



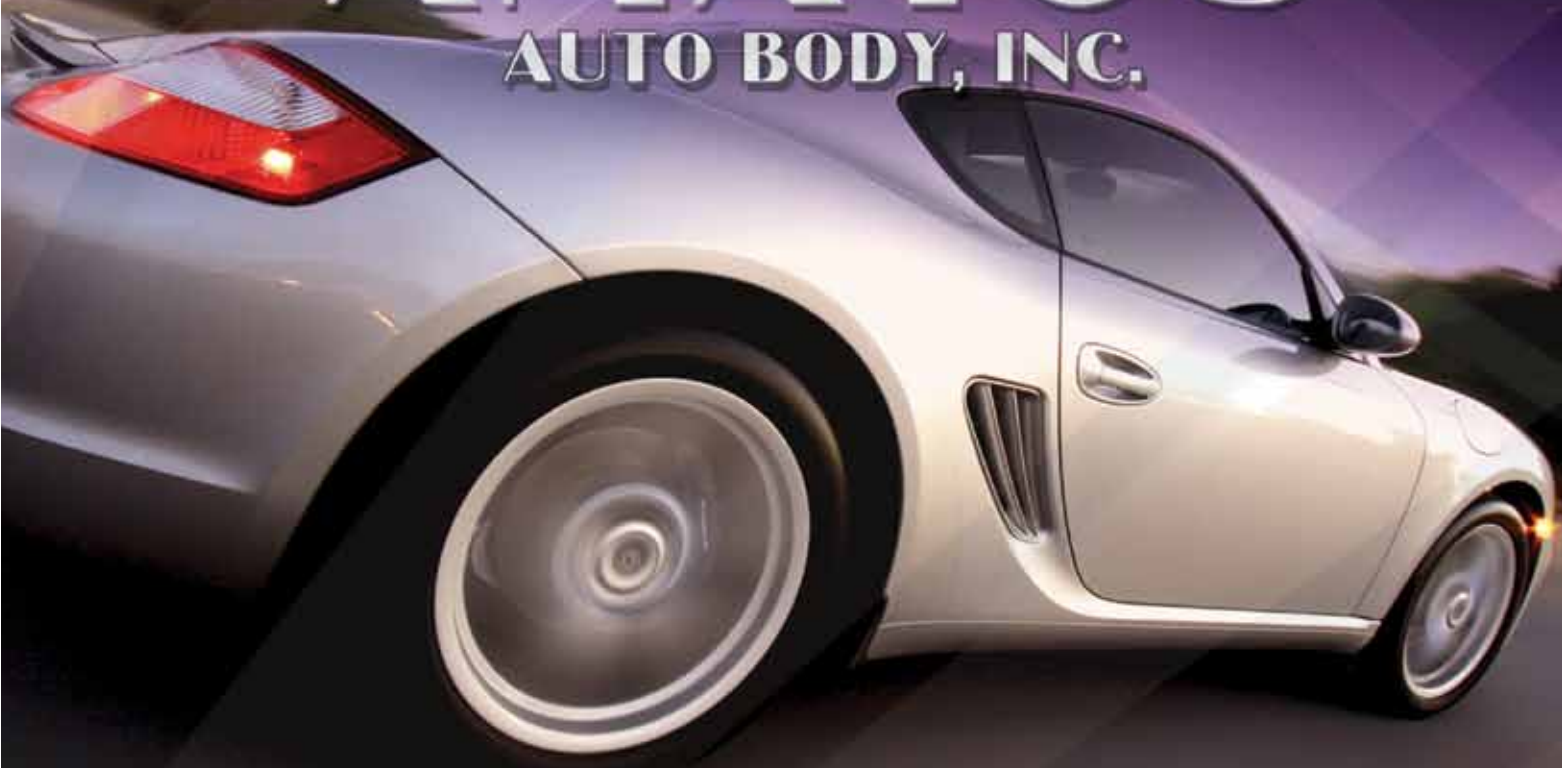
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The official publication of the San Diego Region Porsche Club of America
July 2011



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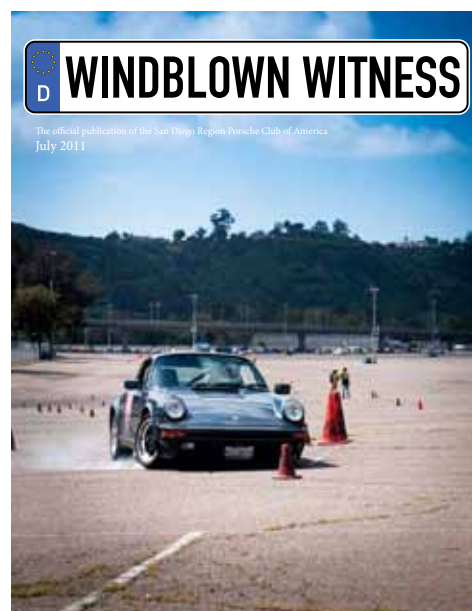
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On the Cover



April Autocross
Photo by Alex Speaks

WINDBLOWN WITNESS

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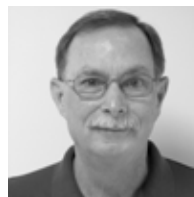
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SDR email addresses are located on page 29

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What Are You Doing on New Year's Eve?

Text by Carl Scragg, President

I'm not especially good at advance planning. I suspect that some of you have already started your Christmas shopping and are probably half way down your list by now. Not me. I never get started until the Thanksgiving weekend is over and the relatives have departed. Then there are four weeks or so of crazy activity, what with the shopping, the decorating, the parties, etc. Eventually Christmas passes, and I usually realize too late that we've made no plans whatever for New Year's Eve. I do like to go out and celebrate—one final party to put an exclamation point on the end of the year—a nice meal with friends, some dancing to live music, and the traditional champagne toast at midnight. But as often as not, we end up staying at home, struggling to stay awake until midnight.

Well, not this year! PCA-SDR will be hosting a great New Year's Eve Party and I intend to save the date (that's Dec. 31, in case you haven't been paying attention). Hopefully, you are already aware that our Club will be putting on the featured exhibit at the San Diego Auto Show this year. We will be displaying 15–18 Porsches that will hopefully capture our 60-year love affair with the marque. Our New Year's Eve Party will begin with a semi-private cocktail reception at the Auto Show.

This year we can offer you the opportunity to see the entire show (even all those other marques if you're interested) with only a limited number of your fellow Porsche enthusiasts. Around 6:00 P.M. the show closes to the public on New Year's Eve. An hour or so later it will reopen to a select group of invitees who will be able to explore the show without the crowds. And you can even enjoy a glass of wine and some hors d'oeuvres while you try to decide if there's another new Porsche in your future.

After the cocktail reception, we will move to the banquet room reserved just


for PCA-SDR for a catered New Year's Eve dinner. Time to socialize with your friends, swapping stories about what went right during the year, and (hopefully) laughing about some of the things that didn't go that well. After dinner, we will have some very special live entertainment, The Blues Doctors, a relatively new band in San Diego with a big future. Several of our members have gone out to local nightspots to check them out, and the enthusiasm is unanimous. These guys are talented, fun to listen to, and very danceable. And an added bonus: you just might recognize a couple of hard working Club volunteers who perform with the band. I don't know how Jack Miller and Robert Baizer have enough time in their lives for everything they do, but their musical performances show the same sort of energy and professionalism that they pour into running our time trial program. And of course, at midnight we will have the traditional champagne toast to bring in the New Year, and (litigation permitting) we will be able to enjoy the fireworks over San Diego Bay. So, save the date. A block of rooms at the Marriot next door to the Convention Center is being discounted for Club members, but it will likely sell out quickly (who wants to drive home on New Year's Eve?).

As you can imagine, it is going to take a massive effort on the part of our volunteers to put on both the Porsche exhibit at the Auto Show and the New Year's Eve Party. We have a number of Club members who have already volunteered to help us put on an event that will give us some great exposure, but we still need your help. We need people to help in so many ways, from the planning to the execution. And of course, we will need lots of volunteers just to man the exhibit during the four days of the Auto Show. Keith Verlaque has volunteered to coordinate our efforts, and both Keith and I appreciate your willingness to pitch in. You can contact Keith at keithv@rsamerica.net and I'm available at president@pcasdr.org. Thanks in advance.

Oktoberfest

What could be more natural than a German car club hosting an Oktoberfest? Last year, our social chairs and our membership chairs organized two separate parties to honor our hard-working volunteers and to welcome our new members. This year, Katie Kinninger and Angela Avitt have combined their efforts to plan one big party: an Oktoberfest celebration. Everyone is welcome—new members, old members, long-time volunteers and those who are just thinking about getting more involved, even those who are just interested in the good beer and German food that will be served. The event will be held at the German American Club in El Cajon on Saturday, Sept. 10. Hopefully this will become a major annual event for the Club.

The 912 Invasion

In early August, San Diego is going to experience an unprecedented invasion of Porsche 912 enthusiasts. PCA members Dan Chambers and Monica Bockman, who are also long-time members of the 912 registry, are working hard to organize a very special weekend for our guests. The event will include a driving tour on Friday, a concours on Saturday, and an autocross on Sunday. Dan and Monica have been able to coordinate the 912 events with their counterparts in PCA-SDR so that the concours on Saturday will be a combined 912 and SDR concours event, as will the autocross on Sunday. It should be great to see so many fine old 912's in our fair city. I should mention that Dan asked me to lead a 912 tour up to Julian on Friday—probably because he knows that the 912's shouldn't have any problems being able to keep pace with my driving. 

July 2011

02 Saturday SDR Autocross

Place:
Qualcomm, West Lot

Details:
Online registration at pcasdr.motorsportreg.com

06 Wednesday Monthly Members and Board Meeting

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

Place:
Kinninger home,
1629 Hillsmont Drive
El Cajon, CA 92020

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.

09 Saturday Z8/SGV Rally

Time:
9:00 A.M. . Registration
10:00 P.M. . First car out

Place:
Bank of America parking lot
Intersection of Devonshire Street and Sepulveda Blvd.
Mission Hills, CA

Details:
\$35 at the start. \$10 off if we get your pre-entry by July 1st. Rallymaster Rachel has designed Eureka as a lightly-trapped romp through the scenic roads of Ventura County. The rally will take about 5 hours to complete, and finishes at the Channel Islands Harbor. Trophies will be presented at the finish to contestants in each class of competition. Contestants will compete only against others in the same class of competition. Call Jeanne @ (310) 372-7168 or Larry @ (310) 270-8826, flyer is online at eureka.smscc.org.

21 Thursday Encinitas Classic Cruise Night

Time:
4:30 P.M. .

Place:
Charlie's Foreign Car Lot
710 S Coast Hwy 101
Encinitas, CA, 92024

Details:
Sun, fun and the 101. We're approaching summertime and the days are getting long and the nights are warm. What better way to spend a fun evening than to cruise by the Encinitas Classic Cruise Nights car show. Show your support for Porsche cars and for our Windblown Witness long-time advertiser Charlie's Foreign Car.

We would like to have many Porsche cars on display. Cars need to be parked by 5 pm as the event starts at 5:30 pm.

All participants will enjoy a free BBQ. Please RSVP to Niko at Nikosougias@gmail.com if you will be attending. They need to know how much food to provide.

23 Saturday Cars & Coffee / Tech Session

Time:
9:30 A.M. .

Place:
HRE Performance Wheels
2611 Commerce Way Suite D
Vista CA 92081

Details:
Join the San Diego BMW and Porsche Clubs joint Tech Session at HRE Performance Wheels Factory site to learn about manufacturing state of the art performance wheels for our BMW and Porsche vehicles. HRE will explain the process of machining and finishing aluminum blanks into some of the finest forged wheels available on the market today.

The HRE factory tour starts at 10:00 but join our club members for Cars and Coffee and Donuts in the HRE parking lot, courtesy of HRE, beginning at 9:30 to swap car stories, observe club member cars, and view some of the HRE wheels already mounted on some display cars.

26 Tuesday Last Tuesday Social

Time:
6:00 P.M. .

Place:
Randy Jones All American Grill
7510 Hazard Center Dr.
San Diego, CA 92108

Details:
Everyone is welcome. No RSVP necessary.

August 2011

03 Wednesday Monthly Members and Board Meeting

Time:

6:00 P.M. . Social hour and food

7:00 P.M. . Meeting

Place:

Dave Gardner/Susie Amundson
16611 Adrienne Way
Ramona, CA 92065

06 Saturday Z8/SDR Concours

Time:

7:00 A.M. . - 2:30 P.M. .

Place:

Shoreline Park
shelter island Drive
San Diego, CA

Details:

Join San Diego Region at the Zone 8
Concours d' Elegance at Shoreline Park
along with the 912 Registry Car Show.
See page 16 for details and registration
form.

07 Sunday SDR Autocross

Place:

Qualcomm, West Lot

Details:

Online registration at pcasdr.motors-portreg.com

18-21 Thursday-Sunday Monterey Historics

Details:

Monterey Peninsula's Classic Car Week
is a veritable feast of things to see and
do for car lovers. For more information
go to www.mazdaraceway.com/pages/sched-reunion.

30 Tuesday Last Tuesday Social

Time:

6:00 P.M. .

Place:

Yanni's Bistro
12205 Scripps Poway Parkway
Poway, CA 92064

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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.net.



Steve Grosekemper



Chuckwalla



Paul Friedman



The Monarch School is helping kids, but they need our help. Please bring **NEW SOCKS** or **NEW UNDERWEAR** to any PCA-SDR event starting in June.

Monarch School is a school in downtown San Diego dedicated to serving homeless and at-risk kids ranging in ages from 5-18 years old. The school provides education, meals, medical and dental services, and after-school enrichment programs.



For the past three years PCA-SDR has sponsored a new sock and underwear drive to support and aid students and this year we're doing it again! At every club event starting in June, please bring new socks and underwear to be donated to Monarch School.

The school is in need of new socks and underwear in ALL sizes for kids as young as 5 and as old as 18. Give the items to me or a board member. Last year we donated more than 650 items. Let's see if we can top that this year!

Thank you all for your generosity.
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PCA Member

The Rise and Fall of Pontiac

Text and Photos by Michael Harris

The San Diego Auto Museum's current display features Pontiac. Your faithful scribe had the unique opportunity of viewing the display one day prior to the official opening to the public. Museum Research Director Kenn Colclasure puts together the "story" behind the show, including information about the autos being displayed. The automobiles are staged per his direction and the art work is prepared and set up around the cars. All the Museum's docents are invited to attend this unique orientation as Kenn goes around the display explaining the history of the marque, and further telling the volunteers something about the cars and why they were chosen. Pontiac will be the featured display over the next four months. The title, "Rise and Fall of an American Icon" could be subtitled "How To and How Not To Run an American Car Company."

As Kenn explains, the story of Pontiac is truly a story of many successes and many failures. Pontiac originally was a division of Oakland, a well-built car of the 1920s made in Oakland County, Michigan. Oakland introduced the Pontiac brand as a less expensive model in their line of cars starting in 1926. Pontiac soon began outselling

Oakland and the company eliminated the Oakland car to concentrate on Pontiac. General Motors acquired the brand and slotted it in price between the low-line Chevrolet and the more upscale Oldsmobile. Each of GM's brands attempted to offer something unique that separated them from other GM cars. In fact, GM's market strategy was to sell people their first car, perhaps a Chevrolet at the low price end, and allow them to display their financial and business success as they moved up the social ladder by purchasing more and more expensive GM cars, until they ultimately purchased the top of the line Cadillac.

Pontiac represented a well-built car for the money, with more luxury than Chevrolet. A design feature unique to Pontiac that started in 1935 was the "Silver Streak" model. The Silver Streaks were five parallel chrome pieces placed in the middle of the hood, with additional parallel chrome pieces placed along the front and rear fenders in an Art Deco style. Another consistent design feature was the Pontiac Chief hood ornament in chrome, and later in plastic and chrome. Some of the heads were even illuminated, such as the one on the 1955 Safari, a very nice, stylish, two-door station wagon. But by the early 1950s, Pontiac sales

were slipping badly. The cars had lots of chrome but dated styling, compared to competitors. The engines were dated and lacked the performance of the competition. GM considered dumping the brand. Instead, in 1956 GM promoted a brilliant young engineer, Bunkie Knudsen, to take over the division. Knudsen's engineering team of Pete Estes and John DeLorean were car guys who thought Pontiac needed more horsepower and a total face lift for the cars. In 1955, Pontiac had started to update its image. It featured an overhead valve V-8 with lots of torque and horsepower, a smooth shifting Hydramatic transmission with four speeds, and an update of the Silver Streak style. Two of the '50s display cars offer an excellent teaching example—the aqua green and cream 1952 Chieftain two-door hardtop and the 1955 Safari two-door wagon. The '52 coupe is nicely restored, but the chrome is overdone and the inline eight cylinder motor is heavy and underpowered for the size and weight of the vehicle. The '55 Pontiac is totally different. The styling is "new" and modern, with an updated OHV V-8 motor connected to a smooth and fast shifting four-speed automatic Hydramatic transmission. The interior is finished in contrasting colored leather with chrome accents on the mounting hardware. The back



'55 Pontiac 'Safari' two-door wagon, similar to Chevy's Nomad but so much nicer, with two-tone leather interior and a Pontiac Chief hood ornament that actually lights up.



Frontal view of 1941 Pontiac "Silver Streak" displaying five parallel chrome strips on hood that was Pontiac's principle design feature from the mid '30s to mid '50s.



The End. John DeLorean, no longer running Pontiac, decamps to Ireland to build his own car, the DeLorean, underpowered by Renault.



1969 GTO 'The Judge'. A lot more 'show' for the GTO but the philosophy of big 400ci V-8 with lots of power in smaller body remained.

seat folds down, allowing for storage of camping gear or luggage, or whatever you need a wagon to haul. Yet the style is outstanding enough that you would be proud to park this car in front of the Met on Opera Night.

For the 1957 Pontiac, Knudsen eliminated the "Silver Streaks" from the hood and deck lid. He totally changed the appearance of the car, and the result was a much cleaner car. Knudsen and his team also realized that performance sold, and that young buyers meant the potential for repeat business. In following years, the size and power of the V-8 engines grew, and Pontiac moved to NASCAR and Daytona Beach in 1959. In that year, Pontiac also designed their cars to be slightly wider and moved the wheels out 5" into the fender wells to match the increased width. The style became known as "Wide Track" and no one but Pontiac offered it. Pontiac hired commercial illustrator Art Fitzpatrick to draw and color their different models in varying scenes, and his method of illustration exaggerated the width, length and lowness of the various models. Pontiac's styling, performance and marketing saw Pontiac sales grow from last place and near life support in the early fifties to number two by 1963. From 1959 to 1969, Pontiac was arguably GM's styling and performance leader.

Cars in the collection that illustrate this are the 1959 Bonneville two-door hardtop in two-tone baby blue and white with spinner hubcaps, and the 1962 Grand Prix hardtop in fire engine red with a 389ci V-8 with triple deuces and four on the floor. These were specially built and lightened coupes, with chassis rails drilled like swiss cheese and aluminum parts to take the weight off, sporting 421ci V-8s with hot cams, multiple carburation, limited slip differentials and high-ratio rear end gears for drag racing. And who can forget the 1964 GTO? The GTO was John DeLorean's idea. He took the smallest full-size Pontiac, a Tempest coupe, pulled the 326ci V-8 motor and fitted in a 389ci V-8, added three two-barrel carbs with a four-speed manual and 4.11 or so gears, and went cruising with it. Prior to production, a GTO was DeLorean's personal ride. Just easing out the clutch from a stop and putting moderate pressure on the gas peddle would chirp the rear tires. The car stickered for \$3,392 plus tax and license, and Pontiac only planned to build and sell 5,000 of these cars as an advertising gimmick. Word has it that the cars sold out in a week-end and the race was on. DeLorean and his colleagues paid no attention to GM's mantra that safety was important and horsepower had to be reduced. GM had a rule that the car weight to cubic inch displacement of the engine could not surpass the ratio of ten pounds per cubic

inch. The GTO was in the 8:1 range.

Pontiac continued to build good-looking performance cars into the 1970s. They added the Trans Am and Firebird. But somewhere in the 1970s, GM lost its way. They maximized profits by making all their cars from the same parts bin, with only minor differences in badging and trim. One good example of this trend is the 1977 Pontiac Ventura II four-door sedan in the display. It looks almost identical to Chevy's Nova. And things got worse. Remember the Aztek? It has been voted one of America's ugliest cars by more than one car magazine. Pontiac's Fiero could not decide if it was an economy car or a sports car. The underpowered little four-cylinder engine did not help. The Solstice coupe and convertible were nice cars, but Saturn and Opel also both had one. It is hard to get people to buy your unique car when it is no longer unique. And the beat did not go on. An Aussie GTO? Not a bad car, really. But by then, GM was on its last legs and there was too much redundancy in the various lines. Goodbye Pontiac!

The Pontiac display cars from 1932 to 2009 will take you down Nostalgia Lane. You will really enjoy the cars, even though there is not a Porsche in the lot. I will have many more photos and stories next month. 📷

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My First PCASDR Event

Text and Photos By JB Smith

My first event with PCASDR was a DE at Chuckwalla Valley Raceway on May 21, 2011. This is my story....

After a pleasant Friday evening at the hotel in Indio, my fiancé and I made our way out towards the Chuckwalla Valley Raceway first thing in the morning. As we arrived, we noted that the route guidance, provided by Steve Grosekemper, indicated a warning to slow down for a nondescript entrance. We happily found that the nearly invisible marker had been replaced by an enormous fuel tank, acting as a signpost to the track.

After a quick visit with the entry steward, we were off to find the track itself, along a bare, winding, windblown road. As we entered the paddock, some initial guessing as to where we could pitch our E-Z UP became a quick estimate of the most convenient off-track oasis. With a choice made, we got our setup out of the way and started to dig in to preparing the car and reviewing the run schedule. After having gone through a preliminary meeting the night before with instructors Jad Duncan and Mark Rondeau, my anticipation of the day to come was drawing closer to becoming reality. A quick drivers meeting again, with a review of all we had discussed the night before, and some trackside notes, then we were off to begin our day.

The first few laps of our DE session were plainly meant to acquaint us with basics of track safety and fundamentals of car control. They were followed by a straightforward method of point-by training, making us more aware of the need to actively go off-throttle, to enable a pass. The first session was very much a moderate speed, “drive your own line” introduction to time trialing. As we continued around the track, each driver was pointed by to the front of the pack, and then would provide point-bys to other cars, until once again reaching the back of the group. This is how the session would end, with only a moderate increase in speed.

The second session gave us a chance to once again practice our point-bys, but in this period, we also began to work on other important fundamentals. Finding the proper line through the corners was taught as one of the most important aspects of achieving good times on track. While in student mode, the desire to find that line is offset by the need to also be aware of the continuing changes in the car itself, as it comes up to track temperatures. The tires, cold in the first session, have started to warm up to the point where they need to have pressure bled off. This strategy is reviewed with the instructor, and changes made. The car itself, as we start to add more speed and more aggressive braking, starts to react differently to inputs, making the need for proper gear selection and braking points more critical each time around the track. With each iteration, we begin to focus on finding the right choices for each section of track. The right gear, the right turn-in point, waiting to grab a late apex. All of these inputs are introduced, as we learn more about how the car will react when an early apex is chosen, or an early braking point radically alters the setup for a corner. We finish this session with a much greater sense of what needs to happen for the car to run smoothly, lap after lap.

In session three, we began to emphasize speed and momentum. While our first two sessions gave us a lot to digest, we enter this one with a more established confidence about the limits of our cars. With further guidance, we start to explore the limits of our tires, and the effectiveness of our brakes. Waiting a little later to get on the brakes a bit harder, we are finding that in fact those big red calipers do a lot more than we thought they could. And the tires do a lot less than you hope they would. In a straight line the tires and brakes are phenomenal, but in the corners, the street rubber seems far less grippy than what the instructors have on their race-tuned track cars. As a result, cornering is not as fast, but the braking points are not significantly different either.

Setting up for corners now means that you just need to stay on the brakes a moment or two longer than the guys with R-compound tires. If you can, get all your braking and shifting done in a straight line—any other choice usually upsets the balance of the car, and can, if you are not careful, lead you off track. This session was pivotal for me, as my instructor, Mark Rondeau, was able to finally get me to stop shifting in all the wrong places, and instead, convinced me to brake later, and find that later apex by being more patient. For most of my earlier laps, I had tried to cut the corner too early, causing me to miss the apex and turn one long arc into several mini straights. This session is where I began to feel as though we were racing, even though we were nowhere near our limits.

Session four is where things started coming together. We all took a break for lunch, and now the afternoon heat had started to really kick up. Another bleed of the tires and maybe the grip will improve. Mark and I hop in for another round of training, and here is where things really start to happen. Everything except for the first corner. I keep getting on the brakes too early and changing what should be a single braking effort into two separate events. This turn is at the end of the front straight, so you would think that all that speed needs to be shaved off before hitting the first turn, but that would be wrong. I would not find the proper line there until the next session, but let's get back to this one. Mark has me working on getting my turn-in at just the right point and braking even more aggressively. He also has to continue with convincing me to stay out of the gearbox in the corners. I continue to grab the stick shift at the worst possible time, thinking I can maneuver the car while also rowing the gears. Still, he continues to try and prevent this, and gets me to focus on getting the right gear at the right points. 3rd to 4th then back down to 3rd, over and over until finally it starts to sink in.



JB's fiancée Michelle Pizziferri, snapped this picture of JB crossing the finish line

Session five, corner 1, coming in fast, down to 3rd, around 2 and 3, hit that apex and then wide left, use the whole track, shift to 4th, then hard on the brakes, wait, wait, turn in, see that apex in 4, yeah!—now hold that throttle, hold it, 5, gas gas gas, then heavy on the brakes, down to 3rd, turn into 6, straighten, wait, wait, now!—light throttle, find that apex, now gas gas gas up to 4th, hard on the brakes, down to 3rd, turn in quick into 8 and very gently turn left up and over 9, stay left, see the apex, okay, gas gas gas, touch the apex!—now short shift up to 4th, looong straight, then hard on the brakes still in 4th, transition to right turn 11, then hit the gator on 12, hang out right, then come back left, just touch the brakes and hit the bowl of 13, stay left at first then start to run down to the right, see the apex get on the gas, wide open and slingshot into the straight, setup for 14, hard on the brakes, turn in quick and catch that apex, hang out right then brake again, down to 3rd for 15, see the apex, get on the gas, yes!—gas gas gas, then hard on the brakes down the middle, slow right hander for 16, then find that apex, see it?—yes, gas gas, go touch the gator at 17 and we just completed a lap at CVR!

Finally we are racing. Now this is NOT 10/10ths driving by any stretch, but this is thinking in terms of how to set up the car for each turn based on what you know it can do very well by now, in fact. With Mark's guidance, I was starting to get the hang of this, starting to know what I should be doing at each turn, what I should be thinking, calling it out as I approach every entry.

Session six; all of session five is a blur. I am not sure if Mark got in at this point to drive my car, or if that was in the previous session, but once he did, he showed me the line, which I instantly remembered for every lap thereafter. Now I am growing confident as we are completely focused on improving the line and hitting the braking points in time. All of the strategy that I have learned up to this point is working great except for the braking into turn 1. After a run with Mark driving, I try to copy his line and timing. Wow! The very next time around at turn 1, the braking is late and the shift down to 3rd just hits at the right moment. I am sweeping right and the car is balanced, I get on the gas a little and wait for the turn in for 3—there it is. I roll on the throttle, hit the apex and open it wide. Oh man!

That was freaking awesome! Finally! After many laps of some successes, finally a lap comes together where everything is just fluid, the momentum that I have been trying to find just happens. This lap will be my most difficult to remember because I got just a little lost in the euphoria of finding that momentum and actually pulling off a great transition through 1-2-3.

This was my first event driving with PCA and I really want to extend my thanks for all of you who work so hard to maintain this club and actively seek to educate new drivers. Mark Rondeau provided phenomenal instruction and feedback, as I became more familiar with so many aspects of car control and track oriented thinking. I highly recommend his instruction to anyone looking to improve their driving technique.

I followed up my visit to Chuckwalla, with an Autocross at Qualcomm on June 4th. Everything that I learned was brought to bear again as I received more instruction, this time from Jim Binford in his fantastic 82 911. I'll leave that story for another day. 🏁

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Cars and Coffee

Text by Bill Behun

Photos by Greg Phillips

On Saturday, May 14, we had a new social event—Cars & Coffee. Other Southern California Porsche clubs do something like this and we thought it might be a fun event. One of our tireless social committee chairs, Kathy Alnwick, organized the event. I mean tireless in that the social committee folks have put in so much good energy to their events, not “tire-less” as in what happens to some of us after cording our tires at the Q! (Hey, this is a car club after all, and I could get confused!)

There were about 14 of us who gathered at 7:30 in the morning for some wake-up coffee and good conversation, and sometimes teasing. We met at the Black Angus parking area at 10:30 Friars Road (near Mission Gorge Road). Most everyone backed in to the parking spaces to better show off their Porsches. It was an impressive line up. I cleaned up my shiny daily driver 944 a bit, but parked in the row across and front end

in, as I didn’t want to spoil the good show with my recently cracked front windshield. Carl Scragg also parked his car away from the line up—his, ah, Chrysler PT Cruiser. I think Carl had errands to run afterwards and his 911 wouldn’t have the needed room. I had to head to the nearby Home Depot afterwards for my errands but as we all know, 944’s have room for lots of stuff.

There were two Porsches that stood out to me (besides mine of course). One was John Straub’s 1967 911 project car. I’d seen it before at the last Concours Steve & Araceli Lopez put on for the club. The body looks old, tired and a bit rusted. We had some new folks show up for the get together and they were polite and smiled in agreement that the car was interesting. Then we said, “John, open the lid to the engine!” Boy did everyone’s eyes light up as the recently rebuilt IMMACULATE engine and compartment revealed itself. The engine belongs in a museum it was so clean and sparkling. The new folks now understood why people admired John’s rusted car.

The other Porsche was Ted Myrus’s PRISTINE red 356 with luggage rack. I’d never seen it before and many of us went over to check it out. What an awesome vehicle. I must say though, we did find TWO specks of dust on it! We hope Ted will bring it to the next get together with at least one of the specks removed. Awesome car, Ted.

Quite a few of the folks then left at 8:30 for the tech session at Landmark Motorsport Services, where Rod Everett would brief us on his experiences in heading up the Falken Tire 911 GT3 ALMS Racing Support Team effort over the past two years, plus show his shop’s capability to support private owners for track events, as well as several of the race cars he currently maintains. It was fun and impressive to see all the regular cars stopped at the traffic light while the line of Porsches headed out onto Friars Road to venture to the tech session.

Keep your eye out for our next C&C event. 📸





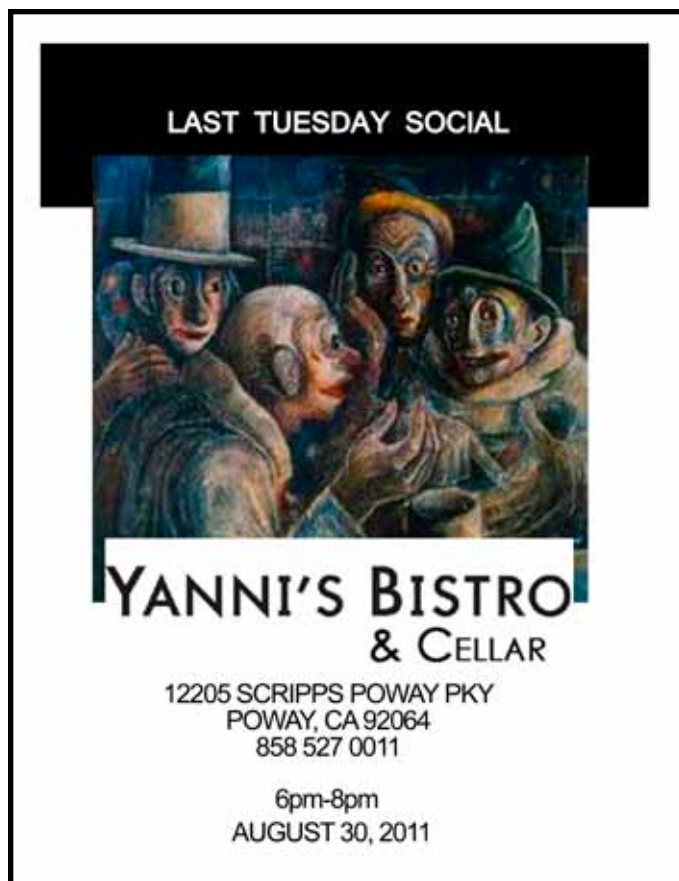
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Landmark Motorsports Tech Session

Text by Jim Binford

Following the May 14th Cars and Coffee get together, most of the attendees caravanned north to Lake Elsinore, where they met up with other PCASDR members to attend a special tech session event hosted by Rod Everett of Landmark Motorsport. Rod captured our attention briefing us on his numerous interesting experiences as Team Manager/ Engineer for the racing team he put together to support the 911 GT3 RSR ALMS race car sponsored by Falken Tire Company. Many of you have probably seen the distinctive teal and blue colors of the Falken race car that Rod and his eleven man race team support. Mark Richter from Falken Tire marketing was also present and provided us insight into the efforts required to support a race car and tire development program.

Rod has a wealth of racing knowledge, beginning with off-road racing in 1982, which later turned into Formula Fords and sports car racing. In 1991, Rod fielded ACRL race cars for actor/driver Craig T. Nelson and coached the 1993 Championship winner and Rookie of the year Richie Hearn. The Landmark Motorsport team also successfully organized race teams supporting other professional sports car campaigns, including the Falken sponsored GT3 RSR race car the past two years.


Rod related some of his Falken-sponsored race car experiences, including the importance of a strong relationship with Porsche Motorsport, to ensure factory parts support, and the need to closely work with factory race drivers to impress on Porsche Motorsport the need to change some of the GT3 RSR suspension settings to align with the Falken tire design. Rod requested and obtained the services of Porsche factory race driver Wolf

Henzler for the Falken team, which helped to bridge some of the issues with Porsche Motorsport. Another interesting incident was when the Falken car caught fire, with serious damage to the rear, during practice at Miller Motorsport Park. Rod's team put the car back together in 4 hours, just in time to make a run at the end of the day prior to the next day's race, with parts support assistance from Porsche Motorsport. Mark Richter noted that the initial impression by Falken was that they would be out of the race, but later stated it was a good marketing incident, since the TV cameras filmed the fire blaze/damage, and when the car was quickly restored to race configuration, the TV cameras followed the car again when on track. Mark noted the incident resulted in good publicity, showing how resilient the Falken race team/car/tires were. Mark was also proud to note there have been no major tire failures during a race event with Falken tires mounted on the race car. Rod also said the Falken sponsored car is configured to run different mixtures of race gas, such as ethanol, and talked about the coordination efforts required to adhere to ALMS regulations. In the case of ethanol, the car burns more fuel, so the team has to spread the added weight lower in the car body, but they are allowed to refuel from a higher tower to fuel faster—another example of the engineering design work associated with professional racing and adherence to sanctioning venue regulations.

These were just some of several stories Rod and Mark provided us, which gave an insight into professional racing and which I, for one, have not been privy to before and found very interesting. For instance, those of us amateurs who are fortunate to scrape together a spare set of tires for a track event, Rod noted that ALMS restricts teams to “only” 20

tires for use just in qualifying a car before the actual race event! Landmark also provided drawing prizes for all the attendees, but we couldn't wrangle one of those used race tires.

Following Rod and Mark's briefing on the Falken sponsored race car experiences, Rod provided us a tour of his facilities and a viewing of some of the track cars he supports. Rod also fabricates special tools and makes modifications to race car components, particularly suspension, to improve overall performance. One tool (called “Bob”) allows quick change of wheels without the use of pneumatic guns. Another is a modification to the GT3 RSR rotors with small fins to enhance cooling. Rod also had a '59 red Cadillac convertible on a lift into which he had installed a Corvette C4 suspension, so if you see the car in the Lake Elsinore area you may want to think twice about trying to outrun it! The car was another example of Rod's considerable engineering talents in improving a car's driving performance.

Following the tech session we all went on our separate paths back to our homes, but I went away with a much better appreciation of the efforts required to manage a professional race team, and of Rod's race engineering and fabrication talents, as did many of the other attendees, I'm sure. Many thanks to both Rod and Mark for an interesting tech session and tour of Rod's facilities and fabrication equipment. For anyone wishing to avail themselves of Rod's expertise, his number is 951-674-7676. 



Rod Everett



GT3 RSR brake rotor with fin design



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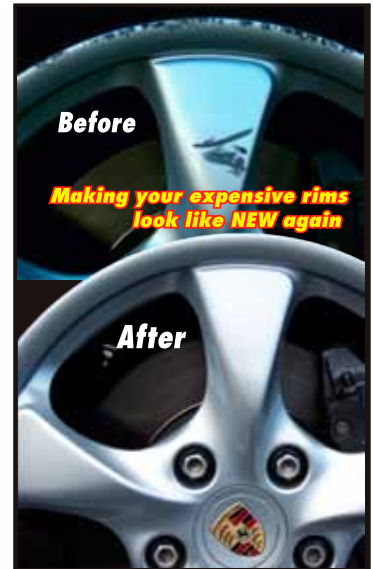
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Mark Rondeau scoots around the paddock at the May Chuckwalla Raceway event

Fallbrook Hot Summer Nights

Text by Keith Verlaque

Photos by Martha McGowan

As a wise man once said, “Variety is the spice of life,” and the annual Fallbrook Hot Summer Nights event offers an opportunity for car enthusiasts to share their passion for cars and explore the various passions of others.

For the past several years, Bill LeMasters has been the primary organizer for the “Hot Summer Nights” Sports Car show in Fallbrook. On Friday, June 10, at 4:31 PM, downtown Fallbrook was closed to all but show cars. The difference between this event and many other Southern California car shows is that it is not just the usual selection of muscle cars and street rods with custom paint and chrome on anything that doesn’t move. While there are muscle cars and hot rods in attendance, Hot Summer Nights is rapidly growing to include almost every species of automotive life, including an ever increasing number of exotics from afar such as Lamborghini, Ferrari, Aston Martin and, of course, Porsche, all proudly displayed along Main Street.

Having attended this event previously, one recognizes a few faces from past years, and the game of trying to remember what car each person was associated with then begins.

Almost immediately, while helping owners park their Porsches in echelon formation at 45 degrees to the curb, I recognize a familiar face from our autocross series at Qualcomm Stadium, but he is getting out of a Lamborghini Gallardo!! This is Pete S, an SDR member who has taken his 997 Turbo down to the stadium to find its limits, but is more frequently seen maintaining momentum in his “track weapon,” a race-prepared 944. A brief conversation reveals that he is, and always will be, a Porsche man, but...he is “trying something different for a change” with a brand new Gallardo Superleggera (superlight), with carbon fiber used in abundance and finished in Rosso Andromeda red—which he assures me is extremely rare as it is a color Lamborghini reserves for their Murcielago. Well, who would have thought 944 Pete was a Lamborghini owner?

Soon after that, we see Hal T (a PCA-SDR member for many years) wearing a smartlooking polo shirt with an Aston Martin logo. A few brief questions later and in the wink of an eye, we’re sitting in Hal’s fabulous black 2006 Aston Martin V8 Vantage. In addition to immersing you in the rich aroma of new leather, the car is a photographer’s dream, as there is not a bad angle from which to view this car. The only problem any/all photographers would have is trying to get the crowd of people who

seem to constantly hover around the car to move far enough away to get a decent shot. When we ask Hal how long he’s had his Aston Martin, he tells us he has had Aston Martins for over 50 years. In fact, he owned the very first DB4 in 1954, which was used as the model for the DB4 brochure. He has also had a Lotus Elise, and owns a variety of Porsches, including a ‘57 356 Speedster, a ‘72 911S, an ‘86 930 Turbo, a ‘98 911C2, an ‘01 996 Turbo, an ‘06 Cayenne, and most recently a Cayman. In response to my sarcastic quip “that’s all?” he replied, “Well, then there is, of course, the Porsche Junior Tractor”. I guess that classifies him as a Porsche man.

There were over 50 Porsches from SDR out on display with just about every model represented, including everything from a totally original 1957 Speedster in white, complete with a factory Porsche luggage rack on the back and genuine factory Porsche luggage attached to it, to 914s, 914-6, 356 Carrera 2, 356B and C, early 912, 924, 944, a totally original 928 still with factory applied cosmoline on the engine bay, Boxster, Cayman, Panamera, and 911s too numerous to mention, from 1960s long hoods, right up to a 2011 GT3RS with ceramic brake discs that are larger than the wheels on many family saloon cars.



Pete’s Lamborghini



Hal T with his Aston Martin

There really was something for everyone. Even if you tire quickly of looking at cars—there were vendors with numerous culinary delights, plus a beer garden with wine and spirits, a live band, and even one chap entertaining the crowd with what he called dancing. It was like a car wreck in that everyone knew it was awful and nobody wanted to stare...but it was sooo hard to look away.

At 7 PM the band paused and the main man Bill LeMasters got up on stage to announce the results of the judging for the car show.

The Best Car Club award went to PCA-SDR for the fifth year, with 50 cars on

display (the next highest attendees were the Viper Club with 12 cars).

The Best Sports Car award went to Robert M and his white 1957 Porsche Speedster with the factory luggage rack.

The Judges Choice Award went to Jerry W with a 1952 Gaylord (No. 72 of 80 of these fiberglass roadster-bodied cars with the original Chrysler Hemi 331ci V8 sporting four two-barrel Stromberg carburetors).

It really was a fun afternoon that culminated in 40 SDR members gathering at La Caseta restaurant for dinner. Everyone had a great time, and the SDR “New Socks and Underwear Drive” for

children at Monarch School officially started as we received several donations of items that will be delivered later this year.

To all who attended Fallbrook Hot Summer Nights, many thanks for supporting SDR. To those of you who didn't make it, you certainly missed a great event. Watch the website and mark your calendars to be sure you don't miss it next year. As a side thought, the next time you are talking cars with your Porsche buddies, ask 'em what other cars they like and you just might be surprised. 🗨️



Best Sports Car, a '57 356 Speedster



RS America



Best Car Club-Bill LeMasters, Martha McGowan and Robert M



Line of Porsches

June Board Meeting

Board Minutes

The June 2011 Board of Directors meeting was held at Mike Brown & Lori Chesley's home. Board members in attendance were Carl Scragg, Monique Straub, Greg Phillips, Bill Behun, Cathy Young, Leigh Rayner and Terry Barnum along with Curt Yaws as advisor. The meeting was called to order at 7:03 PM. Minutes from the May 2011 meeting were approved unanimously.

President's Report

Carl has tasked Greg to put together a Nomination Committee to create a slate of Board nominees for the next election. Club rules determining committee eligibility were discussed.

Carl and Curt attended a performance by PCA members Robert Baizer and Jack Miller's band, Blues Doctors. They were very impressed and are confident the band will be excellent entertainment for the Club's New Year's Eve party. They have committed to play the party for a very reasonable fee. Keith Verlaque has agreed to act as overall coordinator for both the Auto Show and the New Year's Eve party and described his questionnaire that he will send out to volunteers and his plans to keep the event highlighted on the website.

Treasurer's Report

Cathy presented the Balance sheet, Profit & Loss for the month of May, and Profit and Loss Year-to-Date comparison. Overall, finances are positive. Carl will request a final reconciliation from the Chairs for the recent Performance Driving School. Cathy will reassure Susan Brown that the Windblown Witness income increase is indeed a trend and increasing the page count is

warranted. A mid-year special meeting will be scheduled in July to forecast for the rest of the year. Cathy was thanked by all for a job well done in presenting the Club's finances in a clear and understandable manner. The Treasurer's report was approved unanimously.

Accounts are reconciled as of the end of April. Cash in was less than cash out which resulted in a net decrease in cash. Major expenses included an AX, Time Trial and Windblown Witness printing. Major income sources included an AX, equipment rental and Windblown Witness advertisers.

Chair Reports

Autocross. Bill Behun reported that Jim Hicks has generously offered the use of his truck at AXs for a nominal fee. A motion was unanimously approved to use the truck on the condition that it is properly insured. Martin Lipp stated that the BMW club is selling their truck and will investigate and report back. Bill reported that Michael LaGrasta will be unable to continue as Equipment Chair and is looking for a replacement. Bill emailed PCA President Manny Alban with a description of our AX Taste of the Track program for possible use by Porsche National. Bill and Jerry Bumpus will meet with Qualcomm Stadium representatives on Friday to determine AX dates for the rest of the year. Robert Baizer will be asked about the feasibility of rescheduling a DE to allow for a more convenient date for the Fall Performance Driving School. There was spirited discussion regarding X car participation and it was suggested to bring all ideas to the next Board meeting.

Auto Museum. Michael Harris reported via email that there will be a new exhibit, The Rise and Fall of an American Icon, recalling the history

of GM. He reported that the Glitz and Glam fundraiser was successful. He also noted that National City will have its 20th annual Automobile Heritage Day on August 7 with Porsche being a featured marque.

Charity. Martha McGowan reported that there will be a Socks and Underwear Drive at the June 10 Fallbrook Hot Summer Nights event.

Concours. Steve Lopez reported on his deposit with the Port for the August 6 Concours to be held at Shelter Island Park. The event will be shared with the 912 Registry. He has a meeting scheduled with representatives from Pat and Oscar's to discuss the menu. Steve will coordinate with Michael Harris on the August 7 auto show in National City.

Goodie Store. Leslie Shirley reported via email that the clothing items approved at the last board meeting have arrived and are currently at the embroiderer.

Historian. As he promised last month, John Straub quizzed the Board on the contents of his website article. Terry took the team to victory.

Insurance. Tom Golich reported via email that insurance certificates are in place for all June events. Everyone was very impressed with Tom's consistent hard work. Signed waivers from previous driving events were delivered to Bill Behun.

Membership. Angela Avitt reported the membership tallies for May: Primary 1406, Affiliate 1053 for a total of 2459. There were 13 new members, 1 transfer in and 2 transfers out. There were 40 lapsed renewals and 82 on-time and late renewals. PCA National will be contacted for methods to assist new members in determining their Vehicle Identification Number. Keith Verlaque

suggested drivers use their insurance card. Angela has recruited sponsors for the September 10 New Member Social: Pioneer Porsche, Phil Thearle's Autowerks and RSR Autosport. Pioneer will also be displaying a new Porsche at the event. Gift purchases for new members are being coordinated with Leslie Shirley.

Social. Kathy Alnwick and Angela Avitt have scheduled all upcoming Last Tuesday Socials through November with the next one being at El Callejon in Encinitas.

Tech Sessions. Jim Binford and Martin Lipp reported on the June 22 event at Bumper Doc in Escondido, but the July 23 event at HRE is on hold until AX dates have been finalized. Jim suggested combining both Cars & Coffee and Tours with Tech Sessions. He also proposed a women-only Tech Session.

Tours. Mike Brown reported on the Father's Day tour to Idyllwild and that Kathy Alnwick will be coordinating the

event. He described the last tour which was very well attended and a great success. Carl suggested ending a tour at an AX and allowing tour drivers a few parade laps.

Web Team/eMaster. Tom Brown reported via email that he is working on improving the website's performance.

Web Forum. Non-members have asked to participate on the forums. Steve Grose-kemper is investigating a method to allow this. There was spirited discussion about the pros and cons of permitting non-Porsche members to post on the forums and discussion was tabled until Steve provides his input.

Witness Team. Royce Ann Myrick reported via email that all advertisers are now less than 60 days overdue. Carl proposed that brand new members be recruited to write articles. Keith Verlaque suggested tour drivers be asked to email their thoughts on the tour for a composite article.

Unfinished Business


X-car participation will be discussed at the next meeting.

New Business

Bill Behun inquired about reestablishing an Instructor's Day AX. Cathy noted that there is a budget for it and Carl suggested determining a date for Board approval.

Adjournment

The Brown-Chesleys were thanked and the meeting was adjourned at 8:32 PM.

Next Meeting: The next meeting will be Wednesday evening, July 5, at the Kinner's home. 

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

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Classifieds

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Street Cars

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1970 authentic 914/6: 3.2liter, AM class champ several years. 1987 Carrera Turbo Look cabriolet: new top/interior, \$20K firm. 1993 964 coupe: \$15K firm. Richard (619) 961-5615

1971 911E Targa #144 Metallic Gold. Original Engine/Trans/FI. Owned since 1980. Pampered and always garaged. Clean and complete. Many extras. \$21,000 Russ (760) 438-2924

1974 911 T restored stored last 10 years. rebuilt motor before going to paint. 2stage paint all panels removed. new seals/rubber. needs interior f/r glass and quarter windows. clean tittle, cur regs. \$15000 8584498007 (760) 598-3322

1974 911S W/1980 3.0 ENG 40IDA WEBER CARBS. RECENT: TRANS REBUILD, CLUTCH, A/C COMPR. & HOSES, TENSIONERS & MORE. OLD CIS SYS AVAIL W/SALE. SAME OWNER 30 YRS. SVC REC'DS AVAIL \$15,500 (858) 273-4060

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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

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Parts

911/964 7-Spoke Rims & Tires, Carrera C2/964 16 In wheels in good cond, w/ used tires. Front: 6 in rim w/ Dunlap SP Sport 8000 P205/55/ZR16/89W (60% worn), Rear: 8 in rim w/ Dunlap SP Sport 8000 P225/50/ZR16/89W (60% worn). \$500 (not including shipping). duck1@san.rr.com; (619) 575-0363. Leave msg please. (619) 575-0363

SEATS. fit 78-83 911SC Original front seats, redone by OB Upholstery. Camel leather, xcellent cond. Also rear seat backs, 911SC embroidered Floor mats, and center console. Pics by request. \$400. obo Angelaavitt@yahoo.com (619) 447-4709

Convertible Soft Top & Frame For Porsche Boxster in Black. Excellent condition to fit 986 97-02 model years. \$400 (714) 310-1729

'89 911 rr. coilover kit 911. rears only, recommended for racing. RSR bilstein rear shocks set up for racing. \$850 jae@mirageintl.com (858) 581-1101

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16x7 BBS Wheels - \$400 Lightweight Two piece Magnesium BBS Wheels. Black Honeycomb complete with unobtainium BBS Lug nuts. 52 offset. mrondeau@cox.net (858) 864-3163

Cup1 Wheels \$900 OBO Set of 965 turbo wheels, 7s and 9s. ET55 5/91 mfg date. newly polished by Al Reed. also fit 944s (760) 944-9576

Bra's/Seat Covers Bra's for; 914, 911SC, 924(S). Custom Sheepskin made for 911SC w/ sport seats-great condition. Misc. 944 parts. Make offers Bill 858-688-9274

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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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Sizes are strictly maintained. Bleeds are available only on full or half-page ads.

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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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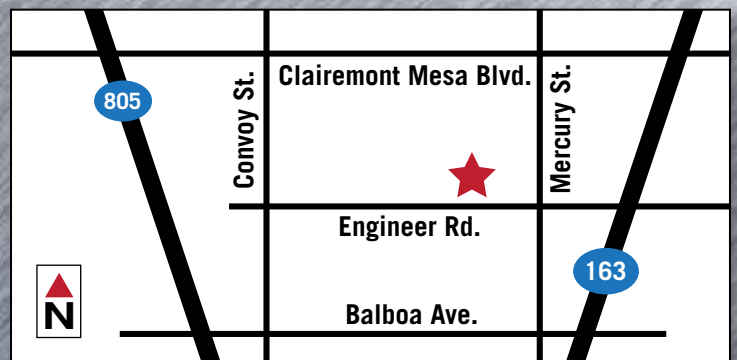
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Susan Brown, Editor

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