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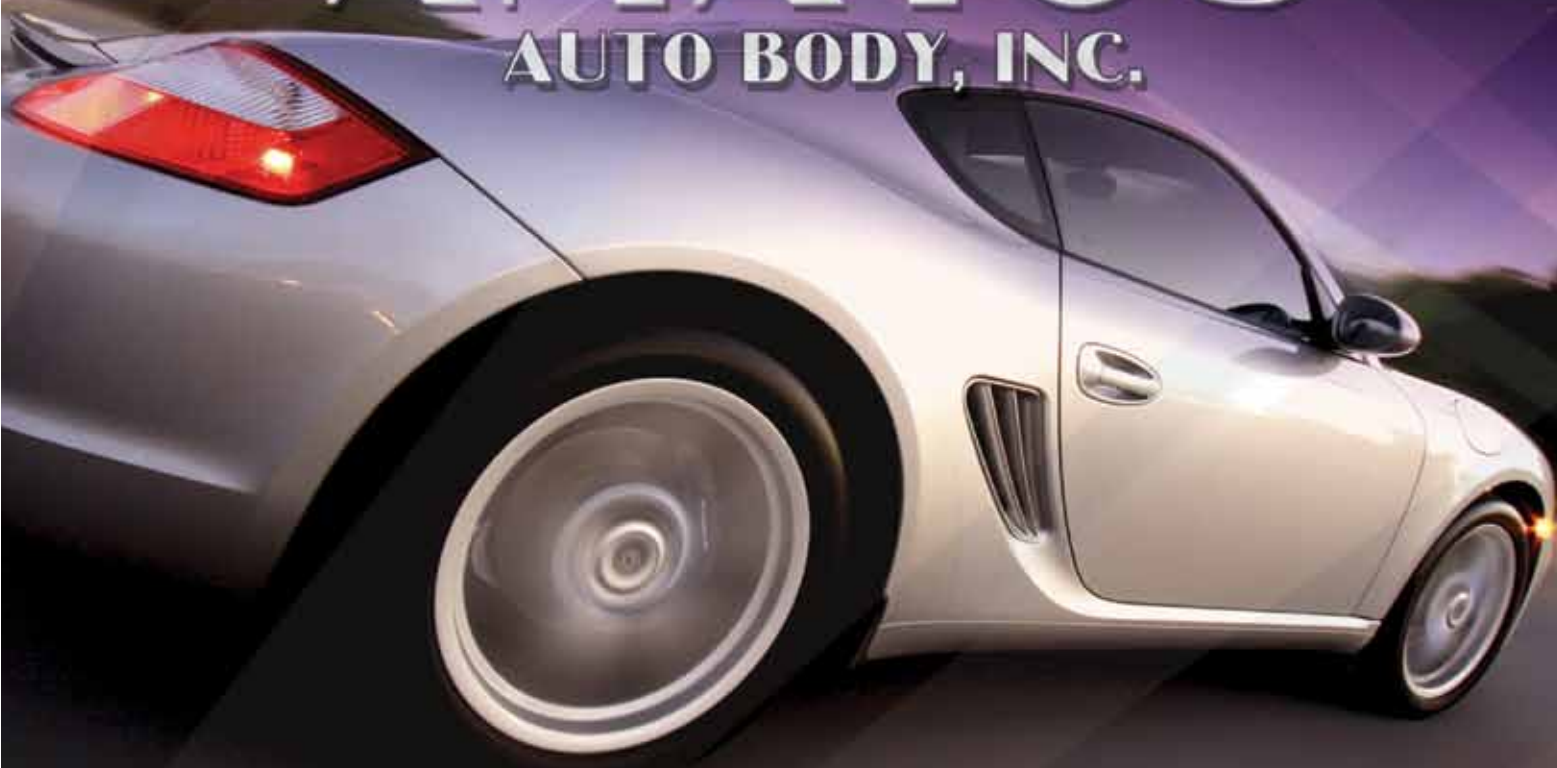
The official publication of the San Diego Region Porsche Club of America

April 2011



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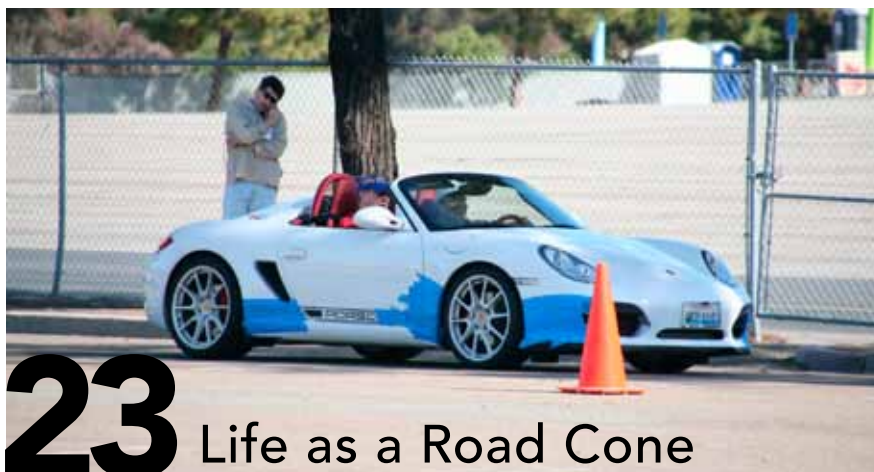
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On the Cover



Lining up for timed runs at Streets of Willow. Photo by Greg Phillips

WINDBLOWN WITNESS

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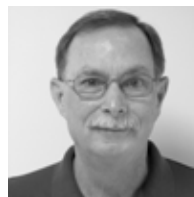
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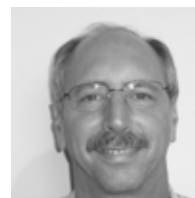
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Springtime Thoughts

By Carl Scragg, President

As you read this in early April (assuming that anyone reads the ramblings of this wandering mind), we will be entering that magical time of year when all is hopeful, when anything is possible, when we baseball fans actually believe that this could be “The Year.” Growing up, baseball was the center of my little world. I believed that Congress had instituted daylight savings time just so that we would have an extra hour of sunlight to finish our game. And I still believe that there is nothing sweeter than the sound of a wooden bat making solid contact with a well-thrown fastball. (OK, the GT3 does sound pretty cool at high revs, but that’s altogether different.)

This brings me back to an early-season game on a Friday night in April of 1998 (the same year I joined PCA) when the Padres still played at Qualcomm. Fireworks were scheduled to follow the game. My wife and I were seated next to a nice young couple visiting from Germany. They had decided to experience something uniquely American while here, so were attending their first baseball game. They seemed genuinely interested in trying to understand the game and asked a continual stream of questions. I do remember that it was particularly difficult to explain why everyone stood and started singing in the middle of the 7th inning.

As the game entered the bottom of the ninth, the home team was behind 4-2. The Padres had managed to load the bases, but we were now down to our final out. Our last hope, in the person of Steve Finley, came to bat. With that sweetest of sounds, he launched a ball into the right field seats. A walk-off grand slam home run! The fans erupted! The team mobbed Finley as he crossed the plate, and the fireworks began. Our new German friends were definitely caught up in the moment, thoroughly enjoying their first baseball game. Is baseball

always this exciting they asked? With a wink at my wife, I assured them that it was just a typical game.

I found myself dreaming about our German baseball fans the other night. They had returned to Stuttgart and introduced the American game to their homeland. But baseball in Germany? Would it retain the same slow-paced traditions of the great American pastime? For some reason, I doubt it.

Of course, the Germans would have used the metric system when they constructed their ballparks. Unfortunately, failing to recognize the unique magic of the 90-foot base path, they would simply build their ballparks with 30-meter base paths. This is just enough longer to make double-plays relatively easy, infield singles extremely difficult, and the stolen base nearly impossible—but then the Germans don’t really seem to understand our tolerance for thievery anyway. This seemingly subtle change in the size of the diamond puts the hitters at a serious disadvantage. To even things out, the Germans allowed the use of high-tech gas-filled aluminum bats (sacrilege!). Thankfully, they did enlist the engineers from Bosch to tune the bats for a pleasing “plink.”

The Germans also do not understand our acceptance of the vagaries of human umpires, whose definitions of the strike zone seem to change from day to day, and sometimes even from inning to inning. No, their love for precision will never tolerate such foolishness, so they installed high-tech scanning-laser systems to call balls and strikes. I’m sure that it’s more accurate, but how can you enjoy booing a machine?


And the interminable waiting for the pitcher to walk around the mound, scratch, spit, and adjust his personal equipment? That’s way too inefficient for the German mind. They quickly replaced the pitcher with modern pitching machines, and their bullpens resemble

Formula 1 pit crews. In today’s match-up, for Team Porsche we saw Michael Schumacher piloting the lightweight RSR pitching machine. He’s the master of the slider and the late braking curve, and the hitters had to be wary because he’s been known to clip an apex on occasion. For the visiting team, the Yankee Expatriates, Tim “Tool Man” Allen threw nothing but heat with his super-charged Binford 2000.

These changes greatly increased the speed of play and reduced the length of the game to something less than 60 minutes. But even with high-tech bats, the games tended to end up in low-scoring ties. So borrowing from the wildly popular shoot-out in soccer, the game was decided by seeing whose pitching machine could throw the most strikes in nine attempts. Today, the home team won, 8-7.

I can’t say that I really embrace all the changes they instituted, but I have to think that the beer and brats were a cut above anything available at Petco Park.

If you haven’t managed to score tickets to the Padres/Dodgers series scheduled for April 8-10, I’d suggest that you get out to the Autoclub Speedway in Fontana for the CA Festival of Speed. This is the biggest Porsche event in California—three days of exciting high-speed fun, on both the banked oval and on the infield road course. Admission is free and parking is only \$10.

Also coming up in April is the driving tour to Palm Springs scheduled for the 30th. Join other P-car enthusiasts as you drive the twisty roads to Palm Springs for lunch. And don’t forget, registration for the PCA Escape in Flagstaff opens on April 20th—three days of tours, banquets, wash-and-shine, even a golf tournament! Come on out and enjoy your club—there is more to life than just baseball. 

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

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. All members are welcome.

02 Saturday La Jolla Motorcar Classic Tour

Time:

9:00 A.M. . – 5 P.M. .

Place:

San Diego Auto Museum

Details:

Meet at the San Diego Automotive Museum in beautiful Balboa Park; then enjoy a catered lunch at Only Yesterday. Spend the day touring a selection of exclusive car collector locales and finish the day off at the VIP Reception at the La Jolla Cove Bridge Club. Limited to 60 cars, so get your application in early.

You need not enter the Sunday show, but participants of the show will be preferentially chosen for the tour. \$100 plus \$50 for each additional passenger.

For more info email craig245@cox.net

03 Sunday La Jolla Motorcar Classic

Time:

9:00 A.M. . – 3 P.M. .

Place:

La Jolla Cove
La Jolla, CA

Details:

The featured marque for the 2011 show is German automobiles. In addition to these European classics, this event will highlight over 30 juried classes of automobiles.

8-10 Friday-Sunday Z8 California Festival of Speed

Place:

Auto Club Speedway
9300 Cherry Avenue
Fontana, CA, 92335

Details:

PCA Club Racing, PCA Enduro, Time Trial, Concours d'Elegance, Vendor Row, Lunchtime Track Tours, Historical Cars of Interest–Porsche Corrals, "Free autocross test drives" with Porsche Instructors, For more Information visit: www.CalFestival.org or email: Info@CalFestival.org

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

Details:

It's that time again! Come on out for our friendly, casual, monthly social get-together for a drink and/or dinner. Bring your friends!

30 Saturday SDR Palm Springs 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.

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.

May 2011

04 Wednesday Monthly Members and Board Meeting

Time:
6:00 P.M. . Social hour and food
7:00 P.M. . Meeting

Place:
Cathy Young's House
12653 Crest Knolls Ct
San Diego, CA 92130

07 Saturday SDR Autocross

Place:
Qualcomm, West Lot

Details:
Online registration at pcasdr.motorsportreg.com

21-22 Saturday-Sunday Driver's Ed & TT

Place:
Chuckwalla

Details:
Our DE/TT series continues at one of the most popular tracks of 2010. Don't miss it!

28-29 Saturday-Sunday Driver's Ed & TT

Place:
Buttonwillow

Details:
See pay 26 for more information.

31 Tuesday Last Tuesday Social

Time:
6:00 P.M. .

Place:
Hacienda Casa Blanca
700 North Johnson Ave
El Cajon, CA, 92020



Sean Molloy celebrates at Drivers' Dinner



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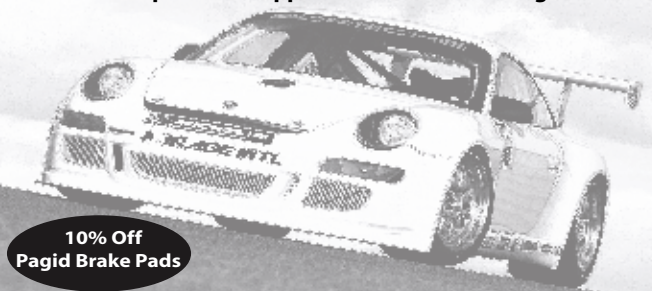
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PCA Member

Glitz and Glam: All About Luxury

Text and Photos By Michael Harris

The San Diego Auto Museum continues with their new display entitled “Glitz and Glam: All About Luxury.” The display is filled with luxury automobiles from the period following World War I and ending after the end of the Second World War. Graphics, videos and audio displays help inform the viewers of the conditions that existed during this period, from the accumulation of fabulous wealth, to the passage of the 18th Amendment to the Constitution (Prohibition), and the rise of speakeasies and gangsters who made fortunes by selling bootleg and illegally imported alcohol. The skyline of New York City, complete with the Empire State Building, Chrysler Building, Flatiron Building, glitzy theaters and neighborhoods, looks over the beautiful assembly of luxury automobiles. Over in the video corner, still photos of the Roaring Twenties and Thirties flash by while the sounds of Duke Ellington and his Orchestra play jazz tunes of the period. Really takes one back to the Jazz Age.

A new “most stunning” car recently added to the collection is Robert Steiner’s 1936 Packard 1405 Convertible Sedan in elegant dark blue paint. I was told the car has been shown at the prestigious Pebble Beach Concours d’Elegance. This car (one of only 50 built that year) is powered by an inline Super Eight with 384.8 CID and producing 150 HP at 3,200 RPM. The car weighs approximately 5,390 pounds and sold for \$4,010. It has a collapsible glass divider between the driver’s compartment and the rear passenger compartment, resembling a Brougham style. Or one can put the divider down, take the top down, and cruise in style behind the controls oneself. The car also features a large “trunk” attached to the rear. It is good for an extended weekend in some upper-upper Eastern woodsy retreat. Packard’s motto was “Ask the Man Who Owns One.” Packard built its first

car in 1899, sold to Studebaker in the 1950s and stopped production in 1958. Another pace-setting Packard sedan is the 1946 Clipper Sedan, painted in a lovely rich cream color. The front end reminds one of 1940s Chryslers, but the body is a streamlined shape without running boards and with very clean lines that were four or five years ahead of its time. The car weighs 3,670 pounds and is powered by an in-line eight-cylinder motor of 282.4 CID and producing 125 HP at 3,600 RPM, driving through a three-speed transmission with overdrive. The car sold for \$1,869. The body design was done by Howard “Dutch” Darrow. This car sold new in Monterey, California and was found in Valley Center by the current owner, Al Smithson, during the 1990s.

Collection Jewel

Museum Staff consider the 1931 Cadillac 452 V-16 Convertible Coupe in glistening crimson and black paint the “Jewel” of this collection. When one walks around this huge sculpture of 1930’s opulence, looks into the depth of the glistening chrome, measures the huge size of the wheels, tires and gargantuan head lamps, it is difficult to imagine actually driving this car. One also marvels at the quality of the restoration work when one sees the “before” pictures of the car sitting in a Virginia farmer’s field in pieces. The car was cut into two parts, with the rear passenger compartment being used to haul hay. The front half was left in the field to rot. These photos show trees growing through the car, engine parts missing, and the transmission and fuel tank removed, while parts of the fenders and wheels are missing. Restoration took 31 years to complete, but looking at this magnificently restored car today is a real treat. The car’s owner is San Diego attorney Robert McGinnis. An even older Cadillac in the Museum’s Collection, but not part of the Glitz and Glam display, is a 1913 Cadillac Model 30 four-door/five-passenger Touring Car in traditional black paint,

a folding top, and side curtains. The huge four-cylinder motor displaces 365.8 cubic inches and propels the car to a top speed of 60 MPH, all in a vehicle weighing 4,710 pounds. This was also the first year that Cadillac used the motto “Standard of the World.” The motto was not just idle boasting but instead reflected Cadillac’s ability to build precision, interchangeable parts within a tolerance of 1/1000th of an inch. Other groundbreaking technology included an improved electrical charging system that enabled the car to be equipped with an electric automatic starter as opposed to the previous hand crank. Very advanced for the period.

Prohibition

On the far side of the display are graphics dealing with Prohibition, speakeasies, Chicago, and organized crime. On January 16, 1920, the 18th Amendment to the Constitution was enacted prohibiting the manufacturing and sale of alcoholic beverages in the United States. Many midwestern and southern states were already “dry” states. Women were largely responsible for Prohibition, not unusual as they were often the victims of alcoholic fathers and husbands. What Herbert Hoover was later to call “a great social and economic experiment, noble in motive” turned out to be a social and economic disaster. Instead of eliminating the consumption of alcohol, the result of banishment seemed to act as a catalyst in making people want to drink more. Illegal bars and night clubs abounded. Organized crime stepped in and made a killing. In the city of Chicago, gangster Al Capone ran the rackets, and his bootlegging, speakeasies, and smuggling operations employed more than 700 men, and involved 10,000 speakeasies (illegal and clandestine saloons). His operation ranged from Canada to Florida. Federal authorities claimed that in some areas half of prosecutorial resources were spent prosecuting

alcohol offenses. Franklin Roosevelt ran on a platform promising the repeal of the 18th Amendment in 1932. FDR won his first term as president and Prohibition was repealed in 1933. The graphics around the Museum display scenes from Chicago, speakeasies, Al Capone and his gang, and scenes familiar to anyone who ever watched "The Untouchables."

Moving from the thirties to the forties, one sees an unusually painted two-tone green 1949 Rolls-Royce Silver Wraith with custom body by Hooper Coach builders of London. The all aluminum body also features a sunroof. The car has the unusual feature of having one electric window lift for the chauffeur/driver. The huge headlamps, distinctive Rolls-Royce grill and curvaceous body are classic English pre- and post-War classic car styling. Hooper was an English company founded in 1805 that built horse-drawn carriages. Hooper first built an automobile for the British Royal Family in 1890. Hooper later was acquired by the Daimler Motor Company in 1940. The once proud British automobile industry all but vanished from sight in the 1970s. Rolls-Royce was acquired by Germany's Volkswagen (while R-R sold the name to BMW, who now builds the cars), while VW ended up with the Bentley Company. But that is another story.

Museum Director Paula Brandes announced that the Museum will move "The Greatest Show on Turf" old car display from museum grounds in June to Liberty Station (the old Naval Training Center grounds) in September. She also reported that Museum attendance continues to climb with assistance from a Balboa Park promotion allowing visitors to purchase a one-week pass to all museums or a five-museum pass good for a day. Or better yet, one can simply become a member of the Auto Museum and visit as often as you wish. The staff here are a wonderful group and very interesting. Stop by and tell them you are from the Porsche Club. You will be treated like royalty. 🐾



1913 Cadillac with MotorMeter mounted on radiator reading engine temperature and displaying slogan "Standard of the World"



1936 Packard 1405 Convertible Sedan owned by Bob Steiner and shown at Pebble Beach.



1931 Cadillac 452 V-16 found in farmer's field. Restoration took 31 years to complete.

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Rolex 24 Hour Grand Am Race

*Text by Tyler Wolfson
Photos by Christopher Cox*

PCA SDR member Tyler Wolfson was born and raised in San Diego. Tyler's father, Tom has a passion for Porsches and over the years has owned seven 911's. At a young age Tyler began to explore his love for cars and passion for racing. He learned to drive in a 1996, and immediately after getting his driver's license Tyler enrolled and completed the Skip Barber 3 day racing school, where he was named most improved driver of the weekend. Tyler was hooked immediately and proceeded to take other courses culminating in the Skip Barber 2 day racing class. After the 2 day class, Tyler began autocrossing regularly with local car clubs.

Before long, Tyler decided he wanted to step up the pace, and get into wheel to wheel racing. He then completed the Skip Barber Race Series. Tyler learned quickly, qualifying on pole and won his first race, going on to take Rookie of The Year honors. The following season Tyler clinched his first championship with 6 wins, 10 podiums, and 2 track records—opening the door to professional racing. This is the story of his first 24 hour Grand Am race.

I was at home Tuesday January 25th working on putting together a ride for the coming season. I got a text from a friend and previous coach that there may be a seat available in the Rolex 24. I had never thought seriously about doing the 24 *this year*. It was something I saw myself hopefully doing at the peak of my career. Keep in mind running in that race would mean I would have the opportunity to rub fenders with my personal heroes. Being the racer I am I had tried to find out what a seat would cost just for kicks months before. I was sorry I asked, as it was way out of my league in terms of funding I could get.

I called the owner of the team within 30 seconds of receiving the text. I think he could hear me smiling over the phone as I tried to off-handedly

mention I had heard he had someone back out for the 24 at Daytona. He told me this was true and he was looking for another driver. I was stunned. No, he didn't ask me to drive, but the door definitely wasn't shut. I continued to talk with him about it and it became apparent he was considering me for the seat. We ended that phone call with what seemed like a potential offer.

Things progressed quickly and by Tuesday afternoon I had my flight tentatively booked and was on my way to get graphics printed up. By Tuesday evening the stress kicked in. I was in full Youtube/irace mode. I knew I was making a huge step, but it was a step I have worked very hard for. Sometimes things just fall together sooner than expected. Not only had I not been to the test days, I have never driven a GT3 Cup car, never driven Daytona, and never competed in a professional race! I started racing in Oct. of '09, mainly in Mazda MX-5s and Skip Barber formula cars, but I wasn't about to back down from this opportunity!

Wednesday. I woke up at 7 to make sure I had time to pack and get everything in order with Grand-Am. I got a call from the team owner regarding my licensing.... So I don't have a FIA license. Time to try and make things work. The people at Grand-Am were gracious enough to agree to accept my SCCA Pro License and a FIA medical form. I was amped! One problem now—I needed to get a physical in 2 hours, before my flight leaves for Orlando. My father put in a quick call to our doc to explain that I needed an "emergency physical." Lucky for me his head nurse Freyda is a big racing fan. She was able to make sure I got in and was able to leave a happy camper. (Thanks, Freyda!). I stopped by the house to make one last run through, making sure I have all of my racing gear and hopped in the car to head off to what feels like my second home, San Diego Airport. I have been smiling for almost a day straight now, but that soon comes to an end when I am told I am going

to miss my connection. I pleaded, "but you don't understand I *can't* miss this flight". Things just kept going well, and they were willing to put me on another airline so I could make it that night.

I am now sitting on the plane about an hour away from Orlando and I can't wait any longer. While in the airport I opened about 5 Youtube videos of Daytona and I have watched them non-stop. The man next to me thinks I have problems but that's OK with me because I know the gears now. This plane will land in a matter of minutes and I will get my bags, grab a rental car, and drive an hour to some motel where I will not be able to sleep. I can't imagine anything I would rather be doing!

Thursday. It's 11 P.M. now and I should be tired after only getting 3 hours of sleep last night but I'm wired. Today was a crazy day. I got to my hotel in Daytona at about 2:30 A.M. and was too excited to fall asleep until about 3. Waking up at 6 was no fun at all. I made my way to the track and went to try and get my driver credentials. This was not an easy process, as I do not have a FIA license, and as it turned out I was going to need one. Lucky for me, the people at Grand Am were able to issue me a temporary license! I made my way to the track only to find out I would need a parking pass. After waiting for my team owner to come get me, I was in.

The day started with a new drivers meeting for anyone who had never been to Daytona. Next was the real drivers meeting. I have never been in a room with so many people I wanted to meet. It was a real who's who in motorsports. I ended up sitting behind Boris Said. It was then time for some practice. We had our staff pro, Shane Lewis, take the car out and test it first to make some baseline adjustments. I spent most of the first session being blown away by the sheer speed and noise of the cars circulating the track.

After lunch we had the second practice session of the day. I was set to drive the car for the first time. I was slightly nervous to say the least. I had yet to even sit in the car, and there looked to be a thousand switches and lights in it. I was suited up and ready to get in the car. Unfortunately multiple red flags cut the session short and I was left standing in the pits, slightly relieved and a bit stressed. This meant my first session in the car was going to be at night. I was going to learn to drive an entirely new car on a track I had never lapped at night!

I was able to get a few minutes to sit in the car and go over the gauges and the buttons. I felt a whole lot more comfortable after that and was getting really excited about getting out on track. My time came shortly after the beginning of night practice. The car pulled into our pit box and I was over the wall getting in the car. I stalled trying to leave the pit box as I was told I would. The clutch in these cars feels more like an on-off switch than the smooth transitioning clutches I was used to. I was off and running. Speed limiter off, taking extra special care to drive out of the pit lane slowly as that is where the most accidents occur. I was free at last, driving the car of my dreams on one of the most famous tracks in the nation.

Friday. I was up early ready to get back in the car and get some laps in. I grabbed a quick breakfast and then headed to the totterhome to go over some data from the day before. I had gotten a handle on the car very quickly in all but one aspect. I was carrying good corner speed and getting on power at the right places, but was only using 50% of the brakes. I was excited to get back out and see how much better I could do in the car during the day. I suited up and was in the car for the first practice session, which was great; almost no cars on track, perfect for safely finding the limit. My co-drivers were all very supportive through the whole process and wanted to make sure I took the time to have the car “come to me,” as more than one of them said. I think they were worried I was some hot-headed kid looking to go out and set a new track record and potentially damage our great car. After the session it was back to the garage to make some adjustments and take a look at my progression. I had shaved off 4 seconds and was carrying the pace I was hoping to find mid-race. I was stunned.

The second and final practice was a little different than the morning. Everyone was out taking a final few laps before parking the cars and waiting for the big day! It was a valuable session for me as I was able to find a few pros and follow them around to get a real idea of how

my laps were going. I am always a huge fan of finding a faster driver and following them. You can learn so much from simply lapping behind someone, and it's a very quick way to see where you're losing time. The session was over, and we went and reviewed the data one last time. I was still leaving a bit on the table in the brakes, but I was comfortable that I would find my way during my stints in the race.

Saturday. My father flew in late Friday night and I was up 'til 1:30 A.M. waiting for him (really, I just couldn't sleep, the anticipation was like nothing I had ever experienced). After getting my father the necessary credentials, we were back at the track. The drivers meeting was next and I was starting to really like these things. I was introduced to a number of my personal heroes and tried my best to act like it was no big deal, although I think my beaming smile gave me away. We spent the rest of the day making final preparations to the car and practicing driver changes. As the day went on I was focusing hard on not stressing and tiring myself out. I signed autographs for a number of people. What a crazy thing! Of course they didn't know who I was, but they wanted me to write on their stuff. There is no better feeling than seeing how excited the little kids get when meeting a real racecar driver—little do they know it's a



Tyler Wolfson driving the Chris Smith Racing Cystic Fibrosis #65 car at the Rolex 24 Hours of Daytona

hugely gratifying experience.

While walking to the bathroom, I had a lady walk up and say “Thanks for what you’re doing, it’s really awesome and I appreciate it”. I didn’t know what to say back to that, I just said “Yeah for sure!”. I was driving a racecar with some of the best drivers in the world and I was doing her a favor? I will do favors like that whenever they like!

The race. After a long grid walk, team introductions, and some time around the fans, it was time to start the race. It all happened so fast—one second I was walking around and the next the green flag was dropping and Shane had our car in 4th position! I wish I could describe the race in great detail but I spent most of my time either in the bathroom or trying to get some rest before my next stint. We had great pace and seemed to be doing very well. All of the guys were working in perfect harmony, drivers turning clean laps, the team making good decisions, and our pit stops were spot on. The rest of the race seemed to be a series of unfortunate events.

We got hit in the early evening and luckily only suffered a broken rear wheel. Soon after that we were hit again, this time suffering a large blow to the rear

suspension, forcing us to bring the car back to the garage. The team worked with so much speed and precision it was amazing to watch. They had the whole corner changed and we were back on track in what must have been 20 minutes. From there we had a number of good stints, hovering around 15th in class. As the night wore on, the electrical gremlins started. We had an electronic issue with our transmission and were struggling to make proper upshifts. Porsche Motorsport was at the track and were able to help us get the car working properly again. After that it seemed like we were in the clear, making up time wherever we could. The crew labored on without any sleep.

As the morning began, I was back in the car lapping under what seemed like an endless caution because of severe fog. Lucky for me, the team found pleasure in telling me jokes over the radio. We traded jokes for over an hour on the radio before I was told we were almost ready to go green. The car felt good and I was ready to get back to racing! Unfortunately the car’s clutch was giving out, and just as the racing was beginning I was forced to bring the car into the garage to get a new clutch. Once again the team showed their dedication and tore the car apart. The car was back

out again within a short period of time, but needless to say we had gone more laps down. At this point I would have expected the team’s morale to begin to fall but there were smiles everywhere. I went back to the toter to try and grab some rest. I was awakened by a call from my dad. We had lost the second clutch and were back in the garage! The team went back to work again and got the car back out on track ready for action. The green flag was out and we were racing. As the hours wound down we were fighting to gain back the time we had lost. By the last hour and a half we were the fastest car on track and were doing well again. Shane drove the last stint and brought the car home in 19th.

The feeling of completing the 24 was amazing. We had done it! Chris Smith Racing gave us, the drivers, a great car to drive and they were there to support it all the way. We battled through a lot of disappointments but were stronger for it at the end.

I can’t thank Chris and everyone involved enough for giving me an opportunity to be a part of the team. I have so many people to thank it could take pages. 🐦





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Parade Concours Primer

Text by Cole Scrogam

That title question really seems to be the most common thing asked by new Parade attendees...what is this Concours thing all about? Well, I guess it might be considered one of those questions where the answer depends on your perspective. If you have an autocross perspective, then the “Q-tippers” are slightly off their rocker and the display is just a nice way to spend the day before the autocross starts (other than the race cars on display of course!). To the Rally folks, the display is a little more palatable, but if you are going to spend that much time with your car you should at least include a few calculations to correlate the speedometer with your GPS. I’m not even going to discuss the Tech Quiz only crowd...

The Concours can be as simple or as complicated as you like, from a nice display of Porsches to enjoy on a beautiful summer day to the last details of restoration perfection, and anywhere in between. The Parade Concours is the premier Concours event of the year for PCA; a truly awesome display of over 60 years of Porsche history in America and beyond. The Parade location this year is Savannah, Georgia, a charming destination city that is sure to provide you with your fill of pralines and peanuts once you have had enough of the Concours.

For the first time in Forsyth Park’s history, an automotive display will be allowed on the grounds, courtesy of the 2011 Parade Concours. Porsche Club of America members will stroll the lawns and gardens festooned with possibly the finest display of Porsches in Parade history. Reds, blues, yellows

and blacks will add to the green of the park, as Porsches in all shapes and sizes converge on the grounds. The Monday event is open to the public and will be buzzing with activity all day long.

Featuring over a hundred cars, the Concours will display competitive vehicles in classes, divisions and groups in four major areas: Preparation, Preservation, Restoration and Performance. The crowd favorite Historic Display should feel right at home in this location as well! And if competition is not your thing, the Corral is another possibility. Several hundred Porsches will be displayed (grouped by model) in the non-competitive Corral. To join this collection of Porsches, you just need to submit a regular entry to the Parade before registration closes... but if you can’t bring your Porsche and want to view the Concours, just bring yourself, as this event is open to the public.

The four groups of cars are grouped in roughly the following criteria (memorize this to impress any innocent bystander at Forsyth Park who asks the “What’s this Concours thing all about...” question):

Preparation. This is the group comprised of mostly newer cars. They are being judged on how well-prepared they are (i.e. clean). There is not so much emphasis on originality as how completely free of dirt the car is, so watch out for those Q-tips!


Preservation. This group is the opposite of Preparation, it is reserved for cars that have been faithfully maintained and kept original over many years, so

you will see mostly older Porsches here with decades of careful care and attention. Cleanliness is not so important, but all of the original bits and pieces certainly are!

Restoration. This group is made up of cars that have been restored to their original condition. This time consuming process is evaluated by experienced teams of judges, some of whom actually remember what these cars looked like when they were new! Cleanliness and originality are judged, making this group a difficult proposition for entrants, so thankfully there are cars judged in Touring (top only) and Full (top and bottom of the car is judged).

Performance. This group of cars ranges from all-out racers to modified street cars, most of them “personalized” to their owner’s liking. You will see a lot of variety in this group, which is judged on cleanliness only and features highly modified and performance-oriented Porsches.

I hope this little refresher course on the Parade Competition Rules helps you spot the different groups at the Concours, and make more sense of the myriad of awards and trophies at the banquet. You can also browse the Porsche Corral and Historic Display for cars that are not competing, but certainly add a lot to the display. Feel free to come a day or so early and enjoy the prep area (air-conditioned!) in the convention center and see all the work that goes on behind the scenes of our Day at the Concours!

Won’t you join us there? For more information see parade2011.pca.org. 



Keystone Parade Concours



St. Charles Parade Concours Prep



St. Charles Parade Concours

Editor's Turn

By Susan Brown, Editor

Two new (to the Witness) SDR members/authors this month. Blake Bastain sent in an article he wrote and read to his high school students on life as a road cone. I remember those assignments in high school, but was never any good at them. Tyler Wolfson wrote an account on being asked to drive (and driving!) in the Rolex 24 hour Grand Am race. The article gives you a sense of how special that experience was to Tyler.

What is special to me? My brand new 2011 Cayenne. I ordered it late last year, and it finally arrived at Pioneer Centres last month. I drove it home on

Valentines Day—a wonderful present to myself! The car is perfect for me. It has great acceleration, it's comfortable and not too flashy. I'll leave flashy to husband Tom in his 2010 Transsyberia.

For me March is busy with Parade registration duties. We have almost 600 entrants, over 1200 people, and more than 500 cars attending so far. Gone are the days when we limited Parade participation, so if you are thinking about coming to Savannah the first week of August (no heat jokes now...), sign up! We'll be right on the Savannah river, which is lined with great restaurants, bars and nightlife. 🐾



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On Being a Road Cone

Text by Blake Bastain

Blake Bastain used to drive a Mustang until he took a Performance Driving School in his father's 1978 911 SC. Shortly thereafter he bought a 1999 Boxster, and he has never regretted it. He teaches high school English in Bakersfield, CA to fund his autocross habits.

I am not much to look at. In most circumstances, even the people who need me the most, who really, really need me, pass me by without a moment's hesitation. No one ever thanks me. And no one ever apologizes for running me down. Even when I was brand new, I was plain. Sure, I was an unnaturally bright orange, made from a kind of rubberized plastic that will last for millennia before bio-degrading into its constituent parts, but I looked just like the millions of other road cones that rolled off my same assembly line, ready for the abuse that only automobiles can provide.

I did not stay clean and pure for long. I'd been on the track for maybe an hour before the back end of a black Porsche Boxster stepped out in a hard turn, the rear wheels grinding and sliding over me, tearing me up against the rough surface of the parking lot track. In the first of the many hit and runs that make up my life, he didn't stop. He didn't go four wheels off the track, so all he needed to do was straighten the front wheels, punch the accelerator to settle the back wheels—and grind me harder into the asphalt—and take off, back on the line. A helpful corner worker retrieved me from where I'd been spit by

the back tires, and set me back in my chalk outline without a single word.

The days and races since that first scarring have all blurred together. The smell of smoking tires and automotive exhaust is ever-present now, forced into my fading orange rubberized skin along with the gravel and the odd metal shaving scraped off the skid pan of a car set too low. As much as anyone ever could, I've gotten used to the sight of a car bumper bearing down on me at sixty miles an hour; I no longer try, uselessly, to jump out of the way. As often as not the bumper and the rest of the car jog to one side or the other at the last possible second; when they don't, and I find myself crushed again, well, it's part of the job now. I expect it. Which isn't the same as enjoying it, of course.

I suppose there's a certain excitement to being a road cone. After all, I'm allowed to be so much closer to the race than any other spectator. All the drivers and their friends and families are held more than a hundred yards off the track, pinned back by rope and flags. Even the corner workers are required to be twenty yards off the track and out of the trajectory of possible spins and tank-slappers. I've been set right at the re-entrance of the track, just after the slalom course, inches from the bumpers and tires and wheels and skid pans and door panels that flash past me in a never-ending, high-speed parade. You fragile humans may dream of being so dangerously close, to feel the wind tug at you as another car flashes past, but you'd never do it. You leave that honor to me.

Being left with no other choice, I've decided to enjoy the life I have. I revel in it, in fact. Instead of complaining of the headaches caused by the roar of the exhaust echoing inside my hollow core, I've learned to distinguish the whine of different engines and different muffler set-ups. Rather than lamenting another crushing session on the outside of a hard turn, I've learned that tires taste different: Goodyear tires have a meaty quality, like steak; Pirellis are sweeter, like roasted garlic.

And I've learned my true value, too. During the practice laps, I am close to worthless. Knocking me down, blowing me out of the chalk box I've been assigned, catching me up and crushing me completely in your undercarriage or suspension has no penalty at all, except, perhaps, a little embarrassment, and the knowledge that you can't push so hard on that turn. But in timed laps, in timed laps I become a sacred object, a relic to be worshipped. Not worshipped from afar, of course; I will still feel the wind as you rush past me, but in timed laps I am not to be touched. Should you hit me, crush me, knock me down, or grind me up in your timed laps, I am worth two seconds. And two seconds, I have learned, can be the difference between first and last place in your class.

It is too much to ask that you ever respect me, I'm sure. But to have you notice me, maybe even appreciate me, as I throw myself into your competitor's bumper, send myself spinning off the track, and hand you the win, well, that would be a welcome change indeed. 🐦



Student and instructor in a "cone orange" 911 during the wet skidpad exercise at the Performance Driving School

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Herbert Griffin & Ellainia Griffin
San Diego, CA
2004 996 Cabriolet

David Jacobs & Kathy Jacobs
Carlsbad, CA
2008 911 Coupe

Ed Lockwood & Lee Hicks
Oceanside, CA
2010 Panamera Sedan

Noah Lookofsky & Michelle Lukich
Carlsbad, CA
2011 Turbo Cabriolet

Barry Lovell
Poway, CA
2007 911 Turbo Coupe

Kurt Neumann
San Diego, CA
2005 911 993 Coupe

Ryan Oehler & Jenny Oehler
Encinitas, CA
2009 Cayman Coupe

Dan Sullivan
Bonita, CA
1987 944 Coupe

Brian Terry & Erin Terry
Encinitas, CA
1983 944 Coupe

Brad Walker
Chula Vista, CA
2008 Cayman S Coupe

Mark Webb
El Cajon, CA
2006 Carrera Coupe

Steve Williams & Terri Williams
San Diego, CA
2008 Cayman S Coupe

Anniversaries

Five Years...

Tom Deere
Jim Hicks
Michael Lane
Bruce Neapole
Carlos Torres

Ten Years...

Bob Holzinger
David Huntley
Andrew Kern
Rader Russell
John Stevenson

Fifteen Years...

Bob Beck
Burt Bundgus
Richard Scott
Keith Verlaque

Fifty Years...

Carol Paschoal



January SDR tour to the backroads around Fallbrook

Join, Renew, Update

Membership in San Diego Region is handled by PCA's national office. To join, renew, or change your membership information, visit WWW.PCA.ORG.

For questions about your membership status or delivery of your Windblown Witness, send e-mail to membership@pcasdr.org.

ROLLING THUNDER



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Race #1



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For DE/TT info, contact:

Skip Carter
Performance Driving Chair, Grand Prix Region
SkipCarter@pobox.com (619) 992-9927

For Club Race info, contact:

Susan Shire
PCA Club Racing Program Coordinator
clubrace@pca.org

DE/TT registration --- www.motorsportreg.com

Club Race registration --- <http://register.pca.org>

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March Board Meeting

Board Minutes

The March 2011 Board of Directors meeting was held at the Scragg/Seitas home. Board members in attendance were Carl Scragg, Monique Straub, Cathy Young, Terry Barnum, Leigh Rayner, Bill Behun and Greg Phillips along with Curt Yaws as advisor. The meeting was called to order at 7:02. Minutes from the February 2011 meeting were approved. Bill abstained since he was unable to attend the February meeting.

President's Report

Carl and Don Auten met with Paul Blaney of the Del Mar Fairgrounds, who is willing to allow autocrosses at the Fairgrounds. Paul accepted an invitation to observe February's autocross and was impressed with the event's organization and professionalism. Unfortunately the Fairgrounds lot that's available in the winter, equivalent in size to the Qualcomm Southeast lot, is expensive. Paul also expressed an interest in hosting Concours events. Tom Brown recalled that the club held a Concours there in 2003 and proposed renewing the relationship.

Don is also pursuing a venue at the Imperial Beach Naval Facility.

Carl and Kathy Alnwick met with Kevin Leap from the San Diego Auto Show and were pleased to hear that the show's management organization is present year around to answer questions and solve issues. They are offering 7,000 square feet of floor space and will graciously allow retail sales from the Goodie Store, membership drives with literature, sponsorship banners, and video and slide shows. No food or drinks will be allowed nor will there be reduced parking fees.

Carl is very interested in finding a sponsorship chairperson and Monique suggested contacting Margie Smith-Haas.

Carl and Curt Yaws met with Chris Huck at Pioneer Porsche, who suggested several ideas for sponsorship. They also met with the General Manager, Brenton Danieli, who would like to work with the Club to find mutually beneficial opportunities for sponsorship such as the upcoming San Diego Auto Show. It was noted that Pioneer Porsche very kindly supplied all the engraved wine glasses at the recent Installation Dinner.

Carl and Kathy reminded everyone that the board's next meeting will be Saturday, April 2, from 9–11 A.M. at the San Diego Auto Museum. Coincidentally, members of the La Jolla Motor Car Classic charity will be meeting there for coffee from 8–9 A.M. and then leaving for a tour. They will also be hosting a car show on Sunday the 3rd at the La Jolla Cove. A link is posted on the pcasdr.org website with more information and Angela Avitt will be sending out a reminder email to members.

Treasurer's Report

Cathy presented a Balance Sheet, a Profit & Loss for the month of February and a Profit & Loss Year-to-Date comparison. The board was very thankful for and impressed by the Chairs' hard work in bringing costs down. Cathy reported that all accounts are reconciled as of the end of February. Cash in exceeded cash out, resulting in a net increase. Major expenses included Time Trial, Autocross, Performance Driving School and Witness printing. Major income sources included Time Trial, Autocross, the Installation Dinner and Witness advertising.

Chair Reports

Autocross. (AX, pre-reg, reg, CW, equip, logistics, safety, tech inspect, tech adv, timing). Jerry Bumpus reported that the last autocross had 81 participants and was profitable. Don Middleton reported on his efforts with Bill Behun to offer a Taste of the Track for autocross. The objectives are to promote membership and act as an incentive to become an instructor. It was proposed that only an instructor may "sponsor" a guest who will receive a distinct wristband that allows riding as a passenger and corner working. The instructor will be responsible for the guest's registration, helmet and a nominal fee. There was a concern that this could deplete the instructor pool so it was suggested to initially limit the number of guests to four. Don will write up and present the proposed procedures to the board. He will also confer with Robert Baizer about the feasibility of implementing it for the next time trial.

Auto Museum. Michael Harris reported via email that he will present "The Greatest Show on Turf" at the next meeting.

Goodie Store. Skip and Leslie Shirley submitted their reconciliation and a check from the February autocross. Leslie showed off a new hoodie sweatshirt with the SDR logo and stated they will also be purchasing Porsche shirts from Katina Rondeau. Due to scheduling conflicts they will not be available for the Festival of Speed.

Insurance. Tom Golich reported that insurance certificates are in place for all events through the Fontana DE.

Membership. Angela Avitt reported membership tallies as of March 1:

Primary members: 1423
 Affiliate members: 1066
 Total members: 2489

Angela's request for business cards was unanimously approved.

Rally. Ruth and Paul Young have expressed an interest in hosting a Rally School in June.

Policy/Procedures & Region Rules.

Tom Brown reported that the Standing Rules were modified to allow Junior Participation Program drivers at the Performance Driving School.

Social. Kathy Alnwick's proposal for a Coffee and Cars event on March 14 in conjunction with a Tech Session at a location to be determined was unanimously approved. Carl expressed his appreciation for their work on the Last Tuesday Socials.

Time Trial. (TT, DE). Cathy Young encouraged everyone to participate in the

Festival of Speed. Carl reminded members that the Festival of Speed is still in need of volunteers.

Tours. Mike Brown reported that the Fallbrook tour was successful although weather reduced the turnout. There will be a Palm Springs lunch tour in April and a possible Idyllwild tour in June. Mike was thanked for his efforts to keep the tours interesting.


Vintage Racing. John Straub reported that the organization will begin ramping up in the summer.

Web Team/eMaster. Tom Brown reported that the new website is up and everyone was very impressed with the new look. Greg Phillips suggested archiving the old site for posterity. Carl would like to investigate marketing advertisements on the site. Ted Myrus asked if it would be worthwhile to hire an experienced web marketer.

New Business

There was discussion about allowing non-members to participate in the Performance Driving School depending on the number of member participants. A motion to allow the CDIs the flexibility to allow non-members in the March Performance Driving School was unanimously approved.

Adjournment

The Scragg/Seitas were thanked for hosting the meeting and it was adjourned at 8:58. Next Meeting: The next meeting will be Saturday morning, April 2, at the San Diego Auto Museum. 

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

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Classifieds

Rentals

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Trailer for Rent: 20' Carson Car Hauler, lock-box, straps, electric brakes, 8' aluminum ramps, receiver with ball. Complete and ready for any car. Danosurf@att.net. (619) 889-9331

Street Cars

08 911 Turbo Arctic Silver, Black leather, 6spd, 9,600 miles, great car-no time to drive. \$88K. Car is located in San Diego-owner in Park City. (435) 901-0101 Richard

1966 912 coupe big bore, new top end, new interior, new clutch, steering box, dual mstr cyl, tires. much more (619) 501-7537

1974 914 2.0 Yellow w/ Black Interior. Very good condition. will need paint but has been taken well cared for. \$7,500 OBO.call Clark. (760) 603-8593

1974 Porsche 911 light blue with black interior. 3rd owner since 1992. Oil cooler, 125K miles on 1979 911 SC 3.0 liter long block installed in 1993. Sunroof, power windows, power mirrors but not hooked up. 1978 doors, 1978 & 1979 fenders. No accidents, paint in very good condition. New speakers, 6 CD player. Asking \$21,000.

1978 924 Silver Gray Metallic Black leather interior, 4-speed manual, A/C, one owner/driver, 132K+ miles, good/clean condition, licensed, service records available, \$4,950/ reasonable offer (858) 689-8875

1980 911 SC Original metallic blue, complete exterior restoration, sunroof, sport seats, A/C, limited slip, interior perfect, cleanest you will see. \$22,000 firm (760) 436-1807

1984 Europ. Spec. 911 Carrera Immaculate Targa-231 hp 3.2 Liter Euro Spec 911. Black/Black Targa. 73k. Records, Collector owned. Fresh Yokohamas. Needs nothing. Not available for sale to CA residents due to ROW VIN. Price just reduce to \$USD 17,500 -Baby coming. Mike 858 337 5001

1987 Carrera Coupe \$26,900, 57K MILES, Beautiful original paint, Red with guards. Black leather, everything looks, works like new. 225/40 and 255/35 F-1 18' turbo wheels (760) 716-4486

1989 911 Speedster \$65,000. 41k miles. Red/Black. New headliner. Serviced at Black Forrest Porsche Care. Private seller. Peter (760) 855-5871

2000 911 Cab Midnight Blue/coordinated paint on console, full leather, power seats, six speed, 18 inch wheels, one owner, excellent

condition, 29,900 miles, Pioneer serviced, kept covered in garage since new. This is a rare find. \$34,900. (858) 449-2229

2000 911 Carrera 4 Coupe Millennium Edition, number 86 of 911, 34k miles, recent tires, new coolant tank, new ignition switch, \$31,000 (760) 546-8201

2002 Porsche Boxster S - only 48,000 miles, automatic tiptronic transmission, excellent condition, Guards Red, gray leather, shown in SDR 2010 Concours wash and shine division, custom fit car cover and bra included. Current registration, new battery. Runs great. \$17,800. (619) 201-7036

2002 Porsche Carrera, Meridian w/ Graphite. 32K. Orig. owner. 6 spd. Full and supple leather, Comfort and Technic pkgs. Full carbon fiber pkg. Self dim mirror and rain sensor. Rear wiper. Remote 6 CD changer. Three spoke leather steering whl. New 18 inch Michelin Pilot Sport tires and three spoke whls. Porsche crest in headrest. Parking assist system. Double tip exhaust. Always garaged. Non smoker. \$34.5k. Doug Dawson, 858-459-7946.

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2007 911 Carrera S Coupe Gorgeous White/ Sand beige interior, Sport pkg, 12K miles, Excellent condition/Nav/6 Disc/Sun Roof/ Non Smoker, \$64K (619) 587-5802

2007 Boxster 26000 miles, 5 speed manual, Factory warranty till August 2011. Arctic silver with dark blue interior and soft top. Bi-Xenon headlights. Color matched 18" S wheels. Leather sports seats with heaters. Sound package plus. Sport chrono, Windstop. 2000 miles on new tires, just had 4 year service at Porsche Dealer One owner. \$32000, (858) 442-8775

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914 take all box \$40 pedrini wheel, steering wheel, heater fan (upgrade to 2l), 2.0L intake plenum, rusty pickle. or trade4beer?... (760) 944-9576

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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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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).



March SDR DE at Auto Club Speedway

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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.

Link Index

PCASDR website: www.pcasdr.org
Zone 8 website: zone8.pca.org/
National website: www.pca.org/
AX & TT Results: results.pcasdr.org/
Online registration: pcasdr.motorsportreg.com/
Forum: forum.pcasdr.org/forum/
National Calendar: www.pca.org/calendar/pcacalendar.aspx
National Tech Q&A: www.pca.org/techqa/techqa.aspx
National Classifieds: www.pca.org/themart/themart.aspx
Join PCA: www.pca.org/membership/joinpca.aspx



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- Air Conditioning and Heating Systems
- Engine Overhauls (Air and Water-cooled)
- Transmission Overhauls (4,5 & 6 Speed Manual and Automatic)
- Performance Upgrades including Brakes, Suspension, Fuel Sys, Transmission, & Performance Chips and ECU software.

April Special

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\$25⁰⁰ OFF

Through April 30th, 2011

Must present coupon at time order is written.
One per customer. Cannot be combined with other offers.



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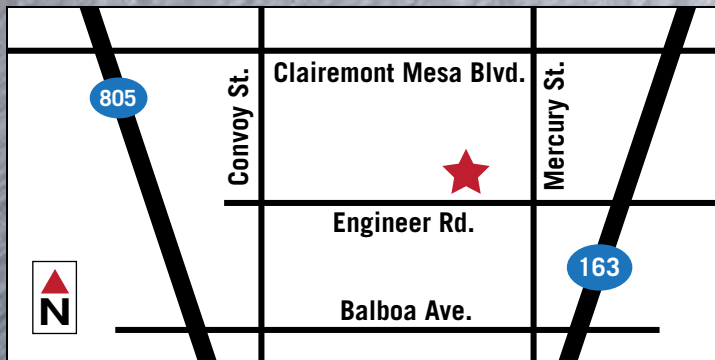
www.blackforestautomotive.com



Call John, Jeff or David for an Appointment.

We are always available to check your vehicle records on our computer and answer questions.

Mon-Fri: 7:30am - 6:00pm Sat: 8:00am - 12:00pm





Susan Brown, Editor

To:

PERIODICALS



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

PCA Executive Office, P.O. Box 5900, Springfield, VA 22150 or submit change via WWW.PCA.ORG.

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