple and informal "Last Tuesday Socials" to the more elaborate Installation Dinners.

The Last Tuesday Socials occur (surprise!) on the last Tuesday of each month. These affairs are held at various local restaurants around the county and require no reservation, no RSVP, nothing formal at all. Just check the *Witness* for time and location and drop on by. Everyone simply pays for his or her own food and drink. Tell the maitre d' that you're with PCA and you'll be guided into the room. We never know who's going to show up or how many, but you'll surely meet some new and old Porsche enthusiasts (and perhaps get to explore some interesting eatery that you haven't tried before). In January the event was held at Jimmy's Famous in Point Loma, in February it was at Mexi-Cocina in Poway, and this month it moves to Lotsa Pasta in Pacific Beach. Come on down and join the fun. Last year, Alyson Kelly organized the Last Tuesday Socials, but unfortunately she is moving away. We

have not firmed up a replacement yet, so if you're interested, please contact me.

Last year, our Social Committee organized a wide array of events, and I've got to think that at least one of the events would have grabbed your attention. The "New Member Social" was an "All American BBQ" hosted by Mike and Angela Avitt at their lovely home in El Cajon. The evening was intended to introduce old and new members and to allow them to socialize over food and drink around the pool. Angela not only served as our hostess, but she was also the organizer of this enjoyable event.

Katie Kinneringer organized our "Volunteer Dinner" last year, hosted by David Gardner and Susie Amundson at their home overlooking the nature preserve in Ramona. This was a special evening to thank our hard-working volunteers for all the amazing things that they do to help the club. It was simply a wonderful evening enjoying paella and Bacardi out in the east county.


This year, Katie Kinneringer and Angela Avitt decided to combine their efforts and put on one very special event for both new members and volunteers. They are currently in the planning stages for the club's first New-Member/Volunteer Oktoberfest event. Keep an eye on the *Witness* for future announcements. (I expect that this could quickly sell-out.) Hopefully the PCA-SDR Oktoberfest will become a major annual social event for the club.

And for those couples that have rather different passions—perhaps he loves art and she loves to restore her Porsche 356—Kathy Alnwick organized a fabulous weekend trip up the coast to Laguna

Beach. For you art lovers, the club was able to grab a block of tickets to the Pageant of the Masters on Saturday night, in which living actors recreate famous works of art. Then on Sunday, the 356 Concours at Dana Point displays a large collection of these historic Porsches. Either one of these events is worth the drive north, but a weekend with both is something special. We decided that, rather than repeating the Pageant of the Masters weekend every year, we would alternate between that event and the "Mystery Weekend." Kathy is organizing another fun-filled weekend trip, but she won't tell anybody, not even the club president, where we might be going.

Seems that I've rambled on so long that I haven't got space left to cover two of our most important social events: the Installation Banquet and the Drivers' Dinner. That discussion will have to wait for another day. But hopefully I've mentioned something that strikes your interest here. Please come out and join your fellow Porsche enthusiast at some upcoming social events.

Finally, we have just entered into discussions with the organizers of the San Diego Auto Show. They are interested in a major display at the 2011 Auto Show featuring Porsches, past and present, and naturally they came to PCA-SDR as the organization best able to put on such a show. I think that this could be a most exciting opportunity for the club. Look for future announcements.

Trivia question: What Social Chair just ran the 2nd fastest time of the day at our recent autocross? Hint—she combines the talents of Martha Stewart and Danica Patrick. 

March 2011

02 Wednesday Monthly Members and Board Meeting

Time:

6:00 P.M. Social hour and food

7:00 P.M. Meeting

Place:

Carl Scragg and Patt Sietas
3343 Harbor View Drive
San Diego, CA 92103

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.

04-06 Friday-Sunday SDR Performance Driving School

Place:

Black Forest/Qualcomm Stadium

Details:

See page 23 for details. Online registration at pcasdr.motorsportreg.com

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

05 Saturday LA Lit Show

Time:

9:00 A.M.

Place:

LA Airport Hilton
5711 West Century Blvd
Los Angeles, CA

Details:

The meet has over 225 tables with tens of thousands of collectibles—posters, sales literature, toys, models, factory gift items, press kits, technical literature, small trim items, and accessories for Porsches and vintage VWs.

The public is admitted at 9:00 A.M. for \$10 each at the door. "Earlybird" shoppers are admitted with the vendors at 7:00 A.M. for \$30 at the door. Special discounted room rates are available from the LA Airport Hilton directly at (310) 410-4000. Please ask for the special room rates under the "group code PVW." For more info, send email to requests@lalitandtoyshow.com

11 Friday Z8/SDR DE

Place:

Auto Club Speedway

Details:

Online registration at pcasdr.motorsportreg.com

19 Saturday Z8 Judges & Concours School

Time:

9:00 A.M.

Place:

TCs Garage
1315 Hot Springs Way
Vista, CA 92081

Details:

See page 8 for details

20 Sunday Z8/SBR Autocross

Place:

Earl Warren Showgrounds in Santa Barbara

Details:

Online registration at pcasdr.motorsportreg.com

21 Monday Z8/GPX Autocross/DE

Place:

Streets of Willow

Details:

Online registration at pcasdr.motorsportreg.com

29 Tuesday Last Tuesday Social

Time:

6:00 P.M.

Place:

Lotsa Pasta
1762 Garnet Avenue
San Diego, CA 92109

April 2011

02 Saturday Monthly Members and Board Meeting

Time:

8:30 A.M. Light breakfast and cars

9:00 A.M. Meeting

Place:

San Diego Auto Museum
2080 Pan American Plaza
San Diego, CA

8-10 Friday-Sunday Z8 California Festival of Speed

Place:

Auto Club Speedway

Details:

See page 8 for details. Online registration at pcasdr.motorsportreg.com

23 Saturday SDR Autocross

Place:

Qualcomm, West Lot

Details:

Online registration at pcasdr.motorsportreg.com

26 Tuesday Last Tuesday Social

Time:

6:00 P.M.

Place:

La Bastide Bistro
10006 Scripps Ranch Blvd.
San Diego, CA 92131

30 Saturday SDR Tour

Time:

8:15 A.M. Meeting

8:30 A.M. Departure

Place:

North County Fair parking lot

Details:

After lunch, the tour ends and folks are on their own. If you want to stay the night, please make your own arrangements. See page 27 for details.

30 Saturday Z8/SBR Autocross

Place:

Camarillo Airport



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Rochelle Booth



Tawfik Benabdeljalil



James Buck following David Quesnel



PCA Zone 8 Judges & Concours School Saturday, March 19th

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PCA Member

Glitz and Glam: All About Luxury

Text and Photos By Michael Harris

The new display at the San Diego Auto Museum is en-titled “Glitz and Glam: All About Luxury.” The display is filled with luxury automobiles from the 1920s, 30s, and 40s, surrounded by period blown-up photos and cutouts of scenes from the three decades. New York City and Chicago are prominently on display. The New York skyline from the Twenties towers above the photo array of period photos. Along another wall are photos of the Bootleg era in Chicago with a “gangster” car in front. Off in the corner is the museum’s audiovisual display with theater seating. The video display offers period film with pictures of actors, musicians, big bands, period cars, trucks and more. You can swing to the Duke Ellington Orchestra with “Putting on the Ritz” and listen to Glenn Miller and his band playing “In the Mood.” You can view people driving period correct autos and buses past Central Park. Really takes you back to another era, it does.

The 20’s

The centerpiece of the exhibit is a 1929 L29 Cord Brougham, a car far ahead of its time with front wheel drive that eliminated the transmission and driveshaft hump, allowing the car to be 10 inches lower than the industry standard. The design also almost eliminated the running board. Long, low, and sleek—an absolutely stunning car. The straight 8 motor displaced 298 cubic inches and produced 125HP. Driven through a 3-speed transmission, the 4,710 pound vehicle had a top speed of 75 mph. The vehicle sold for \$3,095 in 1929. By comparison, a small house sold for \$4,250 and an entry level auto sold for \$295-\$525. In 1927 E. L. Cord owned both the Auburn and Duesenberg companies, producing vehicles at opposite ends of the new car market. Cord was looking for a mid-price car and created the Cord marque.

Cord consulted with race car engineer Harry Miller and Indy car driver Leon Duray, amongst others, in creating the Cord automobile. Despite the beauty, grace and excellent engineering of all of Cord’s automobiles, timing is truly everything. The Cord was introduced to the public three months before the Wall Street crash of 1929. All three companies were forced to close their doors by 1937, when production ceased. The display car was an early production auto with engine serial number #423. This car took 31 years to restore, and is a local San Diego car.

The 30’s

Located behind the Cord is a 1933 Pierce-Arrow model 1236 two-door Brougham, powered by a V12 engine displacing 429 cubic inches. (By comparison, a 3.2 liter 911 motor displaces about 192 cubic inches.) The Pierce-Arrow motor produced 150HP, and was the first vehicle to offer hydraulic tappets or lifters. The car weighed 5,160 pounds and sold for \$3,080. Initial production of the Pierce-Arrow began in 1903. From the beginning, it was designed as the automobile for tycoons, royalty and Hollywood moguls and stars. But again, the company could not survive the Depression and folded in 1938. The display car’s original owner was Colonel Diamond of the United States Army Air Corps. Retired, Col. Diamond moved to Long Beach and sold the car in 1959 to the current owners. A full restoration began in 1985 and was completed in 1991.

The 40’s

The 1940s are well represented by a 1941 Lincoln Continental V12 coupe. The genesis of this car is fascinating. Henry Ford’s son, Edsel, had the car designed and built as his “personal” car. Taking a page from the successful Zephyr, the Continental was finished just in time for the Edsel Fords

to vacation in Florida in the spring of 1939. The car created a tremendous stir amongst the wealthy set and Edsel Ford telegraphed to the Ford Company that the public response to this special classic design with the low body, long, low hood and abbreviated rear trunk was a huge success, and Ford Motor Company could sell “thousands.” The display car is a 1941 model powered by a 292 cubic inch V12 flat head motor producing 120HP at 3500RPM, and the car weighs over 4,000 pounds. The display car sold for \$2,737. The 1939–1948 Continental is recognized by the Classic Car Club of America as a “Full Classic” and is the last car built to be so recognized. Local attorney Al Smithson owns this car.

Did you know that the creator of the Cadillac automobile also created the Lincoln auto? In the early 1900s, Henry Marten Leland (1843-1932) created the Cadillac. He sold his company to General Motors in 1909, but he and his son remained as consultants with the company. In 1917, Leland had a substantial disagreement with GM founder William Durant over whether GM should become involved in war-time production. Europeans had been involved in a world war since August 1914, and Leland supported US involvement in the war and the sale of aircraft engines built by General Motors to the English and the French. Durant opposed such a move and Leland quit and left GM. In 1920 Leland created the luxury brand, Lincoln. In 1922 Leland sold his insolvent Lincoln car company out of receivership to Henry Ford, who then created the Lincoln Division. Ford asked Leland to stay with Lincoln and run the new division. Anyone familiar with the Henry Ford story knows Mr. Ford only listened to Henry Ford. This was quickly apparent to Henry Leland, who quit his job and was personally escorted off the premises by Ford’s men.

The display vehicle is a 1934 Lincoln Sedan V12. The 414 CID flat head V12 produces 150HP at 3,800RPM. The

5,680 pound car sold new for \$4,300 and really looks like a gangster car in its black paint.

A good comparison to the Lincoln Sedan is a 1936 Packard 1400 Standard 8, powered by an inline 8 cylinder motor producing 130HP at 3,200RPM. The car weighed 4,815 pounds and sold for \$2,385, a relative bargain when compared to many of the display vehicles. The display car is original and “unrestored.” It is refreshing to see vehicles that are original and not “over-restored.” All of the museum’s special display vehicles are excellent examples of cars of the period.

Cadillac is well represented with a 1931 452 model, powered by a V12 engine displacing 452 cubic inches that produced 185HP at 3,400RPM. This 5,225 pound convertible cost a wallet-busting \$3,450. This fully restored beauty features a side storage area for one’s golf clubs, a rumble seat and “trunk” that is a real trunk, or at least looks like one. The information about the car indicates that Cadillac was a leading innovator in automotive technology at the time, being the first manufacturer to offer safety plate glass starting in 1928. They were also the first to offer “clashless” synchronized transmissions, and the first to build a 16 cylinder motor for automotive use. The 452 and 452A Cadillacs came in 16 different bodies. Custom bodies were offered by Fisher, Murphy, Waterhouse, Saoutchik, Vandan Plas, Pininfarina and Fleetwood.

Other cars on display include a 1946 Packard Clipper DeLuxe, with styling at least five years ahead of its time. Please check back next month for additional details on this and other display vehicles.

Museum Director Paula Brandes also mentioned that the annual San Diego Car Club auto display in June may be a totally new and different event. Staff are still in the discussion phase, but details will be published in the next *Witness*. Please visit the museum and enjoy this new display. You will not be disappointed. 🐦



1934 Lincoln Sedan weighed 5,680 pounds, was powered by a 414 cid V-12 and sold for \$4,300



1933 Pierce-Arrow V12 Brougham, a car for tycoons, royalty and Hollywood moguls



1946 Packard Clipper DeLuxe. A car ahead of its time. Where are the running boards?

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Road Trip to Death Valley

Text and Photos by Martha McGowan

A few months ago, tour chairs Ralph Turner, Mike Brown and Keith Verlaque were sitting around talking when Ralph asked if everyone would be up to a long weekend in Death Valley. Keith highly doubted I would be on board for that, and rightly so, as I don't do camping or other things that might be construed as "roughing it." However, Death Valley is a place I've always wanted to visit, so when he asked if I'd be in for a trip to said location, I completely surprised him by stating that "I've wanted to go there and visit Scotty's Castle for ages." Death Valley over the long Thanksgiving weekend was on, and along with Keith, my travelling companions would be Ralph and Carol Turner, and Mike Brown and Lori Chesley. Not wasting any time (and, I think, fearing we might change our minds), Ralph proceeded to book the hotel reservations.

Ralph has been to Death Valley about 30 times, so by default he became our tour leader, our captain. He already had some literature on hand, which he gave to us so we could familiarize ourselves with our destination. We decided to leave on Thursday morning, and Ralph had established a route where we would never be on an interstate freeway—a godsend for Porsche drivers. We all met in Ramona at 8AM, Ralph and Carol in their gleaming red 2010 GT3, Mike and Lori in their newly purchased white 1991 996 Turbo, and Keith and me in his beloved FLY yellow 1993 RS America. We headed east through Borrego Springs to the Salton Sea, then turned north on the Kelbaker Road (highway 127) through Joshua Tree National Park and the Mojave National Preserve. We had a memorable (not in a good way) lunch in Baker, and then continued on highway 127 to 178 west at Shoshone (Spring Mountain Racetrack is to the east), entering Death Valley from the south.

Our first stop in Death Valley was at the Badwater Basin. At 282 feet below

sea level, it is the lowest point in North America. Four thousand years ago the basin was the site of a lake that evaporated and left a layer of salt in its wake. It's a shimmering expanse of nearly pure white table salt. I tasted it, and guess what—it tastes like salt! It was getting near sunset and Captain Ralph was scooting us off to the Artist's Drive, a nine-mile drive along a dipping, diving, curving canyon road (which I'm convinced was built with Porsches in mind) that weaves through striking ravines and colorful rock formations, ending at a canyon head known as Artist's Palette. Arriving at sunset was perfect. The striking array of pinks, greens, purples, and browns were brilliant reminders of the minerals in the rocks. It was absolutely gorgeous. There was much oohing and aahing until the sun was fully set behind the mountains. Then we left for our destination at Furnace Creek. It was now 5PM and we had traveled 460 miles, 100 miles farther than if we had taken the freeways, but 100 miles that were well worth the extra time, as we all very much enjoyed the scenic landscapes of the Joshua Tree and Mojave locales. The best part of the off freeway route—no traffic! While most of America was napping through TV reruns in the post turkey glow, the boys were all able to "stick their foot in it" and let their Porsches do what they do best. With radar detectors in both lead and back cars, our squadron of three took advantage of the deserted roads and played high speed leapfrog for fifty miles at a time. Some of the more perceptive other drivers saw our convoy approach and let us pass without hindrance. Others almost jumped out of their seats with surprise when their bouncy sedans on cruise control were passed with "enthusiasm"!

Our room reservations were at the Ranch at Furnace Creek so we checked in, did some minor primping, and met at the restaurant, where we eagerly noshed on turkey and dressing at the Thanksgiving buffet, while recounting the scenery and fun drive of the trip so

far. During dinner, Ralph was describing the gorgeous sunrises that are so common at Death Valley. Mike took that to heart, so at 4AM he woke Ralph and off they went for a moonlight drive. Keith was up and out by 6AM in search of prime sunrise locations for photo opportunities with his car. We girls all slept until saner hours.

On Friday morning, after breakfast, we all met and proceeded to Scotty's Castle. The castle takes its name from Walter Scott, better known as "Death Valley Scotty," though it's not a real castle and it did not belong to Scotty. Mr. Scott, an ex-cowboy, prospector, performer, and renowned storyteller, convinced Chicago millionaire Albert Johnson to invest in his gold mine (which, to this day, has never been located). Construction began in 1922 and the "castle" cost between \$1.5 and \$2.5 million. The stock market crash of 1929 made it difficult for Johnson to finish construction. He died without heirs and Scotty's Castle was purchased by the National Park Service in 1970 for \$850,000. With my Scotty's Castle fix sated (finally), Captain Ralph led us to our next destination of Ubehebe Crater.

The Ubehebe Crater is a large volcanic crater that was formed 3000 years ago, when magma migrated close to the surface and the heat of the magma flashed groundwater into steam. The rock above was shattered and a large cloud of debris was ejected at speeds of up to 100 miles per hour. Ubehebe was the last and largest in a series of similar eruptions in the immediate area. The drive to Ubehebe Crater was on a fun road of sweeping turns, and the destination provided us with more photo opportunities. Can we ever have enough pictures of our Porsches?

The day was wearing on and we were all starving. We settled for a late lunch back at the Furnace Creek Inn, as there aren't many choices for dining in Death Valley. It was coming up to 4PM so now we were on nature's schedule as

we planned our sundown destinations. Captain Ralph suggested we return to Artist's Palette because it's the most beautiful spot in the park as the colors change and change again while the sun sets behind the mountains to the west. I think the nine-mile spirited drive to get there also played a part in the decision to return. We took more photos and then traveled a few miles to Zabriskie Point, and the 20-Mule Team Canyon, which is the park's most popular look-out point. It did not disappoint. From the parking area, we made the short uphill hike where we enjoyed a panoramic view of golden brown mudstone hills riddled with rills and gullies from

the occasional (but intense) times when water rushes down the bone-dry slopes. Zabriskie Point offered an unforgettable view of Death Valley's wildly eroded and vibrantly colored badlands.

We left as the sun completely disappeared behind the hills and went to pick up the jeeps we had rented for our Saturday outing to Titus Canyon. We had a memorable dinner (again, not in a good way) at Furnace Creek and then we all turned in for an early bedtime. Remember, the boys had all risen at 4AM to watch the sun rise so they were all exhausted.

Saturday morning we all met for breakfast and then clambered into the jeeps and journeyed to Titus Canyon. Keith and I shared a jeep with Mike and Lori, with Mike driving, while Captain Ralph and Carol had their own. The road through Titus Canyon is a one-way, 27-mile road that runs from east to west, winding through the Grapevine Mountains. It is not paved and is accessible only by jeep (or other serious 4x4s). We passed a ghost town, petroglyphs, and enjoyed spectacular scenery as we bounced along through the canyon narrows. It took us almost three hours to travel 27 miles. But in those three hours, we marveled at virtually every turn in



P cars at rest at Ubehebe Crater



Chasing Porsches through the gorge



Intrepid explorers and Jeep

the road—and there were many. At the west end of the road, there is a short two-way section which provides access for hikers. When hiking, unless one ventures fairly deeply into the canyon, the view is severely limited, so I was happy, indeed, that we had rented the jeeps, despite having felt every bump and jostle of those 27 spectacular miles.

We left Titus Canyon and drove on to Stovepipe Wells Village, where we grabbed a quick take-out lunch, and then continued to the Wildrose Charcoal Kilns. Again, the jeeps came in handy, as this was another road not conducive to Porsche driving. The kilns were erected by the Modock Consolidated Mining Company in 1877. There are ten beehive-shaped masonry structures all lined up in a row. Each stands about 25 feet high, with a diameter of 30 feet across. The kilns were used to convert pinyon pine and juniper logs to charcoal for two silver mines located 25 miles away. The Wildrose Kilns are considered to be the best surviving examples of charcoal kilns found in the western states. The charcoal kilns were very interesting, but the area was extremely windy, and with the dust blowing mightily, we were soon seeking refuge back in the warm jeeps. As we left the kilns, out in the distance we could glimpse the peak of Mount Whitney, which is the highest summit in the contiguous United States, with an elevation of 14,505 feet. Amazingly, within the span of two days, we had seen both the highest and lowest points in the contiguous United States.

We returned the jeeps and then Captain Ralph had us scooting to get back to the Inn at Furnace Creek, a four-diamond resort built in 1927. Ralph had pulled some strings and had arranged for special parking for the three Porsches. We arrived in time to order cocktails, grab seats in front of the floor-to-ceiling window, and watch another gorgeous sunset. Once again, the colors played across the distinctive basin and range topography. The steep, elongated mountain ranges alternate with flat, dry, desert valleys. The colors change from yellows, to pinks, to golds in a matter of minutes. It's astonishing to watch—you don't


dare divert your gaze for fear of missing another beautiful moment. For our last night, we had made dinner reservations at the Inn to experience the charm of fine dining in one of the world's most remote settings. The Inn has a dress code, so the boys needed to return to the Ranch and change their shorts for more suitable attire.

We got cleaned up and journeyed back across the road to the Inn and our private Porsche parking spaces. We all ordered something a little different—beef, fish, appetizers. The food was delicious, the wine went down smoothly, and we relived the past three days we had spent in Death Valley. Captain Ralph regaled us with stories of his numerous and various motorcycle trips, and he talked frequently about how “it's not about the destination, it's about the journey.” Little did I know this would be my new mantra very soon.

After dinner, we said our goodbyes to Ralph and Carol, as they were planning on departing at the break of dawn. I don't like to see anything break, especially dawn, so we would be several hours behind them. By Sunday, we were all a bit anxious to get home, so our plan was to drive south on the 127 until it meets up with the 15 at Baker, and then take the 15 south back into San Diego. We had a leisurely breakfast and then set out for home at about 11AM. We figured that Ralph and Carol were probably home by then.

When we arrived in Baker and got a view of the parking lot that was the 15 south, that plan was immediately scrapped. I talked to a gentleman who was driving north and he told me that the 15 south actually got worse! So we continued south on the 127, back through the Mojave National Preserve and Joshua Tree National Park. We had the road to ourselves (the good thing) but the ride home would take an extra few hours (the bad thing). By now, realizing that I wasn't going to get home any time soon, I started silently chanting my new mantra: “It's not about the destination, it's about the journey.” It calmed me down and got me to stop worrying about the time and enjoy the views. Thank you,

Ralph! Keith thanks you, too, as his ears were beginning to hurt. Our new plan was to go south through 29 Palms, hook up to the 10 west, and zoom (optimists forever) on home from there. Well, guess what? The 10 west was another parking lot. We hesitantly entered the fray, but after having gone about 10 miles in 1 hour (I'm feverishly chanting my new mantra now), we looked for an alternate route. I had the map, so I suggested we get off on the 243, a nice fun, twisty road that goes up the mountain to Idyllwild. It's a road Keith and I have enjoyed in his Porsche on a number of occasions. Ahhhh, now we had the road back to ourselves...well, almost. As I was looking out the window, I started noticing something on the sides of the road... snow! The temperature was dropping as we were climbing. When we arrived in Idyllwild at 6000 feet, the temperature was 29 degrees. Brrrr! We were hungry and tired and quickly made a decision to eat at the Gastrognome. We trudged carefully, but rapidly, through the snow and arrived at a very warm, very nice restaurant. We enjoyed a delicious meal and spent the time recounting the weekend's adventures.

After dinner, we scurried back into the cars (still cold outside—I later found out it was a record-breaking cold day in Idyllwild) and continued carefully down the mountain through Warner Springs and then Santa Isabel and into Ramona (closer now) and on into Santee and home. We arrived home at about 11PM, a far cry from the 5PM I was hoping for. But as I learned from Captain Ralph—it's about the journey, not the destination. And, indeed, that tenet proved accurate once again. For if we had come home on the 15 south, I would have missed a second preview of the glorious scenery through Joshua Tree National Park and the Mojave National Preserve. I would have missed the absolutely stunning, unforgettable sunset and the glistening snow as we travelled up the mountain to Idyllwild. I would have missed a delicious dinner with my friends. And I would have missed a fun ride down the mountain back into Ramona. So, thank you, Ralph, my friend, for reminding me about what is good in life. 



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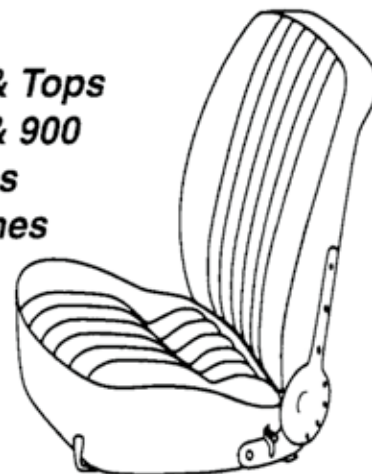


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OFFER EXPIRES 11/1/2010

Takin' it to the Streets

Text and Photos by Greg Phillips

With apologies to the Doobie Brothers, we opened the 2011 SDR track season by taking it to the Streets. Streets of Willow, that is. While the rest of the country was in a deep freeze and digging out of snow, we headed out to the high desert and Willow Springs for a weekend at the track in beautiful weather. We were kept humble as the night-time lows were down into the 30s, so we could commiserate with the rest of the nation. But the daytime highs were into the 60's and 70's for the weekend and we could enjoy our SoCal weather. The wind was even nice enough to stay away for most of the weekend, as we only had some mild winds on Sunday.

The drive out on Friday was uneventful,

although everyone was on a different schedule and no caravan was formed. We did meet up with Mark Rondeau at the Hooters in Riverside for lunch, and then drove on to the track to drop off our cars. The Friday group was finishing up and we were able to unload the cars off the trailer. Several other members had already arrived and were setting up their trailers and RVs. We finished and headed back to the Inn of Lancaster to check in. Some drivers were not so lucky.

The Duncans had planned to drive their trailer up to LA on Friday, pick up their 996 at the shop that had been working on the electrical system, and then trailer it on to Willow Springs. It was reportedly ready, but when they arrived, that was not the case. It was still in pieces and they were working on it. When they did get it back together,

the test drive did not go well. The ABS was not functional. After a long wait at the shop, they eventually left the car there with the hope of having it fixed on Saturday and picking it up for driving on Sunday.

They were finally able to arrive at the Inn of Lancaster just as registration and tech inspections were finishing up and the DE lecture was starting. There had been some scrambling, as Jad had planned on presenting the lecture and PowerPoint presentation for the DE school. Mark Rondeau was able to step up and get the presentation downloaded while I set up the projector, and with a sheet for a screen the class started.

This DE class was a new concept for 2011, with the integration of DE students along with the time trial drivers.



Rick Sylvestri



Jim Duncan



Ralph Linares



Drivers Meeting

Jad and Mark, along with Robert Baizer and others, had put in a lot of time to set up the program. These would be new drivers, without previous track experience, running in their own run group with an instructor for the weekend. The program started with the lecture to review the schedule, learn the flags and also the safety issues for the weekend. We had a very good student turnout, and were in fact limited by instructor availability. After the class, we headed off to the local Round Table for pizza (and beer) before turning in for the evening.

Saturday morning

Saturday morning was an early start and after breakfast it was back to the track at Rosamond. We finished unloading the truck and getting the car warmed up and ready for the day. There was some frost on the cars but the sun was out and warming quickly. Robert called everyone to the drivers meeting and there I met my DE student David Elovitz. He was there with his 2008 Corvette Z06, along with his father in his twin turbo Porsche and his brother in a BMW M3. He was quite excited to have his car out at the track, as he had attended the inaugural autocross the week before and had a good time.

The DE run group was out first, beginning with a “follow the leader” exercise, with Steve Grosekemper leading in my 911SC, to get the students accustomed to the track at a controlled speed and to show them the line around the track. After a few laps, Steve pulled into the hot pits and the DE drivers rotated position so another group could be near the front for the rest of the exercise. The group went well and David had no problems, although he was concerned about how he would handle the 505HP from his Chevy V8 as the day went on.

After the DE group, Red was up and Steve was able to pick up the pace after the yellow-flag laps. We had decided to start with the 7&8 inch Fuchs with 225 and 245 Toyo tires in the cold weather,

and for leading the DE sessions. The car felt fine, though the track was still cold and it was difficult to get much heat into the tires. But the car was running well, thanks to late Thursday night work by Steve when he had a recurrence of a misfire as he was getting the car ready for the trailer. He ended up replacing the Electromotive ignition system and updating the installation with relays to maximize the current, and now it was running well and stayed that way for the entire weekend.

My Orange group was up next and I buckled in along with my student for the session. It was still cool but the tires were warmed up and gripping well. We had a disparate group of cars in Orange but our times were fairly well matched. There was Jim Binford in the Kinnering Smurf car; the 944 Spec group with John Rickard, Jackie Corwin, Sean Steele and Peter Busalacchi in his new Red Bull liveried car; the Boxster Spec X Hockett brothers; the torsion bar 911s of Don Middleton, Rick Sylvestri, Carl Scragg, Dan Chambers and my SC; the GT3 of Robert Schad; the 944S of Mark Rondeau; the return of Ralph Linares in his newly acquired Boxster; and the Arena Red cars of Russell Shon's Boxster S and Adam Gill's 993. The session went by quickly and my best lap was a 1:30.3.

I had a short break as the Yellow group went out, but it was soon time to get back into the Corvette for the next DE session. This exercise was a passing exercise to try and get drivers familiar with both pointing by and passing other cars. Steve was leading the pack again, and we started behind him, then started pointing by the cars behind us as we dropped back. Unfortunately, it was still a new exercise, and as a gap developed between the cars, it was hard to get someone to point by, so we went forward and worked on passing some of the cars in front of us. We did switch the groups part way through and the second half went more smoothly. It is a work in progress, not only for the DE drivers, but also for the DE instructors.

Steve was up next for Red run group and was kept busy with the faster group of cars and drivers. They included David Gardner's 993, Mark Kinnering, Mike Avitt's GT3, Otto Obrist's 944 Turbo, Tawfik Benabdeljalil's 993 Targa, Paul Young's 911SC, Michael Cornelius' 944 Turbo, Chuck Sharp's 944 Turbo S, Bill Ibbetson's 968, an early 911 driven by James Buck and Ken Short, along with the Loti of Robert Baizer and Jack Miller (who arrived that morning).

I was up next in Orange, and although the track was warming up, my times were staying about the same at 1:30.88. Jim Binford had picked up the pace at 1:26.89, and Russell was not far behind at 1:27.40. I was still trying to find a good line through the bowl, and we were also having some clunking in the suspension over some of the larger bumps—bumps you did not even notice in the Corvette.

I took advantage of the next break to take a few pictures, but it was soon time for the next DE session and the side by side exercise. It was a little awkward for the students to go off the line we had been talking about and drive next to another car. But they were learning quickly and handled it quite well as their comfort with the new situation grew.

The rest of the morning went quickly and it was soon time for lunch. During lunch, we switched to the 17 inch wheels and new RA1 tires to scrub and heat cycle them. These were the largest we can fit under the SC fenders at 255 up front and 275 in the rear, although they do add 60 more points over the smaller tires. Although we could be in CC9 with the smaller tires, we had signed up for CC8 to accommodate the larger tires.

New Point System

I should take a minute to point out that this would be the first event to be run under the new car classification system. It is being planned for implementation throughout Zone 8 in 2011, but the time trial chairs felt it would make it more

relevant by using it for the San Diego Region Time Trial series. The Zone 8 TT series is still under the old system, so everyone was running in two different classes. In the Zone 8 series we were still in II with several other drivers, but in the SDR series we were in CC8 with another group of drivers. The II group had drivers spread out from CC6 with Otto's 944 Turbo, through CC7 with Paul Young's 911, CC8 for my 911SC, and the rest in CC9 with the 911s of Don Middleton and Dan Chambers, and the 944 Turbo of Michael Cornelius. It was a little confusing in tech as people were trying to figure out the new system. Although most of the modification points were similar, the tire width points even for stock sizes were a new concept. Mark Rondeau had brought a worksheet developed in Excel which did help out a lot, and we are working on improving this process going forward.

After lunch, it was time for the DE group to begin their open lapping sessions. David was nervous about his car's power, as even with the stability system on at the recent autocross, when he accelerated through the final slalom, the tail stepped out and he hit his side mirror with the slalom pylon and broke it off. Maybe those rules for pedestrian safety are going too far. But as we drove out onto the track he did very well. We started slowly and worked on his line and comfort level. He was comfortable about pointing by faster cars and did well throughout the session.

My next session was on the new tires, but the track had warmed up and I was reminded to be kind to the new tires and no sliding. That is my excuse for my times being slower at 1:31.36 and I am sticking with it. Jim Binford was under no such constraints and was down to 1:25.94 in the Smurf 911. After this session we took off the tires and switched to another set of 8&9 x16 inch Fuchs with used Kumho V710 265 tires in the rear and new Hankook Z214 245 up front.

For the next DE session, we had a change of pace as David allowed me to take out his Corvette for a few laps

before he finished the session. Although I was telling myself it was just a 928 with 200 extra horsepower, it did keep my attention as we headed out onto the track. The first lap went smoothly but even trying to be smooth the rear end did step out slightly under acceleration coming out of Turn 3 on cold tires. He was relieved to see that behavior was normal for his stability control and would allow him more room to learn his car's dynamics. He enjoyed his last session as his family was leaving early for another family engagement. After the session I took a group picture before they packed up.

The rest of my day went well, as the new tires were quicker and my times had dipped down into the 1:29s. I did have a fun session as I got waved onto the track right at the tail of a pack of 944Spec (and GP) drivers. They were running nose to tail and very closely matched, and did not want to lose contact with the driver in front. They were pointing me by, but it took several laps to finally clear the pack and find some open track.

Steve was also enjoying the grip from these tires as his times improved to 1:25.09 in session 5 and then down to 1:24.51 in the cool of the final session. I had some catching up to do. But first I had to work on recovery. I was tired and sore from a full day at Streets. Holding on while instructing with stock belts led to some sore muscles, and Streets is the busiest track we go to, with very short straights and almost always turning.

At the end of the day, we swapped tires again to save these for the timed runs. When we were finished and packed up, it was already dark. The Duncans had been getting progress reports on their car and it was ready that evening. They left to pick it up as we headed back to the Inn. After cleaning up and some ibuprofen we were feeling better. We decided on the easy option for dinner and it was back for more pizza and Fat Tire ale. Sleep came quickly and easily that night.

Sunday

Sunday morning was another early start as we checked out after breakfast and headed for the track. The Duncans arrived with their 996. Their first step was to check the cooling system and make sure it was filled and the air removed. After that test and a quick drive on the roads, they were finally ready for the track. Although I did not have a DE student, my assignment had now changed, and I was to work with TT student Craig Hill and his 2004 GT3 in the Yellow run group.

I took advantage of the break to take some more pictures, but it was soon time for my session in Orange. We were back on the RA1 tires and Steve was quick out of the box, turning a 1:25 in his session. I was slower to get going with a passenger and was back to 1:31s for my session, pointing by several cars.

After my session, it was time for Craig's Yellow group, so we headed out. It was still warming up, and after the yellow-flag laps, he was able to increase his pace and improve to 1:33 when he had a clear lap out of traffic. It was a change of pace from the DE mode, from keeping the speed down and safe to coaching for more speed, but the GT3 made a great tool.

My next sessions were without a passenger and my time did improve to 1:29.01 in session 8, but I was still well off the time I was looking for. I continued to be more aggressive and pick up time on the back straight and over the waterfall, and finally was able to break into the 1:28s in session 9, with a best of 1:28.77.

Over lunch we had our final drivers meeting to review timing procedures and the reversed run groups with Red finishing up. We also changed our tires back to the Kumho/Hankook combination for timed runs. I was out with Craig after the DE group. He had run a 1:32.79 in the morning but was taking it easy before timed runs and stayed at 1:33 for his last practice laps. I followed



Ralph Linares



Dave Gardner



Dave Hockett

his example and took it easy but did have a 1:29.28 in my last practice session.

After the last Red practice session, they started lining up the fastest cars for timed runs. Jad's CC6 996 had been running flawlessly and he had the best practice lap with a 1:21.97, so he was flagged off first, followed by Otto Obrist's CC6 944 Turbo, David Gardner's CC5 993, and Mike Avitt's CC6 GT3. With the exception of Otto dropping down to 4th, that was how they finished. Jad had a TTOD of 1:21.20, David at 1:23.94, Mike at 1:23.97. Otto turned a 1:24.69, and the rest of the top ten were all clustered between there and Paul Young's 1:24.97. Seven drivers separated by 0.28 seconds! Jim Duncan tied Otto's time, but Otto had the faster second lap. Next was James Buck in his CC5 911 Carrera at 1:24.82, Jack Miller's Lotus at 1:24.87, Steve Grosekemper's CC8 911SC at 1:24.93, Tawfik's CC9 993 Targa at 1:24.95, and then Paul Young's CC7 911SC.

OK, you may have guessed I did not make the top ten. But I did have my best laps of the weekend. After a warm-up lap, I took a wide turn off the skid pad to set up a long run to the front straight and hit the green flag with plenty of speed; a slight lift for turn 1 and then back on the gas to settle the car before heavy braking for turn 2, heading back down the hill; a late apex for turn 3 and back on the gas up the hill before braking and bumping over the top and into the esses, trying to carry as much speed as possible there. Coming out of the esses, I accelerated towards the bowl, using the camber before braking and dropping into the bowl. Getting the car turned and on the gas down the hill and over the waterfall, I was just over 100 MPH; a tap of the brakes to settle the car, then on the gas briefly before heavy braking at the bottom of the hill, just past the bump and into the off-camber left; back on the gas and through the quick right and left and then braking onto the skid pad, turning the car and then trying to get back on the gas as early as possible without running into the dirt, and back onto the front straight for

the white flag, turning a 1:27.48. Repeat with just a bit more speed somewhere and my best lap of the weekend was a 1:27.39.

That was good enough for 16th overall and 2nd in CC8. Rounding out the top 20 were David Quesnel's CC6 912E at 1:25.02, Michael Cornelius's CC9 Turbo at 1:26.11, Bill Ibbetson's CC10 968 at 1:26.13, Chuck Sharp's CC7 TurboS at 1:26.14, Hedeki Okano's CC7 Boxster S at 1:26.50 in 15th, Russel Shon's CC7 Boxster S at 1:27.55, Don Middleton's CC9 911 Carrera at 1:27.79, Rick Sylvestri's CC12 911S at 1:28.40, and then Angela Avitt's CC6 GT3 at 1:28.45.

In a hotly contested 944Spec class, Jackie Corwin was back to form with a 1:29.12 to beat Sean Steele's 1:30.75 and Debby Sharp's 1:31.34. In their BoxsterSpecX, Dave Hockett beat his brother Dan 1:29.43 to 1:30.00. In CC11, Mark Rondeau beat out Ralph Linares (driving Ralph's Boxster) 1:31.25 to 1:32.37 after his 944S lost a bolt and damaged his timing belt.

For the Zone 8 class results, check the Zone 8 website. In looking at the results, we had a lot of close finishes, and with the new system there were at least 3 drivers in each of the classes from CC6 to CC12. The largest classes were CC6 with 11 drivers and CC9 with 7. In the Zone 8 system the largest class was II with 7, and except for the 944Spec (6) and OI (3), no other class was larger than 2 drivers. I think we will have a fun season as everyone figures out the new system and gets sorted into the proper class, as James Buck in CC5 and Ken Short in CC1 are likely not in the proper class yet.

Our next event is a Friday DE at the Auto Club Speedway infield track in Fontana on March 11, but the next time trial will be in conjunction with the Zone 8 Festival of Speed on April 8-10, running the full Roval track at Auto Club Speedway. This is a great event and includes PCA Club Races along with lots of other events. Plan now to drive or to attend and watch this great event. 🏁



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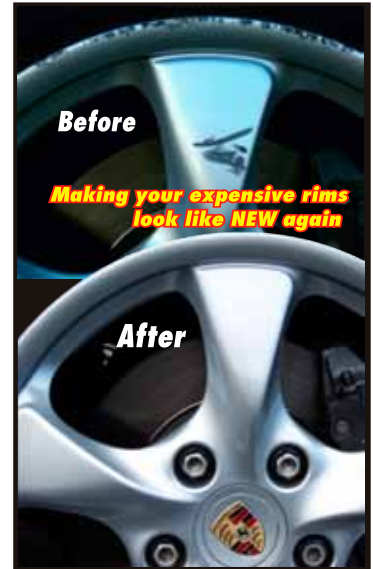
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2004 911 GT3 Coupe

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2003 Boxster Roadster

Joe Garrison & Diane Garrison
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John Lutes
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Jim Macleay
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James May & Megan May
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Ron Nau & Rechelle Conde-Nau
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Kenyon Blower

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Thirty Five Years...

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February Board Meeting

Board Minutes

The February 2011 Board of Directors meeting was held at the McGowan/Verlaque home. Board members in attendance were Carl Scragg, Monique Straub, Cathy Young, Terry Barnum, Leigh Rayner and Greg Phillips along with Curt Yaws as advisor. The meeting was called to order at 7:01. Minutes from the January 2011 meeting were approved unanimously.

President's Report

Carl reported on the Zone 8 Presidents meeting. Comparing other regional experiences, many are having difficulty with newsletters and are experimenting with electronic versions. For some this has led to a drop off in event attendance due to members not having a physical reminder for the event. An email or Witness article describing how to subscribe to the San Diego Region event calendar was suggested. Carl reported that National's membership surveys on important PCA membership benefits show the newsletter ranking highest and technical information a close second. Carl therefore suggested more technical and general purpose articles might be a good idea.

An April 2nd Board meeting on Saturday morning at 9AM at the San Diego Auto Museum was unanimously approved. There will also be a La Jolla Classic Cars and Coffee from 8:30 until 9:30 outside the Auto Museum.

There was a suggestion to join the Carlsbad Cars and Coffee social event and publish the information well in advance in the Witness and on the forums.

Treasurer's Report

Cathy Young reported that all accounts are reconciled as of the end of December. Income exceeded expenses resulting in a net increase in cash. Major expenses included Autocross, DE and Witness printing. Major income sources included Concours, Installation Dinner, Autocross and Witness advertising.

Chair Reports

Autocross. Jerry Bumpus reported there were 111 entrants at the January autocross and after final reconciliation expected that the event will show a profit. Angela Avitt agreed to send out an email reminder for the February 12 autocross.

Auto Museum. Michael Harris reported via email that there will be a new show, Glitz and Glam, featuring cars of the 20's and 30's.

CDIs. Joel Bowman submitted a budget for the spring Performance Driving School assuming 48 entrants and projected a net profit. Catering for the event has been upgraded. The budget was unanimously accepted. A PDS instructor dinner will be held on February 25 at Giovanni's restaurant. Everyone was very impressed with Larry Bevin's updated PDS ad, student and instructor badges.

Charity. Carl reiterated that due to tax liabilities, the club will not raise funds for charity, only non-cash goods and services of a nominal value less than \$100.

Goodie Store. Skip and Leslie Shirley reported that they retrieved items from Steve's house. They will be selling items at the February 12 autocross and the

CA Festival of Speed to gauge inventory needs. It was suggested that they also attend the March 6 Performance Driving School.

Historian. John Straub requested that he would like anyone's extra December *Windblown Witnesses*.

Membership. Angela Avitt's request to purchase new badges was unanimously approved. Carl noted that the Membership Directory is available for Chairpersons.

Military Liaison. Don Auten reported via email that he has a meeting with the City of Del Mar to investigate the use of the race track parking lot for club events.

Policy, Procedures & Rules. Tom Brown has done an excellent job freshening the Standing Rules for 2011 and the updated document was unanimously approved.

Safety. Angela Avitt's request that Mark Rondeau be appointed DE Safety Chair was unanimously approved.

Social. A motion for Kathy Alwick's request for a June 10 Fallbrook Nights event was unanimously approved. June 26 for Village Walk in Eastlake was unanimously approved. Mystery weekend on October 22-23 was unanimously approved. The Installation Dinner reconciliation showed a small net profit, even without a club subsidy. Katina Rondeau reported that the Driver's dinner has sold out and she is investigating a North County venue for next year. She has two potential sponsors already lined up. Angela Avitt's request for the evening of September 10 for a New Member Welcome Social and Volunteer Thank You was unanimously approved. There was concern that casting ballots for Board candidates at this event could

skew results so it was decided that only encouragement to vote would occur.

Tech Sessions. Martin Lipp has requested May 14 for a morning tech session at a location to be determined. The request was unanimously approved.

Time Trial (TT, DE). Cathy Young reported that the Streets of Willow event was very successful, attracting 70 drivers. Cathy anticipated that attendance and revenue for the March DE at Fontana will be lower since the event is on a weekday.

Tours. Jan Miller and Mike Brown tentatively requested May 15 for a veteran's ride along tour in Chula Vista. There is an April Palm Springs tour that will begin at 8 AM .

New Business


Carl received an email from Carolyn Eubank of the California Festival of Speed who is looking for volunteers. An attorney has requested information relating to defective intermediate shafts. Contact Carl if you're interested in more details. Carl suggested that exhibiting cars at the December 29–January 1 San Diego Auto Show would be a great venue for a membership drive. Curt Yaws proposed a special edition of the December Windblown Witness highlighting some of the displayed cars and their owners. There was agreement that the idea was a good one and Carl will meet with Michael Harris to investigate details of schedules, fuel levels, battery disconnects, audio-visual displays, banners, etc. Finally, Ted Myrus requested information on the status of our trailer insurance and registration.

Cathy Young volunteered to host the May Board meeting. The Brown/Chesley's volunteered to host the June meeting.

Announcements

Monica Bochman and Dan Chambers announced they are hosting a 2011 912 Registry Rendezvous on August 4th–7th. There will be a 912 Concours and/or Wash and Shine on either Saturday or Sunday. She noted that should there be an August 6 autocross date available, approximately 20–40 912 owners would like to participate.

Adjournment

The McGowan/Verlaques were thanked and the meeting was adjourned at 8:41. The next meeting will be March 2 at the Scragg/Seitas home. 

To reach committee chairs, use the following email addresses. All emails end in @pcasdr.org.

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

Wanted: Porsche or other car memorabilia/ automobilia/parts. Also wanted, Porsche 356 or early (pre 1974) 911. John 619-667-3826 or www.johnstraub.blogspot.com

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

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

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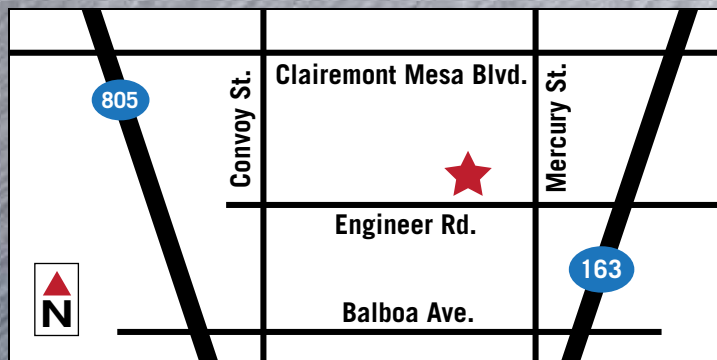
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Susan Brown, Editor

To:

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

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